

# Appendix 1: The Short Questionnaire and Long Questionnaire Bus Franchising Consultation Questions

## **The Short Questionnaire Bus Franchising Consultation Questions**

S1. Do you have any comments generally on how well bus services are currently performing in Cambridgeshire and Peterborough?

S2. The Strategic Case says that reforming the bus market is appropriate to address the challenges facing the local bus market. Do you have any comments on this?

S3. The Economic Case says that Franchising offers better value for money to the Combined Authority than an Enhanced Partnership. Do you have any comments on this?

S4. The Commercial Case says that the Combined Authority would be better able to meet its commercial objectives (success factors) through Franchising compared to an Enhanced Partnership? Do you have any comments on this?

S5. The Financial Case says that Franchising carries more financial risk for the Combined Authority than an Enhanced Partnership, but offers greater control, resulting in greater benefits. Do you have any comments on the Combined Authority taking on this risk?

S6. The Management Case sets out how the Combined Authority would manage the bus network under Franchising or an Enhanced Partnership. Do you have any comments on these plans?

S7. The Combined Authority's draft Equality Impact Assessment (EqIA) identifies the potential impacts of the proposed Franchising Scheme or Enhanced Partnership on people with protected characteristics. Do you have any comments on it?

S8. To what extent do you support or oppose the introduction of the proposed Franchising Scheme?

S9. Are there any changes that you think would improve the proposed Franchising Scheme?

S10. Do you have any further comments?

## **The Long Questionnaire Bus Franchising Consultation Questions**

- L1. Do you have any comments generally on how well bus services are currently performing in Cambridgeshire and Peterborough?
- L2. The Strategic Case says that reforming the bus market is the right thing to do to address the challenges facing the local bus market. Do you have any comments on this?
- L3. The Strategic Case has identified two options under which buses might run - an Enhanced Partnership or Franchising. Are there other options you would have liked to have seen considered?
- L4. Do you have any comments on the Combined Authority's overall objectives, as set out in the Strategic Case?
- L5. Have you any comments on the potential impacts of either Franchising or an Enhanced Partnership on the achievement of the objectives of neighbouring authorities?
- L6. Do you have any comments on the impacts of introducing the proposed Franchising Scheme or the alternative of an Enhanced Partnership?
- L7. The Economic Case says that Franchising offers better value for money to the Combined Authority than an Enhanced Partnership. Do you have any comments on this?
- L8. The six commercial objectives set out above have been used to compare the performance of Franchising and an Enhanced Partnership. Do you have any comments on these objectives?
- L9. Do you have any comments on the draft Franchising Scheme covering the entire Cambridgeshire and Peterborough Combined Authority area and including all bus services, apart from those excepted?
- L10. Do you have any comments on the proposed timescale for introducing franchised bus services?
- L11. Do you have any comments on the proposed duration of franchise contracts being for 7 or 8 years?
- L12. Do you have any comments on the way the Combined Authority would approach procuring contracts, including the packaging of services into contract lots, under the proposed Franchising Scheme?

L13. Do you consider that the proposed way of introducing Franchising takes account of the needs of small and medium-sized bus operators, such as in providing suitable contract opportunities?

L14. Do you have any comments on the approach to bus depots under Franchising?

L15. Do you have any comments about operators remaining responsible for buses and on-bus equipment under Franchising and future procurement?

L16. If the proposed Franchising Scheme were implemented, it is possible that some operator employees may be transferred to another operator or potentially to the Combined Authority. Do you have any comments on this?

L17. Do you have any comments on the proposed approach to consulting on how well Franchising is operating?

L18. Do you have any comments on the sharing of risk and responsibilities between the Combined Authority and bus operators?

L19. Do you have any comments on the above assessment regarding how Franchising would enable the Combined Authority to manage the bus network and achieve its commercial objectives?

L20. Do you have any comments on the above assessment regarding how an Enhanced Partnership would enable the Combined Authority to manage the bus network and achieve its commercial objectives?

L21. The Commercial Case shows how both Franchising and Enhanced Partnership could deliver change and improvement. Under Franchising, the Combined Authority would have more control over the entire bus network. Under an Enhanced Partnership, the Combined Authority would not control the whole network and there would be more reliance on negotiation with bus operators. Do you have any comments on this?

L22. The Commercial Case says that the Combined Authority would be better able to meet its commercial objectives (success factors) through Franchising compared to an Enhanced Partnership. Do you have any comments on this?

L23. Investment costs anticipated by the Combined Authority in moving to Franchising or an Enhanced Partnership are set out in the Financial Case. Do you have any comments on these costs?

L24. Potential sources of funding for bus service improvements under Franchising or an Enhanced Partnership are set out in the Financial Case. Do you have any comments on these?

L25. The Financial Case says that Franchising carries more financial risk for the Combined Authority than an Enhanced Partnership, but offers greater control, resulting in greater benefits. Do you have any comments on the Combined Authority taking on this risk?

L26. The Combined Authority will need to increase its capacity and capability to manage bus service improvements, both in the case of Franchising or Enhanced Partnership. Have you got any comments on these plans?

L27. The Management Case sets out how the Combined Authority would manage the bus network under Franchising or an Enhanced Partnership. Do you have any comments on these plans?

L28. The Combined Authority's draft Equality Impact Assessment (EqIA) identifies the potential impacts of the proposed Franchising Scheme or Enhanced Partnership on people with protected characteristics. Do you have any comments on it?

L29. To what extent do you support or oppose the introduction of the proposed Franchising Scheme? Why do you think this?

L30. Are there any changes that you think would improve the proposed Franchising Scheme?

L31. Do you have any further comments?