

# Cabinet

14 October 2021

## Warwickshire Bus Service Improvement Plan (National Bus Strategy)

### Recommendation(s)

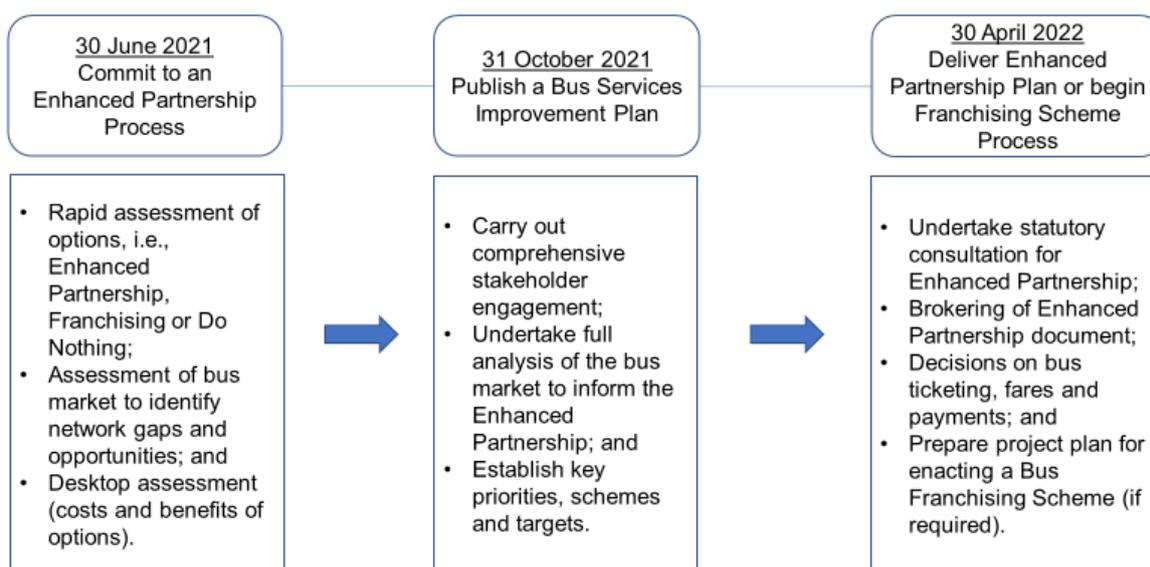
Cabinet is recommended to:

1. Authorise the Strategic Director for Communities, acting in consultation with the Portfolio Holder for Transport and Planning, to prepare the Warwickshire Bus Service Improvement Plan (based on the details in this report) and publish and submit it to the Department for Transport as the basis of a bid for the allocation of funding.
2. Authorise the Strategic Director for Communities, acting in consultation with the Portfolio Holder for Transport and Planning, to prepare and consult on the Enhanced Partnership Plan and Schemes (based on the content of the Warwickshire Bus Service Improvement Plan) in accordance with section 138F of the Transport Act 2000 with the intention of asking Cabinet to approve them in Spring 2022.

### 1. National Bus Strategy for England (except London)

- 1.1 The Government published the National Bus Strategy for England (Bus Back Better) in March 2021, which is tied to a £3 billion funding stream aimed at transforming bus travel outside London. The National Bus Strategy places emphasis on boosting bus patronage to pre-pandemic levels and beyond by encouraging further partnership working between local authorities and bus operators in the form of Enhanced Partnerships for the benefit of passengers. This would be achieved through measures aimed at enhancing the passenger experience and reducing bus journey times. The flowchart demonstrating the timescales for this process as stipulated by the Government is provided below:

### National Bus Strategy Flowchart



- 1.2 The National Bus Strategy expects the County Council to work with bus operators in developing a non-statutory Warwickshire Bus Services Improvement Plan (BSIP) to be published by the end of October 2021 including submission to the Department for Transport (DfT). The Plan is a high-level strategic document setting out how the County Council will use their Enhanced Partnership with bus operators to deliver an ambitious vision for travel by bus in Warwickshire by means of introducing measures aimed at helping achieve the patronage growth objectives of the National Bus Strategy. The DfT will view the Warwickshire BSIP as a strategic outline business case.
- 1.3 The County Council must publish a Warwickshire BSIP to ensure eligibility to receive part of the £3 billion funding and any other existing sources of funding towards the provision of bus services. The £3 billion replaces existing government funding streams for bus service provision and provides new funding towards delivering BSIP initiatives. Other existing sources include the Bus Service Operators Grant (BSOG) from May 2022 onwards and the Bus Recovery Grant (BRG), which commences in September 2021 (replacing the COVID-19 Bus Services Support Grant which has now ceased) and runs until the end of the 2021-22 financial year.
- 1.4 Following the Motion (Bus Services in Warwickshire) put forward to Full Council on 1 July 2021, eight County Councillors formed a WCC Member Cross-Party Working Group to support officers in drawing up a fully costed Warwickshire Bus Service Improvement Plan (BSIP). The Working Group played a key role in helping to identify the key bus corridors to be the subject of enhancements and supporting marketing activities aimed at promoting the public engagement exercise seeking feedback from the community and stakeholders on bus services.
- 1.5 The level of funding allocated to the County Council by the DfT will be related to the content of the Warwickshire BSIP. The Warwickshire BSIP will need to

be updated annually and reflected in the Warwickshire Local Transport Plan and in other relevant plans such as cycling and walking plans, planning policy frameworks and infrastructure development plans.

- 1.6 A Warwickshire Bus Network Review has been undertaken to identify a level of bus service provision across the county, including cross-boundary services running into neighbouring local authorities, which are sustainable when reductions in Covid support grant funding come on stream. The review assumed that the total number of passenger journeys will reach 85% of pre-Covid levels by 2022-23. However, this did not consider factors boosting bus patronage in Warwickshire arising from the National Bus Strategy. The review also examined gaps in the current Warwickshire bus network and identified ways bus service provision could be utilised to fill these gaps going forward in partnership with bus operators. The review provided background information to support development of the Warwickshire BSIP and will be updated annually.

## **2. Warwickshire Bus Service Improvement Plan**

- 2.1 The WCC Member Cross-Party Working Group, WCC officers and bus operators collaborated in developing a Warwickshire BSIP, which was driven by what existing and potential passengers want regarding bus travel in Warwickshire by way of a public engagement exercise carried out over a period of 8 weeks between Monday 26 July 2021 to Sunday 19 September 2021. This provided residents and organisations with an opportunity to have their say on how the Warwickshire bus network can be improved so that their feedback could help shape the Warwickshire BSIP. The public engagement exercise comprised the following activities:
- A Warwickshire Bus Service Improvement Survey available to complete either online or in writing. A total of 1,653 survey responses were received and analysed;
  - Individual meetings with key stakeholders, i.e., bus operators, public transport user groups, Borough and District Council officers, MPs serving Warwickshire, Highways England and neighbouring local authorities; and
  - Focus group activities with under-represented groups, i.e., ethnic minorities, mobility impaired people, people with learning difficulties and young people under the age of 18.
- 2.2 The survey responses are detailed in the Engagement Response Report attached to this report. This feedback identified the key priorities and targets to be outlined in the Warwickshire BSIP, which are detailed in Table 1 at Appendix A of this report. The Warwickshire BSIP is being finalised ready for publication by the end of October 2021 and brief details regarding content are provided in this report.
- 2.3 The Warwickshire BSIP will include a commitment for the County Council to develop a non-statutory Passenger Charter in partnership with bus operators and groups representing the interests of bus passengers, e.g., Bus Users UK. The key provisions to be included in the Charter are certain standards of

service including punctuality, vehicle cleanliness, proportion of services operated, information and redress. There is also a commitment to review the Charter on a fixed basis and to consult on any revised versions. Passengers already have legal rights when travelling by bus and these are not affected by the Charter and it does not create any new legal rights for passengers.

### **3. Warwickshire Bus Services Motion Enhancement Schedule**

- 3.1 The Warwickshire BSIP will also include the Bus Services Motion Enhancement Schedule. At their meeting on 23 September 2020, the WCC Communities Overview and Scrutiny Committee noted the following:
- The key findings of the Bus Services Motion Report produced by The TAS Partnership Ltd investigating the items in the Bus Services Motion endorsed by full Council on 17 December 2019; and
  - The proposed Warwickshire Bus Services Motion Enhancement Schedule consisting of measures aimed at delivering improvements to the bus services and supporting infrastructure, which The TAS Partnership Ltd has presented in the report following consultation with bus operators, County Council officers, Borough and District officers, the Department for Transport and employers across Warwickshire.
- 3.2 The Warwickshire Bus Services Motion Enhancement Schedule pre-empted some of the proposals in the National Bus Strategy aimed at boosting bus patronage, e.g., Enhanced Partnership between local authority and bus operators, multi operator bus ticketing, improved bus information and the launch of further demand responsive transport services. The Warwickshire Bus Services Motion Enhancement Schedule was costed at £8.585 million and is detailed in Table 2 at Appendix B of this report.

### **4. The Next Step – Formation of a Statutory Enhanced Partnership (EP) with Bus Operators including an EP Plan and Schemes**

- 4.1 The National Bus Strategy also expects the County Council to use its power under section 138A of the Transport Act 2000 to make a statutory Enhanced Partnership Plan and one or more enhanced partnership schemes by April 2022. An Enhanced Partnership Plan analyses local bus services and sets out policies and objectives for their quality and effectiveness and describes how the Enhanced Partnership (EP) Scheme(s) will help achieve those policies and objectives.
- 4.2 An EP Scheme may be prepared for the whole county or there may be one or more schemes for different areas in the county. From discussions with the WCC Member Cross-Party Working Group and bus operators it is likely that Warwickshire will have a combination of some EP Schemes covering the entire county such as multi-operator bus ticketing, and some covering different areas of the county such as specific bus corridor improvements.

- 4.3 An EP Scheme may specify requirements as to the timing and frequency of local bus services and other service standards to be met by bus operators, and the facilities and other measures which will be provided and taken by the County Council. The EP Plan and the Scheme(s) will carry forward the commitments made in the Warwickshire BSIP. The EP Plan and the Scheme(s) will need to be prepared in liaison with the bus operators and then undergo a process of public and stakeholder consultation. The County Council will not be able to proceed to consultation on a Plan or Scheme if enough operators object to it (the Secretary of State specifies what a sufficient number is in Regulations).
- 4.4 After the consultation process, if Cabinet agrees to make the EP Plan and Scheme(s), these will set out how improvements to the Warwickshire bus network, information, bus fare systems and supporting infrastructure on the local highway network will be delivered over a period of several years and the targets put in place to monitor performance. The enhancements delivered through these means do not involve subsidising fares.
- 4.5 A further report will be taken to Cabinet in 2022 seeking approval to finalise the EP arrangements enabling commencement in April 2022. Upon receiving the BSIP funding from the DfT, a further report will be taken to Cabinet and then onto Full Council for approval to add the funding on to the Capital Programme if the funding will be in excess of £2 million. Any additions of less than £2m may be approved by the Deputy Leader.
- 4.6 County Council officers attend BSIP West Midlands Region Local Transport Authorities (LTA) Collaboration meetings arranged by Transport for West Midlands. These meetings are held fortnightly and are also attended by officers at neighbouring authorities Staffordshire County Council and Worcestershire County Council. Officers at these authorities have not expressed an interest in developing a joint BSIP with another LTA. Liaison has also taken place with officers at neighbouring Leicestershire County Council, West Northamptonshire Council, Oxfordshire County Council and Gloucestershire County Council during the development of the Warwickshire BSIP and their own BSIPs. Similarly, these officers did not raise the possibility of working on a joint BSIP. The vision is for joint working to take place when delivering initiatives on cross boundary bus corridors. This pattern is replicated across the country and it is understood that only a small number of joint BSIPs are being progressed in England.
- 4.7 The National Bus Strategy also provides an option for LTAs to pursue Bus Franchising aimed at taking greater control over bus services and fares in their area and contracting bus operators to deliver these bus services to a good standard. Authorities wishing to pursue Bus Franchising would put an Enhanced Partnership in place initially, as the process to enact franchising is lengthy including applying to the Secretary of State for access to franchising powers. From discussions with other officers at other local authorities across England and the DfT it is understood that only one local authority is actively pursuing a bus franchise arrangement.

- 4.8 County Council officers do not recommend that the County Council pursue a bus franchising arrangement, without guarantees of appropriate central Government funding, due to the following considerations:
- A bus franchising scheme would be a major commitment for a local transport authority, who will be taking on substantial financial risks, e.g., the revenue risk of operating, maintaining and replacing a fleet of approximately 450 buses across Warwickshire including staff and depot costs, which would require funding from WCC capital and revenue resources;
  - There is no guarantee that the County Council would generate the necessary level of revenue from bus ticket sales and ancillary measures, e.g., advertising streams, to cover the cost of running the entire Warwickshire bus network, and thus, there is a risk that a substantial financial commitment would need to be borne by the County Council to cover the shortfall on an annual basis; and
  - The likely increase in WCC spending to cover operation of the Warwickshire bus network will likely place a financial burden on residents in terms of increased taxation on an annual basis to contribute towards covering costs; and
  - The County Council would be exposed to further increased costs due to legislation and and policy and economic developments which affect the bus industry, e.g. decarbonisation agenda requiring a substantial level of investment aimed at improving vehicle fleet such as provision of zero emission buses and driver shortages partially due to competition with the HGV industry leading to higher bus contract costs.

## 5. Financial Implications

- 5.1 The Warwickshire BSIP has been costed at £216.450 million covering a 3-year timeframe period between 2022-23 to 2024-25, as specified in the BSIP guidelines. This is a realistic programme of high and medium priority elements agreed with bus operators, which are deliverable within the timeframe. Therefore, this does not represent the total of funding requirement for Warwickshire. Further Schemes to a sum of £89.280 million are listed beyond 2024-25 requiring a total sum of £87.980 million from a potential further round of BSIP funding from the DfT to be progressed. The breakdown of the costed Warwickshire BSIP is presented in the table below:

<b>Warwickshire BSIP Cost Breakdown (2022/23 – 2024/25)</b>	<b>Projected Cost £m</b>
<u>Projected Cost of the Warwickshire BSIP Programme of 2022-23 to 2024-25:</u>	
Capital Funding Requirement	£164.797
Revenue Funding Requirement	£51.653
<u>Total</u>	<u>£216.450</u>
<u>Breakdown of Projected Funding Contributions Covering the Costed Warwickshire BSIP Programme 2022-23 to 2024-25:</u>	

Warwickshire County Council Existing Secured Funding, e.g., Bus Services Revenue Support Budget and Capital Investment Fund	£9.935
Bus Operator Contribution	£24.438
Other Sources of External Funding, e.g., Coventry All Electric Bus City Scheme (DfT contribution for Warwickshire element only), DfT Rural Mobility Fund and S106 developer contributions	£29.253
Requested BSIP Funding Requirement from the DfT	£152.824
<u>Total</u>	<u>£216.450</u>
<b>Indicative future Warwickshire BSIP Costs (Beyond 2024/25)</b>	
<u>Warwickshire BSIP Programme - Indicative Cost of New Measures to be progressed 'beyond 2024-25':</u>	
Indicative Capital Funding Requirement	£85.095
Indicative Revenue Funding Requirement	£4.185
<u>Total</u>	<u>£89.280</u>
<u>Indicative Breakdown of Funding Contributions covering the New Measures to be progressed 'beyond 2024/25'</u>	
Associated match funding	£1.300
Indicative BSIP funding request beyond 2024/25	£87.980
<u>Total</u>	<u>£89.280</u>

- 5.2 The £152.824 million BSIP funding requirement from the DfT between 2022-23 and 2024-25 includes the £8.585 million specified to deliver the Warwickshire Bus Services Motion Enhancement Schedule. Other Schemes in the Warwickshire BSIP programme include bus priority and real time information provision across the county, audio and visual equipment on buses, maintaining bus service frequencies at pre-Covid levels, improving bus services, introducing a tap-on-tap-off fare payment system like London, introducing cleaner vehicles, delivery of bus interchanges and supporting highway infrastructure and provision of green infrastructure. Details of the Warwickshire BSIP Programme costs of £216.450 million are provided in Table 3 at Appendix C of this report.
- 5.3 The DfT is expected to confirm their funding decision before the end of the 2021-22 financial year. At the time of producing this report, the DfT had not published any guidance for local authorities on how the Bus Service Improvement Plans will be evaluated including the formula for designating the funding allocation for each local authority. The DfT anticipate that a funding announcement would be made before the County Council enter a statutory Enhanced Partnership in April 2022.
- 5.4 The funding allocated by the DfT after considering the Warwickshire BSIP will contribute towards the cost of delivering the EP Schemes. With the current budget pressures faced by the County Council, the Warwickshire BSIP must live within the DfT budget provided outside of the existing Bus Services

Revenue Support budget, schemes which are already fully funded, section 106 contributions and any contributions provided by bus operators towards the new schemes. It is acknowledged that this may not be viewed favourably by the bus operators involved in the Enhanced Partnership.

- 5.5 Previous work carried by Transport for West Midlands and Urban Transport Group highlighted that the total funding requirement for LTAs across England (outside London) to deliver the National Bus Strategy in its entirety is projected be in the region of £9 billion - £11 billion. The general feeling across LTAs is that whilst the significant £3 billion investment is welcomed, it is highly likely that LTAs will be dependent on Government identifying longer term support over and above the £3 billion investment to continue delivering the transformation to bus services outlined in their BSIPs.
- 5.6 Further details of the financial implications for the County Council arising from the EP Plan and Scheme(s) will be provided in the further report to Cabinet in 2022.

## **6. Environmental Implications**

- 6.3 The Warwickshire BSIP presents a vision of how bus travel in Warwickshire will be transformed with strong emphasis on better information, bus priority, fares and ticketing, simplicity, coordination and integration with the aim of increasing bus patronage, supporting social inclusion and delivering sustainable transport utilisation, which will contribute towards improving the environment including air quality across the county.
- 6.4 The Warwickshire BSIP includes measures such as bus priority helping to reduce bus journey times that will contribute towards the County Council achieving aspirations of reducing transport emissions and improving public health, as set out in the Warwickshire Local Transport Plan. In addition, increased bus patronage will also support Borough and District Councils across Warwickshire in achieving their air quality and Climate Emergency targets focused on reducing carbon emissions.
- 6.3 The Warwickshire BSIP also includes measures such as reducing emissions from buses on key corridors, which would help reduce energy consumption and harmful carbon dioxide (CO<sub>2</sub>) greenhouse gas emissions that damage the environment, in acknowledgement that travelling by bus uses less energy and produces less pollution than comparable travel in private vehicles. Therefore, the Warwickshire BSIP complements the Climate Emergency and carbon reduction aspirations of the County Council and the Government's Transport Decarbonisation Plan including the UK target of reducing all greenhouse gas emissions to net zero by 2050.

## 7. Supporting Information

- 7.1 Warwickshire Bus Service Improvement Plan Visioning Workshops were held with bus operators, which helped ensure they had full input in development of the plan and endorsed the vision and content.

## 8. Timescales associated with the decision and next steps

- 8.1 If Cabinet approve the recommendations in this report, the key milestones will be as follows:
- Completion and Publication of the Warwickshire BSIP on WCC website and submission to the DfT - end of October 2021;
  - Development of an Enhanced Partnership Plan and Schemes based on the Warwickshire BSIP – November 2021;
  - Commence a statutory consultation regarding the Enhanced Partnership Plan and Schemes - December 2021 to February 2022;
  - DfT to confirm their funding decision after reviewing the Warwickshire BSIP - between January 2022 and March 2022;
  - Reports taken to Corporate Board and then Cabinet for approval to finalise Enhanced Partnership arrangements with bus operators – April 2022;
  - Report taken to Cabinet and then Full Council for approval to add the DfT funding on to the Capital Programme (or Deputy Leader if the funding received is below £2 million) – April 2022;
  - Statutory Enhanced Partnership between the County Council and bus operators to be in place by April 2022;
  - Publish a Warwickshire Bus Passenger Charter on the WCC website and on the websites of participating bus operators – May 2022;
  - Delivery of EP Schemes – May 2022 onwards;
  - First annual Warwickshire Bus Network Review – August 2022; and
  - First annual update of the Warwickshire BSIP - October 2022.

## Appendices

1. Appendix A - Table 1: Key Priorities and Targets in the Warwickshire BSIP
2. Appendix B - Table 2: Warwickshire Bus Services Motion Enhancement Schedule
3. Appendix C – Table 3: The Warwickshire BSIP Programme 2022-23 to 2024-25 costed at £216.450million

## Background Papers

1. Engagement Response Report

	<b>Name</b>	<b>Contact Information</b>
Report Author	Nigel Whyte	<a href="mailto:nigelwhyte@warwickshire.gov.uk">nigelwhyte@warwickshire.gov.uk</a>
Assistant Director	David Ayton Hill – Assistant Director for Communities	<a href="mailto:davidayton-hill@warwickshire.gov.uk">davidayton-hill@warwickshire.gov.uk</a>

	Scott Tompkins – Assistant Director for Environment Services	<a href="mailto:scotttompkins@warwickshire.gov.uk">scotttompkins@warwickshire.gov.uk</a>
Strategic Director	Mark Ryder - Strategic Director for Communities	<a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
Portfolio Holder	Cllr Wallace Redford - Portfolio Holder for Transport and Planning	<a href="mailto:cllrredford@warwickshire.gov.uk">cllrredford@warwickshire.gov.uk</a>

The report was circulated to the following members prior to publication:

WCC Member Cross Party Working Group:

Cllr Jo Barker (Shipston Electoral Division)  
Cllr Sarah Boad (Leamington North Electoral Division)  
Cllr Jonathan Chilvers (Leamington Brunswick Electoral Division)  
Cllr Judy Falp (Whitnash Electoral Division)  
Cllr Sarah Feeney (Benn Electoral Division)  
Cllr Wallace Redford (Cubbington & Leek Wootton Electoral Division)  
Cllr Tim Sinclair (Stratford North Electoral Division)  
Cllr Martin Watson (Coleshill North & Water Orton)

Other members: Councillors Seccombe, Holland and Roodhouse

## Appendix A:

Key Priorities	Vision
Make buses easier to understand and use	<ul style="list-style-type: none"> <li>• Roll out of further Real Time Information displays at key bus stops across Warwickshire on key corridors and areas;</li> <li>• Partnership approach to information provision and marketing;</li> <li>• Timetable changes minimised and coordinated to show all bus services together regardless of operator; and</li> <li>• All information to be accessed through one platform.</li> </ul>
Service frequency / comprehensive network	<ul style="list-style-type: none"> <li>• Adopt a phased approach to service enhancements;</li> <li>• Agree what should be prioritised and in what order;</li> <li>• Be pragmatic about what can be achieved with the funding available, concentrating efforts of known latent demand;</li> <li>• Timetable coordination to ensure multi-integration;</li> <li>• Consider interchange / transport hub upgrades; and</li> <li>• Respond proactively to new developments and the opportunities these present.</li> </ul>
Bus Priority	<ul style="list-style-type: none"> <li>• Evidence-based corridor improvements (using reliability data; evidence of additional Peak Vehicle Requirement; link frequency etc.);</li> <li>• Reduce disruption on highway network, i.e., better information, planning and enforcement;</li> <li>• Centralised traffic light priority for buses;</li> <li>• Reducing congestion through parking restrictions, parking charges, Workplace Parking Levy's and Low Emission Zones in town centres and Road User Charging; and</li> <li>• Work with WCC Members and Borough / District Councils to gain political sign-off endorsing all aspects of the vision.</li> </ul>
Fares and Ticketing	<ul style="list-style-type: none"> <li>• Seek to align fares and products where possible, e.g. ages / discount for Young Persons tickets, duration of a day ticket and similar prices for similar journeys;</li> <li>• All buses to have Electronic Ticket Machines (ETMs) facilitating contactless card payments;</li> <li>• Delivering a Warwickshire Multi Operator Bus Ticket enabling people to make their entire journey without having to buy more than one ticket; and</li> <li>• Ensure all bus operators can participate in a 'one-network' ticketing / smartcard approach in liaison with neighbouring Local Transport Authorities, e.g. Transport for West Midlands.</li> </ul>

Decarbonisation	<ul style="list-style-type: none"> <li>• Phased approach to delivering cleaner buses on the Warwickshire network kickstarted by the Coventry All Electric Bus City Scheme;</li> <li>• Reduce engine idling at key bus stops in town centres;</li> <li>• Provide additional bus interchanges in town centres, which would enable layover opportunities; Explore green infrastructure when improving / replacing on-street bus stop infrastructure, e.g., solar roofs; PV glass; green roofs on bus shelters; and</li> <li>• Pursue delivery of low emission zones in line with the Government’s Transport Decarbonisation Plan, in the event of air quality being classified as a significant issue in a Warwickshire town.</li> </ul>
Quality of Provision	<ul style="list-style-type: none"> <li>• Phased approach to delivering on-street bus stop infrastructure improvements, e.g., prioritise by corridor/area;</li> <li>• Develop and sign up to a Passenger Charter to include quality standards; and</li> <li>• Agree and deliver a phased approach to minimal quality standards on all buses, e.g., provision of onboard audio and visual announcements.</li> </ul>
Demand Responsive Transport (DRT) / Socially Necessary Services	<ul style="list-style-type: none"> <li>• Build upon the pilot Warwick – Kenilworth DRT being launched in 2022 and co-funded by the DfT Rural Mobility Fund grant, to roll out elsewhere in the County if a success;</li> <li>• Focus DRT services in areas and at times of day which will benefit the most from this type of service; and</li> <li>• DRT services to complement and integrate with other services at interchanges / transport hubs.</li> </ul>
Additional Measures	<ul style="list-style-type: none"> <li>• Explore park and ride opportunities; and</li> <li>• Work closely with District Councils over development opportunities, being involved at first phase.</li> </ul>
<u>Targets</u>	<p>The Warwickshire BSIP sets the following targets agreed with bus operators:</p> <ul style="list-style-type: none"> <li>• Increase bus patronage;</li> <li>• Decrease bus journey times;</li> <li>• Improve service reliability;</li> <li>• Further improve customer satisfaction</li> </ul> <p>A baseline has been agreed with bus operators on which to measure the targets. A consistent and ongoing methodology for future measurements has also been agreed with bus operators.</p>
<u>Key Bus Corridors</u>	<ol style="list-style-type: none"> <li>1) Stratford-upon-Avon - Warwick – Leamington – Kenilworth - Coventry (including Warwick Hospital, University of Warwick, Whitnash and Woodloes)</li> <li>2) Northern Nuneaton (including new developments)</li> </ol>

	<p>at the north / northeast of the town / A47 Hinckley Road / The Long Shoot and A5 to Hinckley) - Nuneaton Town Centre - Bedworth – Coventry</p> <p>3) Rugby North (new developments at north of town) - Elliots Field Retail Park - Rugby Rail Station - Rugby Town Centre – St Cross Hospital - Southwest Rugby developments sites</p> <p>4) Nuneaton - Atherstone – Polesworth - Tamworth</p> <p>5) North Stratford (including shared Stratford Park and Ride / Stratford Parkway Rail Station Site) – Stratford Town Centre – Southern Stratford, i.e., Severn Meadows Road / Clifford Lane - Long Marston Garden Village and Meon Vale Development Sites - Honeybourne (and extended to include Redditch, Alcester and Shipston-on-Stour)</p> <p>6) Rugby – Southam - Leamington– Warwick – Lighthorne Heath – Wellesbourne – Stratford – Evesham</p>
--	---

## Appendix B

Table 2 – Warwickshire Bus Services Motion Enhancement Schedule		
Item No.	Measure	Projected Cost of Delivery
1	<p><u>How to use the Bus Information Guide:</u> Design and printing a Guide encouraging people to use bus services and to help increase confidence in travelling by bus.</p>	£0.010m
2	<p><u>Better Roadside Publicity:</u></p> <ul style="list-style-type: none"> <li>• Significantly improved roadside paper-based bus information;</li> <li>• Enhanced standalone roadside timetable software;</li> <li>• Launch of 100 no. desirable solar panelled digital roadside information; and</li> <li>• Maintenance and upkeep costs during period.</li> </ul>	£ 0.568m
3	<p><u>Planning Policy Guidance:</u> Collaboration with Borough/District Councils and bus operators to create a set of guidelines for large new developments in Warwickshire, ensuring they are bus-friendly early in the design process.</p>	£0.025m
4	<p><u>Annual 'Warwickshire' Bus Conference:</u> Involving bus operators, local authorities and the public sector organisations across Warwickshire to discuss bus issues and actions to resolve concerns.</p>	£0.030m
5	<p><u>New Bus Links to Birmingham International Airport / NEC / UK Central</u> Launch of new bus services and/or extension of existing services</p>	£1.310 million (over 5 years)
6	<p><u>Warwick – Leamington - Coventry Bus Corridor Enhanced Partnership:</u> Bus operators to provide improved vehicles and the County Council to provide supporting infrastructure including bus priority measures, real time information and multi-operator bus ticketing.</p>	WCC Contribution: £3.150m
7	<p><u>Introduce a Countywide Multi-Operator Day Ticket</u> Launch and operation of bus ticket encompassing all bus services in Warwickshire</p>	£0.200m
8	<p><u>Southbound bus stop on Leicester Road (A426) opposite Elliott's Field Retail Park in Rugby</u> Provision of an elongated bus lay-by holding two full-length buses and a high-quality bus shelter.</p>	£0.492m
9	<p><u>Expansion of DRT Provision and Technology</u> Launch of further demand responsive bus services with journeys bookable via mobile app, internet or telephone.</p>	£2.000m

10	<u>Provision of Park and Ride in Leamington for the Commonwealth Games 2022</u> Launch of a temporary Park and Ride service reducing the number of car journeys into Leamington Town Centre, with potential to be made permanent.	£0.800m
	Total Projected Cost	£8.585million

## Appendix C

<b>Table 3: The Warwickshire BSIP Programme 2022-23 to 2024-25 costed at £216.450million</b>			
Programme Element	Project	Description	Priority
Reliability Improvements	Enforcement of bus clearways and stops	Roll-out of enforcement cameras	High
Reliability Improvements	Centralised traffic light priority	Phased approach to traffic light priority, focussing on key corridors.	High
Reliability Improvements	Bus Priority (including measures to tackle obstruction to bus movement on the highway)	1) Stratford - Warwick – Leamington – Kenilworth - Coventry (including Warwick Hospital, University of Warwick, Whitnash and Woodloes)	High
Reliability Improvements	Bus Priority (including measures to tackle obstruction to bus movement on the highway)	2) Northern Nuneaton (including new developments at the north / northeast of the town / A47 Hinckley Road / The Long Shoot and A5 to Hinckley) - Nuneaton Town Centre - Bedworth – Coventry	High
Reliability Improvements	Parking review	Work with district/borough authorities and WCC Parking Management Team to ensure buses are considered when parking availability and charging is reviewed.	High
Supported Services	Existing Subsidised Bus Network	Maintaining the subsidised bus network in Warwickshire to meet customer needs, e.g., routes, flexibility and accessibility.	High
Publicity/information	Information coordination	Partnership approach to information provision and marketing, including minimising and coordinating timetable changes	High
Publicity/information	Improved quality of information	Apply minimum standards of information available to residents, including operator websites and	High

		printed information. Include a one-stop gateway for access to information.	
Publicity/information	Improvement of roadside publicity	Improved roadside paper-based information; enhanced standalone roadside timetable software; and launch of solar panelled digital roadside information	High
Publicity/information	RTI implementation	Phased approach to Real Time Information (RTI) implementation along key corridors.	High
Publicity/information	Audi-visual equipment	Support the fitting of audio-visual next stop equipment to buses	High
Publicity/information	Bus Information Guide	Produce a Guide encouraging people to use bus services and to help increase confidence in travelling by bus.	High
Planning	Review use of S106 contributions	Building on recent study, consider the most effective and efficient way of using S106 contributions	High
Planning	Planning Policy Guidance	Collaboration with Borough/District Councils and bus operators to create a set of guidelines for large new developments in Warwickshire, ensuring they are bus-friendly early in the design process	High
Network Development	Maintain pre-covid levels	Support services to maintain pre-Covid Warwickshire Bus Network	High
Network Development	Integration	Review the network with the purpose of integrating bus services and timetables to ensure the ability for multi-modal connections. Explore rural mobility hubs in addition to new interchanges.	High
Network Development	DRT	Launch of a pilot demand responsive transport service (including booking app) serving residents in	High

		rural settlements to the west of Warwick and parts of Kenilworth	
Fares/ticketing	Multi-operator Day Ticket	Phase 1 - Delivery of a multi operator bus ticket in Nuneaton and Bedworth; Leamington and Warwick; and Rugby in the lead up to the Commonwealth Games in 2022	High
Fares/ticketing	Multi-operator Day Ticket	Phase 2 - introduce a county-wide solution	High
Fares/ticketing	Introduce Tap on Tap off technology	Phased approach to implementing 'ToTo' technology on key corridors	High
Fares/ticketing	Standardisation of products	Where possible, align ticket products to make it simpler for the customer	High
Fares/ticketing	Jobseekers scheme	Introduce a jobseekers scheme providing discounts for those seeking to access work opportunities	High
Service Quality	Passenger Charter	All operators to sign up to a passenger charter	High
Service Quality	Warwickshire Annual Bus Conference	Involving bus operators, local authorities and the public sector organisations across Warwickshire to discuss bus issues and actions to resolve concerns	High
Infrastructure	Super Stops	Provision of an elongated bus lay-by holding two full-length buses and a high-quality bus shelters at key stops	High
Infrastructure	Special Projects	Nuneaton Bus Bridge; Improving Bus Access to Nuneaton town centre	High
Reliability Improvements	Workplace parking levy	Feasibility to consider options for introducing a WPL	Medium
Reliability Improvements	Road user charging	Feasibility study to consider options for introducing RUC	Medium
Reliability Improvements	Red routes	Feasibility study to consider the impacts and benefits of red routes on specified corridors	Medium

Supported Services	Improvements to Subsidised Bus Network	Improving and expanding the subsidised bus network in Warwickshire to meet customer needs, e.g., new routes.	Medium
Planning	DRT	Investigate using DRT to serve a new residential or commercial development where either: a) the size of the development does not justify a fixed bus route; or b) there is no obvious single traffic generator meaning a simple fixed bus route would not cater for most of the travel demand. Expansion to other parts of the network.	Medium
Network Development	Develop the network, improving links and frequency in a phased corridor approach	Nuneaton – Magna Park – Lutterworth or Rugby	Medium
Network Development	Improving frequency and evening/Sunday services	Phased approach to improving services to generate growth	Medium
Network Development	Park and Ride	Develop new Park and Ride sites and services to reduce the number of car journeys into town/city centres, focusing primarily on Leamington; Warwick; and Stratford.	Medium
Fares/ticketing	Multi-Operator Day Ticket	Phase 3 - integration with rail	Medium
Fares/ticketing	Mobility Credit Scheme	Introduce a Mobility Credit scheme for drivers willing to drive less or trade in their car	Medium
Decarbonisation	Introduce cleaner vehicles	Phased approach to reducing emissions from buses on key corridors	Medium
Decarbonisation	Cut engine idling	Liaison with bus operators, supporting feasibility work and capital investment in retrofitting cleaner engines	Medium
Service Quality	Vehicle quality	Implement minimum	Medium

		standards set by type of service; those on quality corridors to have higher standards	
Infrastructure	Interchanges	New or improved interchanges in Rugby; Nuneaton; Leamington town centre (south); and Stratford-on-Avon	Medium