

<b>Title of Meeting:</b>	Suffolk Enhanced Partnership Forum meeting
<b>Purpose or Mandate:</b>	A collaborative approach to improving passenger transport
<b>Date:</b>	21 <sup>st</sup> November 2023
<b>Place:</b>	Teams Meeting
<b>Time:</b>	1000 - 1045
<b>Attendees:</b>	<p>Simon Barnett (SB) – SCC          Timothy Stephenson (TS) – SCC          Emma Forde (EF) – SCC          Robert Kemp – SCC          Mark Nicholas – SCC          Katherine Davies (KD) – Babergh/Mid Suffolk District Council          Katy Pickett – SCC Network Assurance          Andrew Pursey (AP) – Borderbus          David Munson – Mulleys          Rick Martin – Coach Services          Justin Wythe – Ipswich Buses          John Russell – DVSA          Barry Pope – DVSA          Paul Martin (PM) – First Bus          Doug Cook – Suffolk Highways          Peter Nathanail – Vectare          Cllr James Wright (JW) – Passinger Interest Group rep          Ben Walsh – Passenger Interest Group rep          Graeme Mateer (GM) – SCC          Megan Block (MB) – SCC Network Assurance          Calum Poole – SCC          Charlton Thornhill – Stagecoach          Bill Hiron – Stephensons          Martyn Washbourne (MW) – Norfolk County Council          Dan Bassett (DB) – Ipswich Buses          Piers Marlow – First Bus          Gavin Smith – Go East Anglia          Doug Gray – Halesworth Area Community Transport</p>
<b>Apologies:</b>	<p>Cllr Alexander Nicoll – SCC          Rob Crawford – Coach Services          Linda McCord – Transport Focus          Sarah Noonan – West Suffolk Council          Sam Guiver – SCC Network Assurance</p>
<b>Minute taker:</b>	Robert Kemp – SCC

Agenda item	Description	Information/Reports/Comments
1.	Introductions & Apologies	SB – welcome to the Forum to new members Peter Nathaniel from Vectare and Ben Walsh who is representing the Passenger Interest Group.
2.	Suffolk Highway Update	<p>JW – more care needs to be taken with signage of diversion routes.</p> <p>MB – planned closures go to Passenger Transport with a diversion route. With emergency closures Network Assurance find out up to 2 hours after so there will be a delay in the signage but the information will go to Passenger Transport. Signage will only provide the basic information.</p> <p>JW – for the Penzance Road example there was not enough room for buses but lorries were going through. Signage needs to show where the diversions are.</p> <p>SB – Signage on bus stops has been delegated to the operators unless the stop is served by multiple operators then this is done by us.</p> <p>PM – there is a need to provide information but it can come down to resources as to what can be done. With diversions, Network Assurance look at diversion routes for cars but this is not necessarily a route buses can use. Can diversion routes for public transport be looked at too?</p> <p>AP – as an example, at Sternfield/Friston an emergency ttro came through stating the road would be closed for 5 hours. The potholes had been there for months so not sure why it was now an emergency. The closure came in 30 mins earlier than stated. Although told buses wouldn't be allowed when the guys on the ground were asked they were very amenable and let the service through. A planned closure at Gisleham had road closed ahead signage in Carlton Colville, 5 miles away. Drivers didn't know what this related to. More accurate information needed as to where the road is closed.</p> <p>SB – perhaps a separate meeting with Network Assurance is needed.</p> <p>MB – Road closed signage is put out at suitable junction points so far in advance of the closure. Perhaps an addition information board is also needed to show where the closure is.</p>
3.	BSIP Update	EF (see slides below) – working around DfT guidelines as to what funding can be spent on. Three areas being looked at, maintaining the baseline network, progressing bus priority schemes and new or enhanced services. Evaluation process will take place over January.

		<p>DB – regarding the evaluation process, are we going to get any feedback on our submission? If the gold plated scheme is not going to go forward for delivery it could be watered down to meet the funding available. If feedback could be provided before the second deadline then it can be re-submitted.</p> <p>SB – initial feedback will be provided by the end of the week.</p> <p>MW (via Teams chat) - what evaluation mechanism are you using to determine which schemes to progress?</p> <p>SB – working on evaluation criteria but using Norfolk’s with some tweaks as it needs refining for us.</p> <p>EF – with regards to bus priority we’re moving forward to have “shovel ready” schemes. Feedback with any concerns with progressing the preliminary designs to detailed design or on why schemes are not being pursued. (slide 7)</p> <p>Opportunity for EP members to feedback on what should be included within the area/town plans (slide 8) to promote bus services. Thoughts as to where future schemes would be beneficial.</p> <p>Feedback on the above to <a href="mailto:Calum.Poole@suffolk.gov.uk">Calum.Poole@suffolk.gov.uk</a> or <a href="mailto:Emma.Forde@suffolk.gov.uk">Emma.Forde@suffolk.gov.uk</a></p> <p>ANPR application is in at DfT and we’re awaiting a decision.</p> <p>There is no BSIP+ funding for capital works.</p>
4.	Future Meeting Schedule	<p>SB – thinking about the frequency of these meetings. Do they need to be bi-monthly or quarterly?</p> <p>JW – initially stay as they are as there are things going on but could be reviewed another time.</p>
5.	AOB	<p>TS – could an update on the Zebra2 bid be provided.</p> <p>EF – Zebra2 is the second round of Zebra funding with a slant towards rural areas and those that did not receive funding previously. A callout to all operators as well as the District/Borough councils was put out for ideas. Interest was received from operators and progress is now being made on a bid. It is challenging to get electric vehicles that meet the distances covered by rural routes.</p> <p>DfT have now launched a different fund for businesses to apply to help decarbonise local transport - <a href="https://www.gov.uk/government/news/new-2-million-competition-launched-to-help-decarbonise-local-transport">https://www.gov.uk/government/news/new-2-million-competition-launched-to-help-decarbonise-local-transport</a></p> <p>KD (via Teams chat) - We've approached a few businesses in Babergh and Mid Suffolk who we know are keen to</p>

		<p>explore low carbon transport solutions mostly around commuting - anyone else interested within our patch then please do get in touch so we can offer help and support in pulling a bid together.  <a href="mailto:climatechangeteam@baberghmidsuffolk.gov.uk">climatechangeteam@baberghmidsuffolk.gov.uk</a></p> <p>JW – with bus priority routes people ignore the signage. When will the enforcement take place?</p> <p>SB – we need the powers from the Government to do this. An application has been sent and we’re waiting to hear back.</p> <p>GM – it’s in the hands of the DfT but will take about 6 months for new legislation to come into force. Signage is legally enforceable now but not by SCC.</p> <p>SB – it’s a Police enforcement issue but they have previously said it comes down to resources and other priorities.</p> <p>JW – thank you from the bus passengers group to everyone.</p>
6.	Date of Next Meeting	Dates for 2024 TBC – invites will be sent in due course.

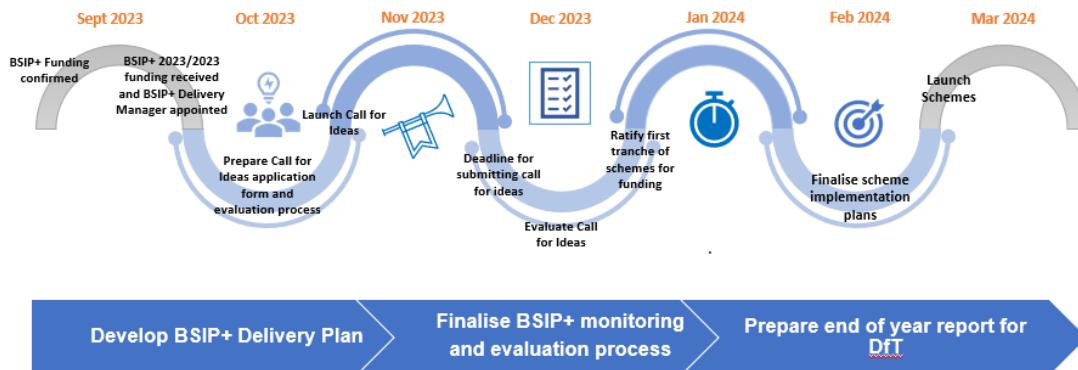
# Suffolk Enhanced Partnership

BSIP+ Update  
Emma Forde  
21.11.2023

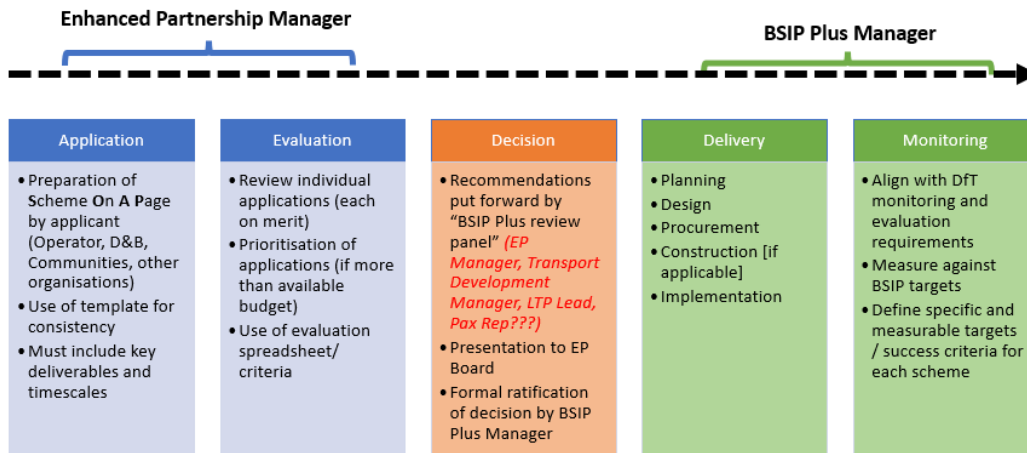
## Overview BSIP+ Funding

- £3.6million is to be invested in improvements to Suffolk's bus services over the next two years (2023/2024 – 2024-2025)
- Focus is to use the funding to target actions that will deliver the best overall outcomes in growing long term patronage and revenues to stabilise service levels, whilst maintaining essential social and economic connectivity for local communities

# BSIP+ Scheme on a Page Timeline 2023-2024



## BSIP Plus application process for scheme funding (from £1.2m)

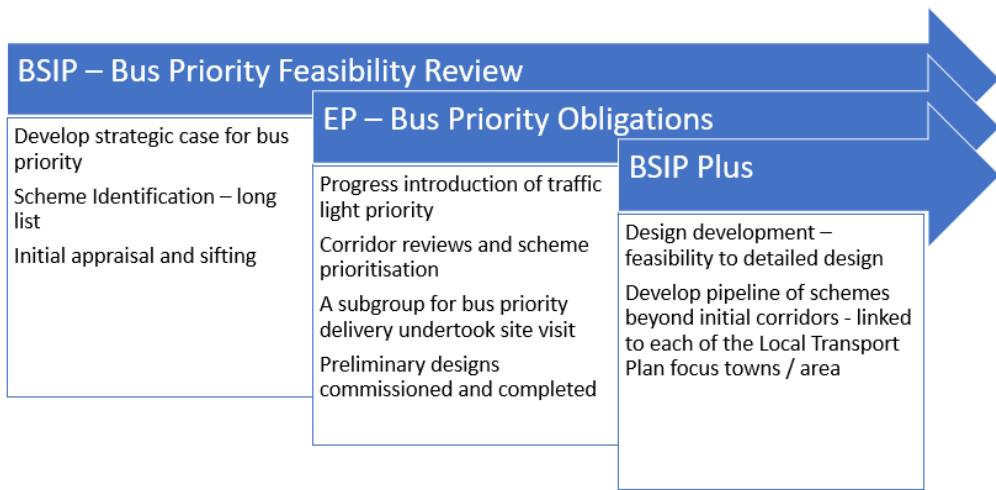


**Schemes identified must support the Suffolk Bus Service Improvement Plan and form part of the Suffolk Enhanced Partnership Scheme or an Enhanced Partnership Scheme variation.**

## Scheme on Page

- Applications received to date:
- 8 for new services
- 14 service improvements
- 7 other (supporting infrastructure/ service change/ service support)

## Bus Priority Scheme Development

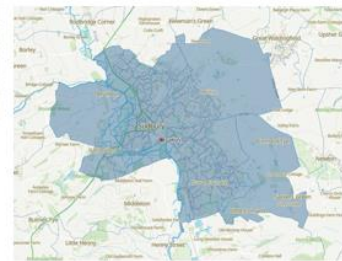


# Scheme Pipeline Tracker

Location	Corridor	Scheme	Scheme Type	Stage	Comments
Ipwich	Woodbridge Road	Brunswick Road mini-roundabout	Pinchpoint	Preliminary Design	
Ipwich	Woodbridge Road	Nelson Road signals	Signal Priority	Preliminary Design	
Ipwich	Woodbridge Road	Woodbridge Road / Nelson Road	Bus Lane (Creation)	Preliminary Design	
Ipwich	Woodbridge Road	Ropes Drive roundabout	Pinchpoint	Preliminary Design	
Ipwich	Woodbridge Road	Marlsham P&R exit	Signal Priority	Scoping	
Ipwich	Woodbridge Road	Beech Road	Bus Lane (Creation)	Preliminary Design	
Ipwich	Woodbridge Road	Woodbridge Road East (Playford Road)	Bus Lane (Extension)	Preliminary Design	Planned as part of the Active Travel Fund 3 scheme
Ipwich	Woodbridge Road	Hospital Gyrotary	Pinchpoint	Feasibility	
Ipwich	Woodbridge Road	Kesgrave Guided Busway	Pinchpoint	Preliminary Appraisal	
Ipwich	Norwich Road	Bury Road / Old Norwich Road	Bus Lane (Creation)	Preliminary Design	No longer pursued
Ipwich	Norwich Road	Broom Hill Road to Valley Road	Bus Lane (Creation)	Preliminary Design	Potential to deliver as part of the Safer Roads Fund scheme
Ipwich	Norwich Road	Anglesea Road to Valley Road	Bus Lane (Creation)	Preliminary Design	Potential to deliver as part of the Safer Roads Fund scheme
Ipwich	Norwich Road	Crown Street / Peat Street	Pinchpoint	Preliminary Design	Potential to deliver as part of the Safer Roads Fund scheme
Ipwich	London Road	Robin Drive junction	Signal Priority	Preliminary Design	Requires physical segregation between the bus lane and inbound traffic lane
Ipwich	London Road	Robin Drive to Dickens Road	Bus Lane (Extension)	Preliminary Design	
Ipwich	London Road	Dickens Road junction	Signal Priority	Preliminary Design	
Ipwich	London Road	Dickens Road to Pauls Road	Bus Lane (Creation)	Preliminary Design	
Ipwich	London Road	Pauls Road to Ranelagh Road	Bus Lane (Creation)	Preliminary Design	
Ipwich	London Road	West End Road	Signal Priority	Delivery	Delivered on a trial basis
Ipwich	London Road	West End Road / Princes Street	Signal Priority	Preliminary Design	Planned as part of the Active Travel Fund 3 scheme
Ipwich	London Road	Princes Street / Grafton Way	Signal Priority	Detailed Design	Planned as part of the Active Travel Fund 3 scheme
Ipwich	London Road	Princes Street (Rail Station to Friars Bridge Road)	Access Restrictions	Detailed Design	Planned as part of the Active Travel Fund 3 scheme
Ipwich	London Road	Dogs Head Street	ANPR Enforcement	Full Appraisal	Moving Traffic Enforcement application submitted
Ipwich	London Road	Upper Brook Street	ANPR Enforcement	Full Appraisal	Moving Traffic Enforcement application submitted
Ipwich	Last Mile Routes	Warwick Road	Bus Lane (Creation)	Preliminary Design	
Ipwich	Last Mile Routes	St Helens Street	Bus Lane (Creation)	Preliminary Design	
Ipwich	Last Mile Routes	Rope Walk / Eagle Street	Pinchpoint	Preliminary Design	Dependent on two-way operation of Dogs Head Street
Ipwich	Last Mile Routes	Dogs Head Street (two-way)	Pinchpoint	Preliminary Design	No viable option identified
Ipwich	Hotspots	Ancaster Road rail bridge	Pinchpoint	Scoping	No viable option identified
Ipwich	Hotspots	Ayr Road	Pinchpoint	Delivery	
Ipwich	Hotspots	Austin Street	Pinchpoint	Scoping	
Ipwich	Hotspots	Speedwell Road	Pinchpoint	Delivery	
Ipwich	Hotspots	Fare Street	ANPR Enforcement	Full Appraisal	Moving Traffic Enforcement application submitted
Ipwich	Hotspots	Old Norwich Road	ANPR Enforcement	Full Appraisal	Moving Traffic Enforcement application submitted
Ipwich	Felixstowe Road	St Augustine's Roundabout (Bixley Road)	Bus Lane (Creation)	Preliminary Design	
Ipwich	Felixstowe Road	St Augustine's Roundabout (Felixstowe Road)	Bus Lane (Creation)	Preliminary Design	

## Pipeline – Area Transport Plans

- Supporting the wider Local Transport Plan to provide a greater level of detail on transport improvements
- Explore needs of community across all modes in specific geographic areas





## Bus Priority – Next Steps

- Presentation to EP Board to approve progression to detailed design
- Area Plan Engagement (Early 2024) - to identify future pipeline of schemes
- Funding opportunities for delivery – aligning with other pots outside BSIP+