

Data requests from partners and questions for 6 July E&E Select Committee

Specific requests for data from partners:

- Comparative numbers of people using buses in Stevenage with milestone dates - 2019 (last full year before the pandemic) and 2022
- Data for the six months from January 2022 to 26 June 2022 (opening of the new Bus Interchange) and the first six months of 2023 (bus users)
- What was the bus frequency, times, route length (or similar measure) in Stevenage 2019 and 2022 (ideally details of timetabled buses and service that actually run)?
- How do fares (per kilometre) compare between Stevenage and other areas?
- Is there any data has been recorded for the number of people coming into the town centre by bus before and after the bus station moved (26 June 2022)?
- Is there any data on the proportions of people completing their journey in the town centre, continuing by train, changing to another bus?
- How are HCC Highways and Planners providing for enhanced local public transport in the future?

Questions for partners (HCC Transport Unit, HCC Executive Portfolio for Transport & Highways & Arriva Buses):

- 1) Bus services in Stevenage have been plagued with service unreliability problems in recent years and lack of investment in our local service. We have more people choosing to live in Stevenage, planned future developments, and a major regeneration programme, which HCC is a partner in. Would you agree that a reliable local bus service is integral to serving future growth in Stevenage?
- 2) What were the underlying reasons for the Zero Emissions Bus Regional Area (ZEBRA) scheme failing in Stevenage? What lessons can be learned from the failed scheme for any future bids? Are these conversations beginning to be picked up with local and strategic partners?
- 3) Several other local authorities and bus service providers are moving forward at pace in investing in electric bus fleets, Coventry and Oxford to name a few. Aside from the clean air and CO2 emission reduction benefits, please offer a view on the investment cost and running cost of electric buses, verses diesel or biofuel equivalents.
- 4) What is HCC and local bus service providers doing to promote bus services in Stevenage and would it engage with the Borough Council and other partners to promote future bus use? Please offer examples of what has worked well elsewhere.
- 5) Many of us are aware of the major part a bus service can play in shifting journeys away from car use. What are the barriers to achieving this modal shift? With some authorities charging more for parking for non-electric vehicles, as opposed to electric vehicles and high costs to purchase electric cars for the motorist, isn't the case for good bus services even stronger?
- 6) The 29.7 million interlink reward funding from the Department of Transport cannot be used directly to subsidise services. If this is correct and we are spending 1.1 million across the County to support services and seeing companies step back from running services, does the funding model for bus services need to change?
- 7) Please offer a few of the type of adaptations that a disabled passenger could expect on a modern bus, to ensure that their customer experience is a safe and hassle-free journey.