

Single Member Cabinet Decision

**Executive
Forward Plan
Reference**

E2192

**Quality partnership scheme for Corridor 10 of the Greater
Bristol Bus Network**

Decision maker	Cllr Charles Gerrish, Cabinet Member for Service Delivery
The Issue	The Greater Bristol Bus Network major scheme includes the establishment of quality partnership schemes on ten bus route corridors in the West of England Partnership area. The first such scheme will cover the corridor between Bath and Midsomer Norton. This will set quality standards for bus operators who wish to use the new infrastructure and facilities.
Decision Date	31 January 2011
The decision	<p>The Cabinet Member agrees that</p> <p>(i) A quality partnership scheme will be made covering the bus route corridor between Bath and Midsomer Norton.</p> <p>(ii) Delegated powers are given to the Divisional Director for Planning & Transport Development to determine the appropriate standard of services in the Quality Partnership Scheme.</p> <p>(iii) Delegated powers are given to the Divisional Director for Planning & Transport Development to decide on any revisions to the standard of services in the quality partnership scheme arising from the formal review process.</p>
Rationale for decision	The decision is a key part of the delivery of the GBBN major scheme.
Financial and budget implications	<p>(i) There are additional revenue commitments associated with the new real time information system and shelters, specifically the costs of energy and reconfigurations, estimated to be £20,000 per annum. Provision has been made for this amount within the budget.</p> <p>(ii) There are additional revenue commitments associated with cleaning and maintenance of new shelters, estimated to be £10,000 per annum. Provision has been made for this amount within the budget.</p> <p>(iii) It is possible that there may be additional revenue support costs related to contracted bus services on the corridor. Such costs would reflect the higher quality of service that contractors would be required to provide over and above that for which they tendered originally. It is envisaged that any such costs could be met from the current bus revenue support budget. In the event that the contractors are</p>

	unwilling or unable to agree to an upgrade in quality, the relevant contracts may be terminated with three months' notice and put out to tender.
Issues considered	Social Inclusion; Customer Focus; Sustainability; Young People;
Consultation undertaken	Stakeholders/Partners; Other Public Sector Bodies; Section 151 Finance Officer; Monitoring Officer
How consultation was carried out	Consultation was carried out electronically and also through meetings with relevant bus operators, the Traffic Commissioner for the Western Area, the Department for Transport, the West of England Partnership and the Government Office for the South West.
Other options considered	Consideration was given to removing some of the standards of services from the quality partnership scheme and negotiating them for inclusion in the voluntary partnership agreement that will support it. This matter is still under discussion with operators and some changes may be made in the final document. The fundamental principle will remain that the substantial investment by the public sector in infrastructure should be matched by a requirement on bus operators to provide a high-quality bus service on a commercial basis with a reasonable rate of return.

Signatures of Decision Maker	
Date of Signature	
Subject to Call-in until 5 Working days have elapsed following publication of the decision	