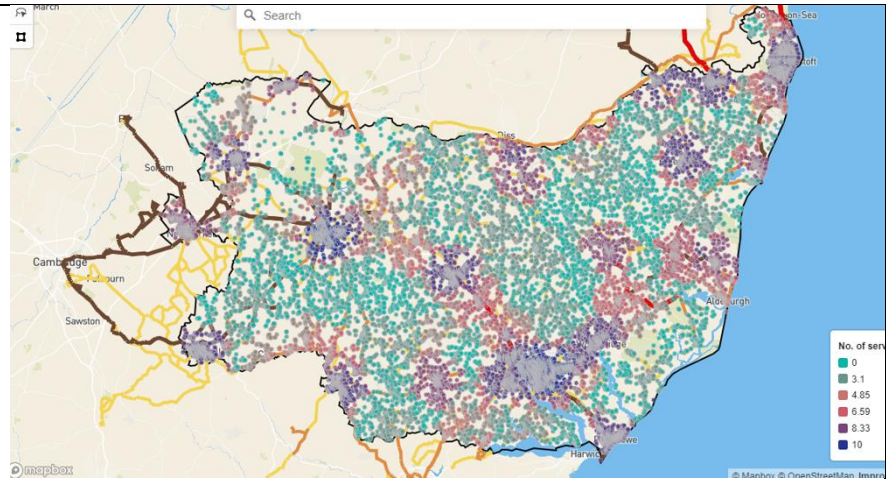


<b>Title of Meeting:</b>	Suffolk Enhanced Partnership Passenger Interest Group
<b>Purpose or Mandate:</b>	A collaborative approach to improving passenger transport
<b>Date:</b>	9 <sup>th</sup> May 2023
<b>Place:</b>	Teams Meeting
<b>Time:</b>	14:00 – 15:30
<b>Attendees:</b>	<p>Tim Stephenson (TS) – SCC          Paul Horne (PH) - SCC          Robert Kemp – SCC          Ben Walsh – Mid Anglia Rail Passenger Association          Richard Walker (RW) – Kersey Parish Council          David Dunkley – Shimpling Parish Council          Vivienne Klimowicz (VK) – Stoke by Nayland Parish Council          James Wright (JW) – Rushmere St Andrew Parish Council</p>
<b>Apologies:</b>	<p>Simon Barnett – SCC (Chair)          Calum Poole - SCC</p>
<b>Minute taker:</b>	Robert Kemp

Agenda item	Description	Information/Reports/Comments
1.	DfT Visit	<p>TS – visited by DfT on 2<sup>nd</sup> May who were going round local authorities who didn't get any BSIP funding. They were impressed by the BSIP update, our progress, the EP and the speed and direction of it. The BSIP is what we do and the EP is the framework for how we do it. We pitched for any money that might become available and showed them a pipeline of schemes of what we could do. We received good feedback from DfT following the day and were asked if we'd help other local authorities with their own EP's/BSIPs. The day followed the below agenda:</p> <p><u>Session 1</u></p> <ol style="list-style-type: none"> <li>1. Our BSIP a run through the updated BSIP (as per our recent addendum/update to DfT)</li> <li>2. Our Vision how the various strands of "transport" link in our approach; BSIP, Active Travel, Local Transport Plan. We see these as "one travel entity"</li> <li>3. Our EP how the EP functions. Who attends, what sub-groups do we support?</li> <li>4. Our achievements (without BSIP funding)             <ol style="list-style-type: none"> <li>a. Bus priority</li> <li>b. New traffic signals policy</li> </ol> </li> </ol>

		<ul style="list-style-type: none"> <li>c. Passenger Charter</li> <li>d. Partnership with Transport Focus and marketing in general</li> <li>e. BRT case study</li> <li>f. Greener buses (First bus introducing 17 new/greener buses in Suffolk)</li> </ul> <p>5. Our Future Projects and Ambitions (If we had funding)</p> <ul style="list-style-type: none"> <li>a. Travel Hubs</li> <li>b. Transport Heat Mapping</li> <li>c. Bus Ticketing</li> </ul> <p><u>Session 2 - Meet our EP Partners</u></p> <ol style="list-style-type: none"> <li>1. Operators – an “unedited” view from two EP partners and major operators First Buses and Stephenson’s of Essex. They will discuss BSIP, BRG and the £2 fare and the complexity of operating in a rural environment.</li> <li>2. Transport East discussing transport in a regional context, particular focus on rural issues and promoting the centre of excellence.</li> <li>3. Community Transport and DRT Provider we have asked CATS who operate community transport in East Suffolk/Suffolk Coastal area, plus some DRT and local transport services to come along and have a chat.</li> </ol> <p>JW – very encouraged by what has been said.</p> <p>VK – if money was available what are Suffolk saying is in the pipeline.</p> <p>TS – we have done some things from our own budget that we’ve been able to. We received some money for capacity building. Some has been spent on WSP study creating a pipeline of schemes. There are a priority set of schemes for bus priority, bus lanes, signal changes and enforcement (approx. £2.8m).</p> <p>Link to updated BSIP here - <a href="https://www.suffolkonboard.com/content/download/gqWlmlTZQPbx/Suffolk+Bus+Service+Improvement+Plan+-+2022+Update+%28Final%29.pdf">https://www.suffolkonboard.com/content/download/gqWlmlTZQPbx/Suffolk+Bus+Service+Improvement+Plan+-+2022+Update+%28Final%29.pdf</a></p> <p>RW – well done for getting in the front of the queue with DfT. Helping other local authorities in front of DfT is good.</p> <p>TS – heat mapping was also part of the presentation to DfT. It’s a tool used to show the distance from every household in Suffolk to their nearest service (GP, optician, health centre etc). It highlights those areas that are “cold” in terms of availability of services.</p>
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We know operators won't go to these places as they don't have the footfall but we might be able to get people to the bus and open up transport options. DfT were very enthused by this. We're looking at setting up travel hubs which could be village halls/community centres/libraries where people meet and use shared taxis/people carriers etc to get from the hubs to connect with main services. Communities would need to get behind these and decide where they want to go. Some of this may be built into the new Community Transport contracts.

JW – sounds positive. Where would the local leads be? For more rural PC's could be very important. East Suffolk Community Partnership would be pleased to help. Would this include rail?

TS – Yes, East Suffolk Council are now funding the Katch scheme which links villages to Wickham Market railway station.

RW – I use the cycle to do part of my journey but then being able to use a bus to get to another bus is a good idea.

TS – hubs could have lighting, cycle storage, shelter and bus information.

2.

BRT, Traffic Signal Policy & MTE Update

PH – one of the BSIP objectives was to carry out a Bus Rapid Transit study. This was carried out by WSP. Due to the low population density and infrastructure, they study found that money would be best used for bus lanes and traffic signal changes. This was agreed and is not priority work. This could be looked at in the future if necessary.

Moving traffic enforcement has been given police approval and a request is now ready to go to DfT for consideration for the next batch of applications in October. There are 4 locations within Ipswich identified for the trial.

Traffic signal policy is at its final draft stage and will be published shortly. Buses will get priority on main bus routes at signals.

The West End Road scheme in Ipswich to introduce a bus lane has been delayed a couple of times but is now scheduled for w/c 3 July.

		RW – bus signal priority along Norwich Road is working very well and the lights change from red to green as buses approach.
3.	Forum Questions	<p>VK – in Stoke-by-Nayland lots of people want to go to Colchester for medical appointments/hospital. Not everyone needs to go to towns in Suffolk.</p> <p>RW – with Kersey, Polstead and Stoke-by-Nayland there is a corridor of users to Colchester.</p> <p>VK – couldn't get anything done through Suffolk and went straight to Gavin Smith who are monitoring. Have had an outstanding issue for over a year with trying to get new timetable cases and information. The cases have just been renewed but the timetables are from 2019. This shouldn't be the case.</p> <p>JW – standard of service on the route 66 is shambolic. There have been a number of times where there have been buses missing from the loop or they've sent out the wrong vehicle that can't use the guided busway so it's been on divert. Roadworks currently on Penzance Road there are mis-matches between bus information and reality. If this doesn't improve they'll have no option than to inform the traffic commissioner.</p> <p>TS – have seen a copy of the letter sent to Richard Smith on the subject and will bring it up at our regular meeting with First.</p> <p>JW – most of the new buses they've introduced don't have guides to use the busway.</p> <p>TS – understand these are in the process of being updated.</p>
4.	AOB	<p>TS – group should think about appointing its own chair, minute taker etc who can set their own agenda with things that they want to talk about.</p> <p>VK – request that meetings should be open 5 minutes early for people to join and then should start on time.</p> <p>TS – agreed.</p>
5.	Date of next meeting	11 <sup>th</sup> July 2023