

<b>Title of Meeting:</b>	Suffolk Enhanced Partnership Board Meeting
<b>Purpose or Mandate:</b>	A collaborative approach to improving passenger transport
<b>Date:</b>	26 <sup>th</sup> June 2023
<b>Place:</b>	Teams Meeting
<b>Time:</b>	1000 - 1100
<b>Attendees:</b>	Timothy Stephenson (TS) - SCC Simon Barnett (SB) – SCC Paul Horne (PH) – SCC Calum Poole – SCC Charlton Thornhill (CT) – Stagecoach Dan Bassett (DB) – Ipswich Buses Justin Wythe (JW) – Ipswich Buses Mark House (MH) – Go East Anglia Paul Martin (PM) – First Piers Marlow (PMA) – First Bill Hiron (BH) – Stephensons Graeme Mateer – SCC Rick Martin – Coach Services
<b>Apologies:</b>	Cllr Alexander Nicoll – SCC (Chair) Andrew Pursey – Borderbus
<b>Minute taker:</b>	Robert Kemp

Agenda item	Description	Information/Reports/Comments
1.	BSIP+ Funding	<p>TS – Suffolk received £1.8m BSIP+ funding which should be with us in July. We don't yet have the T&amp;C's to be able to know what we can spend it on. It feels rushed by DfT along with the £2/£2.50 fare cap extension.</p> <p>DfT were clear that it could be used to support local bus services if we wanted it to but do want to see some innovation. There were a number of capital schemes that were proposed but we're not sure if capital works are covered. Travel hubs to be considered to bring people to the bus form transport "deserts".</p> <p>We do need to continue with some form of BRG so would like to propose some of the funding to stabilise the network, in effect an extension to BRG. There may be issues around state aid/competitions &amp; marketing etc.</p> <p>MH – the impression from Essex CC is that BSIP+ should be used to support services.</p> <p>PMa – Essex CC treating funding differently. Services have been de-registered in Essex as they can't move forward without BRG funding.</p> <p>TS – a graduated reduction in BRG is required, not a cliff edge.</p> <p>BH – CPT and ALBUM have identified this as a problem. BSOG+ is welcome but this is less than BRG. The feeling is that the industry and trade associations would support what's suggested.</p> <p>TS – it is an EP decision as to what to do with the funding. If we fund another round of "Suffolk BRG" until the Autumn to allow time to work out how to use the BSIP+ money to build the network.</p> <p><b><u>In order to achieve this, we would need guarantees from operators that there would be no de-registration of services until 31<sup>st</sup> March 2024.</u></b></p> <p>PMa – subject to the terms and dates being discussed, I agree to the proposal.</p> <p>DB – need to buy time to work out what to do with the funding. All for it.</p> <p>CT – doesn't disagree with this, need to take time to make the right decision.</p>

		<p>MH – more than happy. Agree that we don't want a cliff edge.</p> <p>PM – once got clearer guidance on BSIP+ hopefully can move forward.</p> <p>JW – sensible procedure.</p> <p>TS – will take this as being given the go ahead by the board to proceed. Will take this to lawyers etc but will need to agree a timescale. Can fund up to October, possibly longer but with payments tapered down. Operators to think about where travel hubs would fit into their network and which services we could enhance. Propose we take a chance on new services. As long as it is made clear at the start that if it's not used then when the funding runs out they will stop. Would like to go back to DfT and tell them the number of services retained, the number of new services and the number of extra passengers brought in.</p> <p>PMA – diverting and extending existing services to a new area can be effective and is a good way forward.</p> <p>TS – need to meet again in a week or so or at the network review meetings to come up with ideas.</p> <p>PM - £1.8m won't go very far so need to be careful how we spend it.</p> <p>TS – need to pull along smaller operators too. Data will be required from operators in order to make decisions so would hope this would be provided if required. Marketing post which had been agreed through the EP is now about to be advertised. Multi-operator ticket had been parked due to the extension of the £2/£2.50 fare cap. This may now also need to be multi-modal as well as multi-operator to link in with the railways. There currently is Plusbus but this does not work.</p> <p>MH – worked previously with Greater Anglia and have spoken about Plusbus a lot. It should work but not managed well.</p> <p>BH – from experience, difficulties working with DfT and the railways means nothing will be achieved for years.</p>
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2.	AOB	<p>PH – the first transport focus survey reports are due in August. Need to also consider cross border services.</p> <p>BH – allocations of the £2 fare cap came in 2 weeks ago. The random number generator came up with low numbers. Operators have now had a revised allocation which generally is better. It's far from clear what level of participation will be nationally going forward.</p> <p>TS –DfT suggested that we'll receive the same amount of funding next year. Indications that future rounds of funding will not be done by bids but through conversations. We've been told our BSIP is good and ambitious but there is no facility in the matrix to work out who gets what. Possibly some capital funding may be available.</p>
3.	Date of next meeting	31 <sup>st</sup> August 2023 at 1000