



# Department for Transport

## Devolved BSOG Grant - Annual Outputs Report 2017

### 1. SECTION A: BACKGROUND AND CONTACTS

1. What is your local transport authority name? \*

Transport for West Midlands (part of West Midlands Combined Authority)

2. Which geographical region are you in? \*

- North East England
- North West England
- Yorkshire and the Humber
- West Midlands**
- East Midlands
- East of England
- South East England
- South West England
- London

3. What type of authority are you? \*

- Integrated Transport Authority/Combined Authority**
- Metropolitan Borough Council
- Unitary Authority
- County Council

Other – please specify below if you feel you do not fit into one of the categories given:

**4. How would you classify yourself geographically (NTS Area type definitions) ?**

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**Metropolitan**

Urban Large (population over 250,000)

Urban Other (population between 25,000 and 250,000)

Rural (population below 25,000)

Other – please specify below if you feel you do not fit into one of the categories given:

**5. Name of the reporting officer: \***

Jon Hayes, Head of Network Delivery

**6. Contact phone number of the reporting officer: \***

0121 214 7826

**7. Email address of the reporting officer: \***

Jon.Hayes@tfwm.org.uk

## 2. SECTION B: TENDERED BUS NETWORK

"A tendered service is one where a local transport authority has invited tenders for the operation of a service (not e.g. seats on a bus or subsidised tickets), and a contract exists as a result of that tender"

### 8. What have you used the developed funds for? \*

**A. Maintain current tendered services**

B. Increase level of tendered services

C. Invest in alternative services (e.g. community transport, taxi buses)

**D. Invest in supporting bus infrastructure provision**

E. Other

As well as maintaining current tendered services we have been looking at supporting and investing in bus infrastructure specifically aligned to the tendered service network. This forms a part of the overall development and implementation of the West Midlands Bus Alliance.

Bus operators across the West Midlands have signed up to the Bus Alliance. The Alliance will enable operators to meet rigorous new standards on key issues such as vehicle emission levels, branding, maximum fares and frequency and will make wider use of Advanced Statutory Quality Bus Partnerships rolling these out on a phased basis across the region.

Investment in bus infrastructure will involve a number of highways schemes aimed at reducing journey times for buses and improving bus punctuality and reliability.

Investment in our tendered service network will require operator's vehicles to comply with Euro V clean air standards as a minimum thereby reducing vehicle emission levels.

**Other (please specify):**

### 9. If you ticked C, D or E in Q8, please specify the type of services/infrastructure you have invested in: **N/A as ticked A in Q8 above.**

A. Community Transport run under a section 19 permit

B. Taxi Buses

**C. Network re-design/configuration**

D. Bus stops/shelters

**E. Bus lanes**

**F. Bus priority signalling**

- G. RTI (Real Time Information)
- H. Funding Kick-start services
- Other (Please specify):

**10. If you have observed any direct or indirect impacts as a result of the way in which you have used the devolved funds?**

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- A. Cost reductions to the local authority
- B. Successful Kick-starts
- C. Increase in patronage due to investment in infrastructure
- D. The commercial market replacing any lost tendered routes
- E. There have been no observed impacts

We have focussed our efforts to have in place arrangements to maintain our tendered services network that has protected operators from any impact from devolved BSOG with the BSOG element of costs built into operators tender price submissions.

**F. Other (Please describe here):**

Impacts we are seeing are that tendered service prices are increasing as a result of number of pressures operators are facing around increasing costs, the impact of congestion, reducing patronage and fare revenue. As our BSOG allocation is fixed and is not inflation indexed linked then this is putting real financial pressures on our tendered service budgets and our ability to effectively fund our tendered service network.

**11. Please provide a short description of whether you took any mitigating action to reduce the impact of the transfer of BSOG on operators? \***

We took a pro-active approach on this and from the onset of the introduction of devolved BSOG we liaised closely with operators and put in place agreed arrangements that were transparent and equitable to protect operators from any impact on existing contract commitments. This helped to alleviate any impact on operators and provide stability from an early stage. Some operators commented at the time that we were the first transport authority in the region to put in place BSOG arrangements.

For new tendered contracts the BSOG element of costs has been built into operators tender price submissions. The above has helped to provide the platform and conditions for seeking opportunities going forward as outlined in our response to questions 8, although we are facing real financial pressures as highlighted in our response to question 10.

**12. Please specify how much your local transport authority spent on tendered bus services in 2015/16? \***

£7.453m

**13. Please specify how much your local transport authority spent on tendered bus services in 2016/17? \***

£7.569m

**You have completed this survey!**

Thank you for taking the time to answer this survey! If you have any further questions regarding the monitoring of devolved BSOG please contact Lyu Georgiev on [Lyu.Georgiev@dfi.gsi.gov.uk](mailto:Lyu.Georgiev@dfi.gsi.gov.uk).