

Update for The Future Oxfordshire Partnership

22 March 2022



Agenda

Who we are

How we would like to work with the FOP
and its IAG

Strategic Items under Discussion

Bus Service Improvement Plan and
Enhanced Partnership Update

Future FOP Meetings



Who we are – Members of OSTF



LOGISTICS UK



WEST OXFORDSHIRE
DISTRICT COUNCIL



How we would like to work with FOP and IAG



We want to make transport matters more visible to the FOP and its IAG and create a two-way dialogue



We want to work with the FOP to ensure that policies are developed and implemented that deliver what it is responsible for delivering e.g. Net Zero, BSIP, LTCP, OxIS, OP2050 etc.



We would like a mandate from FOP that they would like the OSTF to provide a professional, cross-mode view on any transport matters that they are concerned with.



We would like the FOP to make recommendations on matters they feel the OSTF should develop on their behalf and recommend courses of action.





Strategic Items Currently Under Discussion

Bus Service Improvement Plan (BSIP) and
Enhanced Partnership – Outcomes required

Better Public Transport Integration – Didcot and
Banbury / Bicester

The case for a Strategic Active Travel Network

The preferred approach to Mobility Hubs / Park &
Ride Strategy

Considerations for a Freight Strategy

Getting the A34 North and South of Oxford right
and how it links with HIF1 and HIF2

Holistic approach to Connecting Oxford /
Application of Road Hierarchy

Input to OxIS and OP2050

Briefing on BSIP / Enhanced Partnership (1)

BSIP was submitted by 31 October 2021 as required by government. Oxfordshire Ask is £54m over three years - a mix of Capital (£36m) and Revenue (£18m) Projects

BSIP funding available reduced in the CSR to £1.2bn from £3bn. Fund is heavily oversubscribed – at least 8 times.

DfT allocating funding into four 'buckets' for the 79 BSIPs
Transformational (16/79)
Improvement (24/79)
Additional Support (36/79)
None (3/79)

Now likely to hear initial funding allocation (if any) by mid March 2022. Oxfordshire is not in 'Transformational' bucket (gets all or most of BSIP funding).
Need to reflect on why

Most likely (optimistic) scenario for Oxfordshire is 'Improvement' – indicative funding to be made available for specific BSIP schemes after discussion with DfT. This could be a good outcome, but need a 'first things first' mindset with EP setting out clear ambition with more funding later, but must deliver

Pessimistic scenario is 'Additional Support' - effectively an offer to help develop our proposals further with no specific funding. This would be a significant setback for our bus and wider transport ambitions and indicates that better strategic positioning of the bus offer to central government is required



Briefing on BSIP / Enhanced Partnership (2)

Agreeing an Enhanced Partnership between the Highway Authority and Bus Operators is a Government requirement to access any future bus funding. The Partnership legally formalises and 'locks in' the commitments of all partners

Draft Enhanced Partnership must be submitted to DfT by end of April 2022 (OCC Cabinet Decision). Final date for EP to come into effect TBC once final BSIP allocations are confirmed and DfT processes are complete

OCC and bus operators have developed suitable governance and are establishing what can be done, with or without BSIP funding – need to get the Partnership, positioning and whole system approach right - funding and decisions would flow from that

EP Board to be introduced with voting rights – balanced 50/50 between local authorities and bus operators

EP Forum also to be set up to allow Board Members to engage with those that already put funding into the bus network

Sub-groups will be set up – see next slide

Briefing on BSIP / Enhanced Partnership (3)

Proposed Partnership working groups – Bus Operators, County and District Reps

Masterplan & Strategy

Interaction of enhanced partnership outputs with other council / LEP workstreams, to include Countywide Strategy, P&R

Making buses faster and more reliable

Bus Priority schemes

Roadworks management

Pinch points and congestion hotspots

Punctuality improvement

Upgrading bus infrastructure

Bus stops

Mobility hubs

Real Time Information (estate / systems)

Bus Interchanges

New developments – bus access

Decarbonisation infrastructure

Improving the image of buses

Branding and marketing

Quality standards

Vehicle features

Making buses easier to access and understand

Smart ticketing

Behavioural change initiatives (eg mobilityways)

Real time information (customer facing tools)

Publicity and customer information

Customer charter

Briefing on BSIP / Enhanced Partnership (4) – Critical Issues to Consider / Debate

Backdrop of low public transport use post pandemic (bus use averaging 75%) – lower than national position and risk of significantly compromising the commercial offer – how do we restore?

Building on BSIP – pooling resources and creating the capability to match scale of ambition. Simple steps, e.g. EP administration (could be overseen by FOP?)

OCC has been allocated 'Improving Bus Capability Funding' (over £300k) – but some already spent and more needs to be allocated to cover 'basic' areas which are currently unfunded.

Opportunities: ZEBRA; OxIS scheme prioritisation; public transport more front and centre in spatial planning and network management; collective approach to mode shift; strengthened policy framework in all our Plans

Partnership opportunities – an effective, modern PT network essential for the Health Sector, businesses and universities. How can they help us develop a 21st century offer?

Next steps...
BSIP Funding (critical)
ZEBRA bid outcome (March)
EP Established (from October – earlier in 'shadow' form if possible)