

Appendix I – Recast WP1 Outputs

Route Analysis	Quality Analysis	Environment Analysis
<p>Elements to progress –</p> <ol style="list-style-type: none"> <li>1. Identify the service level required based upon place characteristics and develop criteria to inform MCA investment in services</li> <li>2. Identify the role of bus in our public transport system and its integration with other modes</li> <li>3. Set realistic patronage growth targets for 5, 10 and 15 year time periods</li> <li>4. Outline the impact and efficacy of different policies on patronage, to support sustained market growth over 5, 10, 15yrs?</li> <li>5. Consider where strategic capital investments could support the growth of our network and where innovative/alternative methods could be used to deliver services and improve VFM</li> </ol>	<p>Elements to progress –</p> <ol style="list-style-type: none"> <li>1. Light touch data mining of existing information, to identify customer needs re: service quality</li> <li>2. Develop a Universal standard - derived from customer insights work</li> <li>3. Create a ‘travel commitment’ offer for our disabled passengers and those who require additional support to complete their journey</li> <li>4. Establish a process for communicating service changes and monitoring continual service improvement</li> </ol>	<p>Elements to progress –</p> <ol style="list-style-type: none"> <li>1. Identification of the barriers to delivery and the conditions required for success</li> <li>2. Assessment of the different delivery options and provide intelligence about how we could work towards net zero.</li> <li>3. Produce a limited functionality model to indicate costs of transition</li> <li>4. Set out trajectory to net zero and associated investment required</li> </ol>
<p>Rationale –</p> <p>Prioritisation of investment will become vital during the stabilisation and short-term recovery phases post COVID funding. Understanding the region’s priorities and improvement plan over the medium term, will shape our post COVID recovery and target investment in services.</p>	<p>Rationale –</p> <p>A universal quality standard and making a commitment to our disabled passengers would demonstrate commitment to improving the bus system, as we move to short-term recovery.</p>	<p>Rationale –</p> <p>DfT’s National Bus Strategy due for release in Spring 2021 is expected to carry (competitive) funding for zero emission buses. We require the outputs of the Environment Analysis to make the case for investment in our region.</p>