

## **Communities Overview & Scrutiny Committee**

### **Warwickshire Bus Services Motion Report**

23 September 2020

#### **Recommendation(s)**

1. To note 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 2020
2. To note the proposed 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, Department for Transport and employers

#### **1. Background**

- 1.1 At its meeting on 17 December 2019 the County Council agreed a Motion that the Strategic Director (Communities) takes a report to Communities Overview and Scrutiny Committee responding to the following five objectives:
  1. Clarifies and prioritises the Authority's powers and key objectives in relation to bus provision to enable more consistent and effective negotiations with bus operators. This should include investigating multi-operator ticketing, bus priority measures and improved bus information.
  2. Analyses the success of Section 106 developer contributions which have been used to pump prime new bus routes over the last 10 years in Warwickshire and investigates alternative frameworks to incentivise long term successful routes around new developments if necessary.
  3. Fully scopes the use of Advanced Quality and Enhanced Partnership schemes as set out in the Transport Act 2000 and Bus Services Act 2017, including engagement with operators and sets a date no later than December 2020 to assess whether implementation of the AQ or EP schemes are necessary to achieve the Authority's key objectives.
  4. Considers and assesses the resources required to successfully deliver the Council's key objectives recognising that any strategy or objectives that emerge from this process must be fully costed before they can be presented to Cabinet and all sources of funding identified.
  5. Considers the call by the "Campaign for Better Transport" report called "The Future of the Bus"
- 1.2 County Council Officers commissioned The TAS Partnership Ltd, a transport consultancy specialising in public transport policy and provision, to investigate and review the five objectives and produce an independent report founded on a strong and clear evidence base.

1.3 The TAS Partnership Ltd sought to provide the required support in three distinct ways:

- Consulting with stakeholders including bus operators, WCC officers, Borough and District Councils officers, Transport for West Midlands, the Department for Transport and local employers over what they think WCC is doing well currently, how it can improve and how best to encourage greater bus use;
- Researching best practice examples of where bus patronage has increased and how; and
- Outlining current powers and funding WCC has available to help encourage greater bus use.

## 2. Findings

2.1 The key findings detailed in the independent report are as follows:

- a) Review of WCC's powers and key objectives in relation to bus provision to enable more consistent and effective negotiations with bus operators:

The report confirms that the County Council has powers to specify and tender contracted bus services and making de Minimis payments (i.e. paying a bus operator to run a small contract without carrying out a tender exercise) where appropriate, set concessionary fare reimbursement rate and discretionary elements. The County Council also provides and maintains on-street bus stop infrastructure and bus information, e.g. bus shelters, bus priority measures and real time information. The County Council can implement changes to road layout or limit highway access to support bus punctuality and reduce bus journey times. The County Council can object to planning applications on the grounds of detrimental impact on the bus network and lead the process of introducing a bus partnership and/or multi-operator ticketing scheme.

From consultation with bus operators the following views were expressed:

- There is best practice regarding the provision of bus priority measures demonstrated by other local authorities, which the County Council could learn from;
- All town centres should see some level of pro-bus measures with Stratford-upon-Avon particularly highlighted as an area of need;
- Enforcement cameras covering bus priority measures, e.g. bus lanes, were deemed useful;
- There is good practice in the provision of roadside publicity demonstrated in some areas, e.g. Warwick and Leamington, which could be introduced to all towns in the county;
- The County Council could think about the efficient deployment of Section 106 resources when planning bus routes in order to avoid duplication, particularly regarding services running into Warwickshire which are subsidised by neighbouring local authorities; and

- The issue of compliance regarding tendered services was discussed with one operator who felt the County Council was not tough enough to deter or root out poor quality operators which give the industry a bad name.

The County Council could take steps to deliver schemes focused on or including bus priority measures, e.g. traffic signals, bus gates and bus lanes. Other steps include improvements to bus information, the delivery of a multi operator bus ticket in the lead up to the Commonwealth Games in 2022 considering some of the events will be in Warwickshire and filling gaps in the Warwickshire Bus Network, e.g. further services calling at Birmingham International Airport/NEC.

b) Success of S106 contributions which have been used to pump prime new bus routes over the last 10 years in Warwickshire:

When Section 106 funding securing the operation of a bus route is due to expire, an assessment of the bus route is undertaken by WCC considering patronage and revenue. In some cases, the bus operator is prepared to continue with the existing route on a commercial basis either at the existing frequency or at a reduced level of service. In other cases, the route is tendered as it stands, at a reduced level or incorporated within an existing contract subsidised by the County Council. In cases where patronage is very low, then Demand Responsive Transport or Flexibus services may be adapted to serve the development.

County Council officers provided The TAS Partnership Ltd with a list of 35 routes which receive or had received S106 funding allocated by the County Council to fund their operation serving development sites. These were divided into six different categories as follows:

- I. Newly S106 Funded Routes (2):  
Both new routes contracted to the County Council funded via S106 developer contributions should commence operation around September 2020.
- II. Routes still S106 Funded by Original Development (7):  
There are seven developments in Meon Vale, Weddington, Galley Common, Wellesbourne, Polesworth, Kineton and Newton still provided with bus services operated under contract to the County Council funded via the original developer contribution.
- III. Routes still S106 funded but not by the original development (11):  
The TAS Partnership Ltd commended the WCC Passenger Transport Team for being able to use new S106 developer contribution resources to continue the development of a bus service when the original developer contribution funding source has expired.
- IV. No longer S106 funded and reduced in provision (4):  
There are four previously S106 funded bus routes operated under contract to the County Council, which have seen a reduction in service

provision. Three of the routes are still operated under contract to the County Council, and thus, receive some level of subsidy which highlights that even at a reduced provision the bus services are still not commercially viable. The other is operated commercially by the bus operator.

- V. No longer S106 funded and running at the same frequency (8):  
Encouragingly, there are eight bus routes which are no longer funded via a S106 developer contribution but still provide the same level of service to the relevant site. Five of these routes are operated on a commercial basis by the bus operator. The other three are operated under contract to the County Council.
- VI. No longer S106 funded and increased in provision (3):  
Three routes have seen an increase in service provision since the S106 developer contribution funding support expired. Two of these routes are still operated under contract to the County Council. The other is operated commercially by the bus operator. The list of the Section 106 developer contribution funded bus services under the different categories is presented in Table 1 at Appendix A of this report.

The report states that there appears to be little correlation between the size of the site and the likelihood of Section 106 funding being a success. It appears that there are other factors at work instead. However, the sites which are no longer S106 funded and have seen the service provision reduced appear to have been over-provided for in the first place.

The report cites examples of Best Practice around the UK for kickstarting a bus service using Section 106 developer contribution funding and ensuring buses are at the heart of any new development, which could be adopted by the County Council going forward. These are as follows:

Ensure that the Developer has actively incorporates bus provision into the design and delivery of the development as follows:

Physical Highway Design:

- Ensure main arterial road within the development is no less than 6.5 metres wide excluding parked cars, straight and kept clear of parked cars either through designated parking not included in the carriageway width or parking restrictions;
- Ensure that the bus stops are where people want to be, i.e. no more than 400metres distance walk from local amenities and dwellings;
- Ensure pedestrian access to the bus stop is of good quality including footpaths being provided on either side of main arterial road and side roads; and
- Bus stops to be provided with a bus shelter even if this is only on side of the road heading towards the town centre.

#### Internal Road Configuration:

The configuration of the internal road should be based around what the bus will do and allow the maximum coverage of the site in the most efficient manner between the entry and exit points of the bus route. This means the developer should have research on the route being either:

- The diversion of a current route into the site – this means the entry and exit points are pre-set;
- The extension of an existing bus route onto the site – this means the entry point should be as close to the current terminus as possible; or
- A new route – this will be focused on linking the site to the nearby large traffic generators such as the town centre, a railway station or a retail park. The entry and exit points should therefore be determined by where the route is likely to go outside of the site. If these are different from the approved Highway Authority locations, bus only roads should be used;
- Where a bus friendly route would disrupt the cul-de-sac design or where two developments adjoin, there should be provision for bus only sections of road, in order to avoid costly and time-consuming double running; and
- If a bus route is terminating within a development a one-way loop route may allow the greatest coverage of the site.

#### Marketing the Bus Service:

In order to generate patronage of the bus service the occupiers of the development need awareness of its existence and benefits. This means that advertising the service to new residents is key. The report states that far too many Developers ignore the local bus service when they market their properties. The report referred to the Barratt Homes website for Warwick Gates, which fails to mention the bus service running every 15 minutes close to the site. Site plans published on Developers (and supporting parties) websites should include the location of bus stops so that potential residents can see how close they are to the house they are interested in, and how to access the service if they become residents.

#### Welcome Packs:

Promotional material for the local bus service should be included in the Welcome Pack received by residents and businesses when moving into a new development. This should include a copy of the bus timetable and a sales promotion, e.g. discounted season tickets and competitions.

#### Bus Stops:

The bus stops and complementary infrastructure such as shelters, seating, lighting and information provision play a significant part in the marketing and attractiveness of the service. Making the bus stop feel

like part of the development, with attractive shelters, detailed and frequently updated information and branded flags offers security and comfort, drawing people to the service.

#### Ongoing Marketing:

Continuous promotion of the bus service supported by branding of the bus to raise awareness and position favourably in the minds of residents. The report highlighted locations where buses serve a development incorporating specific branding relevant to the location, e.g. Newcastle Great Park and Cambridge Guided Busway.

#### Use of Community Infrastructure Levy (CIL):

The report highlights that CIL funding can be used to help bus services as follows:

- Improve general road capacity or a junction to reduce congestion;
- Provide bus priority measures along the route that the bus serving the site will use;
- Build footways with appropriate lighting from the development to nearby bus stops;
- Build a new road or upgrade an existing one to act as a bypass – by creating a suitable alternative route for through traffic a town centre could be made more bus friendly.

#### Demand Responsive Transport (DRT):

The County Council to investigate using DRT to serve a new residential development where either:

- The size of the development does not justify a fixed bus route; or
- There is no obvious single traffic generator meaning a simple fixed bus route would not cater for most of the travel demand.

The report noted that DRT should not be used as a way of providing a bus service to serve a new area just to allow the Developer not to have to make the site suitable for a standard bus. The report presented a case study focused on the Arriva Click DRT service in Leicester, which provides a residential development with access to Leicester City Centre, employment at Foss Park, two universities and retail amenities.

#### c) Use of Advanced Quality or Enhanced Partnership:

The basic principles of the three bus partnership types available to local authorities following the Bus Services Act 2017 are as follows:

- Voluntary Partnership;
- Advanced Quality Partnership; and
- Enhanced Partnership.

In addition to this we also include franchising to complete the coverage of the Bus Service Act 2017.

#### I. Voluntary Partnership:

Voluntary Partnerships were one of the two types of partnerships (along with Statutory Quality Partnerships - SQPs) allowed under the Transport Act 2000 and are simple to create and have substantial flexibility. They work best where an authority already has a positive relationship with the local operator and can deliver good results in terms of service improvements and increased passenger numbers, e.g. the Service 55 (Nuneaton – Bedworth) Quality Bus Corridor (QBC) involving the County Council and Stagecoach Midlands delivered passenger growth of 59% between the period 2006-07 to 2009-10.

## II. Advanced Quality Partnership:

In the Bus Services Act 2017 Advanced Quality Partnership (AQP) automatically replaced existing Statutory Quality Partnership set up using the Transport Act 2000. AQPs provide more flexibility than SQPs in that Local Transport Authorities (LTAs) are no longer required to provide facilities such as a new bus station or bus lanes as their contribution to the AQP, instead they can now undertake a wider range of measures as part of the partnership which indirectly improve bus services e.g. building a new road to reduce congestion at a key junction. There is no longer an obligation on LTAs to provide any measures at all. However, bus operators are unlikely to sign up to an AQP unless there was a significant investment in infrastructure.

Conversely, the range of requirements that can be imposed on bus operators through an AQP has increased to include:

- The specification of smart ticketing as part of any multi-operator scheme;
- How bus services are marketed; and
- How information on fares and ticketing is distributed.

AQPs can be introduced in a relatively short timeframe of around 18 weeks, subject to bus operators not having any objections. The implementation timescale will then be based on what is included in the AQP and how it is proposed to be introduced. For example, if all operators are required to run their whole fleet as Euro V compliant, that will need a longer period than if only 50% need to be compliant for the partnership to commence.

## III. Enhanced Partnership:

Enhanced Partnership (EP) is a halfway house between an AQP and Franchising. EP applies to a defined area and do not necessarily have to have boundaries coterminous with LTA boundaries. An EP gives the LTA(s) the ability to take over the service registration function of the Traffic Commissioner for a set area, e.g. all bus services which enter the Warwick, Leamington and Kenilworth urban areas.

A plan for the EP would be created jointly by the LTA(s) involved and any bus operator interested in the planned scheme. Once created the EP Plan would be put out to public consultation and include the Competition and Markets Authority as a consultee. Not all bus operators have to be in

favour for the EP to proceed, however, all have to be invited to contribute to the plan and a yet to be defined proportion of affected operators has to agree with the scheme before it can go ahead. Although the bus operators will be able to continue in business under an EP their commercial freedom is significantly curtailed.

The process of creating an EP starts with the local authority issuing a Notice of Intention and Invitation to Participate. Even if an operator within the EP area does not wish to be involved at the start, they need to be kept abreast of progress in case they wish to participate at a later stage or object to the scheme. There is no defined timescale for implementing an EP. It depends on the agreements between operators and the local authority.

An EP is not designed to specify routes and frequencies for every single bus service. However, it does have several functions around this:

- Specifying service change dates;
- Specifying a different service change notice period if desired;
- Agreeing common branding or livery if required;
- Co-ordinating service timetables on joint corridors or at interchange points; and
- Specifying minimum frequencies on corridors or key routes at different times of day.

An EP has more ability to influence fares than a VP or AQP. This is because an EP can set the specific types of ticket that should be made available on certain routes, corridors or in certain areas. This includes:

- Design and agreement on a fare scheme to apply in the EP area;
- Types of ticket such as through, multi-operator and multi-journey ticketing and pay-as-you-go capping;
- Specific tickets for defined social or economic groups, such as young people or job seekers; and
- Ticket types for different times of day, e.g. peaks or evenings.

Implementing an EP would enable the County Council to bring together bus operators and local authorities to develop a coordinated approach towards improving bus travel in Warwickshire. Transport for West Midlands are in the process of implementing an EPs involving their (A34 / A45) SPRINT corridors in advance of the 2022 Commonwealth Games.

#### IV. Franchising

The Bus Services Act 2017 provides Mayoral Combined Authorities with the powers to implement bus franchising in their area, akin to the system operated by Transport for London. Other Local Transport Authorities (LTA) can also apply to Government for access to the same powers, where decisions will be taken on a case-by-case basis. The LTA would need to submit an assessment of the proposed franchising scheme, i.e. a business case, carry out consultation, arrange the transition of staff and implementation including the operation of a service permit scheme. During the decision-making process The Secretary of State would consider



whether the LTA could provide a relatively high level of investment certainty for the bus industry and determine whether the LTA has clear aspirations which will benefit passengers, a sensible plan in place and the right attributes to make franchising a success. Franchising requires a substantial level of capital and revenue costs to be borne by the County Council over and above existing budgets. Therefore, County Council officers do not endorse franchising due to the following considerations:

- The increased people and financial resource pressures required to set up a franchising arrangement and monitor performance; and
- The lack of experience and expertise within the County Council regarding managing and monitoring commercial bus operations.

#### V. Bus Services Motion Enhancement Schedule:

The report put forward a proposed Bus Services Motion Enhancement Schedule consisting of a range of initiatives aimed at delivering improvements to the bus services and supporting infrastructure in Warwickshire, which is presented in Table 2 at Appendix B of this report. The Schedule includes a proposed Warwick – Leamington – Coventry Advanced or Enhanced Partnership, which would chiefly build upon the Service X17 Punctuality Improvement Voluntary Partnership already in place between the County Council and Stagecoach Midlands and would be expanded to include the Leamington to Warwick University section of Services 11, U1 and U2 and the Warwick to Coventry section of service X18. This would therefore need to be a partnership between WCC, Stagecoach, National Express West Midlands and Transport for West Midlands. It is suggested that the proposal be based on an EP like the one covering the A45 SPRINT corridor being delivered by Transport for West Midlands.

#### d) Resources required to successfully deliver the Council's key objectives:

In order to deliver a better bus service which will attract people out of their cars WCC will require more money. This can be broken down into two streams:

- I. Capital Budget - in order to provide both the bus priority needed and to improve the quality of certain bus stops and interchanges; and
- II. Revenue Budget - the current budget will need expanding even if it is just to act as a kick-start fund in order to:
  - Maintain infrastructure;
  - Introduce new bus routes, in consultation with County Council officers and bus operators these include but are not limited to;
    - Improved bus links to Birmingham International Airport/NEC;
    - Banbury - Gaydon – Southam – Coventry;
    - Stratford-upon-Avon – Wellesbourne – Gaydon – Southam – Daventry;
    - Nuneaton – Magna Park – Lutterworth or Rugby; and
    - Atherstone or Polesworth – Coleshill – Birmingham International;
    - Provision of further Demand Responsive Transport services; and

- Provision of further Park and Ride services.
- Increase service frequency both on tendered services and via deminimis on commercial services;
- Reduce fares on tendered services; and
- Promote bus services through effective marketing communications.

The report concludes that the biggest area of future need for the County Council regarding resources is the reinstatement of a capital budget. This is because without it WCC cannot effectively work in partnership with operators as it will not be able to deliver its side of the agreement.

Besides bus priority measures, funding is needed for investment in technology. The current Real Time Information (RTI) system does not actually show buses in real time and is only available at a limited number of locations. The County Council should support the fitting of audio-visual next stop equipment to buses if there is a central government fund to apply to.

Personnel wise there is currently a recruitment process for a new member of the Transport Planning Team whose role will be to focus on buses to support the Principal Transport Planner. A key focus will be to explore opportunities for funding, develop proposals for more bus priority measures, improved RTI, and a multi-operator ticketing scheme ideally as part of a partnership with bus operators.

The report recommends further investigation regarding potential shared resources with other local authorities. For example, the report highlighted that Transport for West Midlands is currently developing the "One App" which will act as a one stop shop for information about Public Transport in the area. There was confidence that this could be another area for potential collaboration with the possibility of extending the app's reach into Warwickshire. Transport for West Midlands current arrangement with the County Council regarding managing the data relayed on the 13 RTI displays in Warwickshire and overseeing their operation and repairing faults with the data, could allow for the provision of extra displays at stops and bus stations in Warwickshire. Transport for West Midlands referred to an active working group in Coventry looking at Bus Priority during discussions with TAS Partnership Ltd. The working group is looking at improving the general provision of bus priority measures in Coventry for existing bus services and corridors. With the Commonwealth Games in 2022 forthcoming, TAS Partnership Ltd note that the Games held in Glasgow during 2014 featured dedicated Park and Ride services supported by temporary bus priority measures including temporary bus lanes and bus only roads. The organisers of the Commonwealth Games 2022 would be responsible for identifying similar bus priority measures to support the event and not Transport for West Midlands unless specifically invited to do so. Notwithstanding, Transport for West Midlands has no resources committed solely towards providing bus priority measures for the Commonwealth Games at present. Transport for West Midlands will

be consulting with Stagecoach Midlands regarding resources needed for providing bus services during the Games and are interested in working with the County Council in ensuring that the overall public transport network is fit for purpose.

e) Considers the call by the “Campaign for Better Transport” report called “The Future of the Bus”:

Campaign for Better Transport (CBT) published its ‘The Future of the Bus’ report in September 2019. The headline point of the report is that due to changing financial circumstances more communities are becoming isolated due to the withdrawal of public transport. This leads to:

- A poor living environment;
- An increase in people suffering from loneliness;
- An increase in the cost of living due to the need to use the car more and even own an extra car;
- Closure of retail, leisure and even health facilities as demand falls due to poor access for non-car owners; and
- In rural areas bus use has declined by more than 10% over ten years.

The Future of Bus report claims that bus fares have risen by 60% between 2009 and 2019. However, the TAS National Fares Survey 2019 found that the average single fare over three miles has risen by 42% since 2009 whilst the average weekly fare (used by commuters) had increased by 31% since 2009. The Consumer Price Index only increased by around 4% over the period.

The Future of Bus report also stated that only 6.2% of buses on the UK’s roads are low emission. However, this is from the Government’s ‘Road to Zero’ report published in July 2018, based then on historic data, and thus, will not consider the influx of new vehicles since this period.

The crux of the Future of Bus report is to call for a National Bus Strategy which should:

- Increase usage of bus services nationwide;
- Improve integration between public transport modes;
- Set a strategy for introducing zero emission buses; and
- Improve services via technology.

To ensure these aims are met the Future of Bus report calls for a continuous funding stream at both local and national levels. Regarding local funding, the Future of Bus report suggests that the Bus Service Operator Grant (BSOG), concessionary travel budget, NHS patient transport, school transport and social service transport funding are combined into one revenue stream. This would be alongside a capital fund. Each local authority should have to draw up a ‘Bus Investment Plan’ which sets out how and where the money will be spent. The report proposes reducing fares through:

- A standard fare discount level for under 19s either commercially or part funded (especially if free travel is offered);
- Compelling operators to join a Smart Ticketing scheme;
- Introduce a Mobility Credit scheme for drivers willing to drive less or trade in their car; and
- Trial of some low fare areas (or even free travel areas) with either national or local government funding towards it.

However, regarding the Smart Ticketing proposal, TAS Partnership Ltd advised in their report that bus operators often refuse to join due to costs, particularly if smartcards are involved and if they were compelled to participate, they may withdraw their marginally profitable commercial bus services.

The Future of Bus report recognises that there is a high cost to providing a comprehensive bus network in rural areas and acknowledges that any attempt to improve service provision may require Kickstart funding from central government.

The TAS Partnership Ltd commented that The Future of Bus report is quite vague on what should happen in rural areas, e.g. the text hints at having a franchised type of network of rural contracted services using a single brand and with a multi-operator ticketing scheme. A franchise appears to be an expensive and bureaucratic way to achieve this. If nearly all rural services are funded by the LTA it is perfectly feasible for contracts to specify branding and acceptance of multi-operator tickets without the need for a franchise. A rural franchise would also automatically block any operator-led initiatives.

### **3. Impact of COVID-19 on Bus Patronage**

- 3.1 Bus operators in Warwickshire are facing unprecedented challenges in the post COVID-19 environment. The lockdown, coupled with the closure of many high street shops, has resulted in fewer workers and shoppers needing to make journeys. Patronage and revenue generation have substantially decreased for bus services in Warwickshire over recent months since the pandemic arose.
- 3.2 The Government has introduced a COVID-19 Bus Services Support Grant (CBSSG) in April 2020 which is an England-wide(outside of London) funding mechanism to ensure that sufficient bus services continue to operate in the right places, and at the right times of day, during the COVID-19 outbreak to meet expected demand whilst maintaining appropriate patronage levels. Local transport authorities and bus operators both receive CBSSG payments. The CBSSG is designed to provide additional funding on top of continued payments from the public sector to bus operators (such as BSOG, concessionary travel reimbursement, home to school transport and tendered service contract payments) at pre-pandemic levels. All bus operators who receive the grant will be expected to make available sufficient capacity to run up to 50% of scheduled commercial mileage and to engage with the relevant local transport authorities

to determine what bus services should be operated, when and on which routes. The CBSSG is designed to meet the costs of making this capacity available.

- 3.3 The report states that economic recovery strategies need to look beyond just the bus and at the wider economic plan to ensure that new health, employment, retail and leisure facilities are not built on greenfield sites but closer to existing higher frequency bus routes.
- 3.4 The impact of on plans going forward is that there will need to be emphasis on rebuilding trust and consumer confidence in using bus services. Improving the quality of bus operations and services in order to remain attractive will also be important, e.g. embracing technological innovation and digitalisation to deliver improvements to on the Warwickshire bus network. It may also be necessary to focus on delivering initiatives involving a smaller level of capacity in the first instance, e.g. Demand Responsive Transport. Impact Assessments will need to be undertaken as part of the planning process in order to avoid rebound effects from demand control and management measures, e.g. high passenger density.
- 3.5 The report states that another way of helping people gain confidence in using the bus is through volunteer Bus Buddies – these are people who make a first journey with someone new to buses to help guide them through the process.

## **4. Next Steps**

- 4.1 If Communities OSC endorse the recommendations in this report officers will undertake the following next steps:
  - A. Further refresh the Bus Strategy as part of the update of the Warwickshire Local Transport Plan to include matters arising from the Warwickshire Bus Services Motion Report
  - B. Further develop the measures in the Bus Services Motion Enhancement Schedule presented in the Warwickshire Bus Services Motion Report for consideration
  - C. Take a report to Cabinet seeking endorsement of the Bus Services Motion Enhancement Schedule

## **5. Financial Implications**

- 5.1 Work to further develop the Bus Services Motion Enhancement Schedule and investigate use of potential shared resources with Transport for West Midlands to be met using existing budgets held within WCC Transport Planning.
- 5.2 Work to further refresh the Bus Strategy in the updated Warwickshire Local Transport Plan including consultation to be met using existing budgets held within WCC Transport Planning.
- 5.3 A call on the Capital Investment Fund to fund delivery of some of the measures in the Bus Services Motion Enhancement Schedule.

## 6. Environmental Implications

- 6.1 At a meeting of the full council on Thursday 25 July 2019, Warwickshire County Council (WCC) has unanimously declared a climate change emergency. As an outcome of this declaration County Council Officers in collaboration with the District and Borough councils, will develop proposals for a carbon neutral action plan for WCC to be considered by Cabinet. The Warwickshire Bus Services Motion Report supports and reinforces the County Council's to move towards carbon neutrality and some of the measures in the Bus Services Motion Enhancement Schedule can be considered for inclusion in the carbon neutral action plan.
- 6.2 Increasing bus patronage to pre COVID-19 levels and beyond would contribute to reducing the number of car journeys on the local highway network, reducing traffic congestion and improving air quality by reducing the level of Nitrogen Dioxide concentrations in Air Quality Management Area (AQMA) across Warwickshire. A standard 5 door car with 4 passengers in it produces twice as much CO2 emissions per passenger km compared to a fully laden bus according to research by Unilink in 2019. In addition, buses are an inherently clean way to travel, e.g. a fully loaded double decker bus can take up to 75 cars off the road hence reducing congestion and improving the environment.

## Appendices

Appendix A: Table 1 - List of the 35 Section 106 Developer Contribution Funded Bus Services under the Different Categories

Appendix B: Table 2 - Bus Services Motion Enhancement Schedule

## Background Papers

1. Bus Services Motion Report - Warwickshire County Council (The TAS Partnership Ltd, July 2020)
2. WCC Equality Impact Assessment (EIA) Form - Warwickshire Bus Services Motion

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

Local Member(s): NONE.

Other Members: Cllr Heather Timms (Portfolio Holder for Environment and Heritage & Culture), Councillors Clare Golby, Dave Shilton, John Holland, Jenny Fradgley and Keith Kondakor



## Appendix A

**Table 1: List of the 35 Section 106 Developer Contribution Funded Bus Services under the Different Categories**

A) Category: Newly S106 Funded Routes (2)

Development Location	Estimated Current Number of Dwellings	Bus Service Serving Site	Frequency	Future Improvements
Campden Road, Shipston-on-Stour	130	51	Every Two Hours	None (491 dwellings upon completion)
Lighthorne Heath	20	77 and 77A	Hourly	Service frequency to be increased to every 30 mins upon further development of site (3,000 dwellings upon completion)

B) Category: Routes still S106 funded by original development (7)

Development Location	Number of Dwellings	Bus Service Serving Site	Original Provision	Current Frequency
Long Marston, Meon Vale	550	1,2 & 3	Increased frequency & diversion Service Nos. 1,2 & 3	Every 30 mins
Nuneaton, Weddington Road / Lower Farm	414	1 & 2	Extended Service 1 & 2	Every 15 mins
Galley Common, Plough Hill Road	300	18 & 19	Increased Frequency Services 17 & 18	Every 30 mins
Wellesbourne, The Grange	350	15	Service 15 Diverted & Increased Frequency	Every 30 mins
Polesworth, Grendon Road St Leonards	143	65	Service 65 Diverted & extended to hospitals	Hourly
Kineton, Southam Road	115	77/77A	New Sunday Service 77 & 78	Hourly
Newton, Newton Lane	40	X84	Certain Journeys Diverted Service 9	3 Journeys per Day



C) Category: Routes still S106 funded but not by the original development (11)

Development Location	Number of Dwellings	Bus Service Serving Site	Original Provision	Original Frequency	Current Frequency
Long Itchington, Leamington Road	150	664	Service 664 Diverted	Every 2 Hours	Every 2 Hours
Southam, Northfield Road Tesco	Retail	64	New Services from surrounding villages	N/A	1 per day
Rugby, Coton Park East	310	1 & 2	New Service D1/D2	Every 30 mins	Every 30 mins
Rugby, Leicester Road Gateway	1,300	1 & 2	New Service D1/D2	Every 30 mins	Every 30 mins
Southam, Coventry Road	165	664 & 665	Payment towards Services 664/665	Hourly	Hourly
Southam, Banbury Road	236	664	Payment towards Services 664/665	Hourly	Every 2 Hours
Bishops Tachbrook, Grove Farm	412	U1	Service U1 extended	Every 15 mins	Every 15 mins
Warwick, Lower Heathcote Farm	935	U1	Service U1 extended	Every 15 mins	Every 15 mins
Long Itchington, Stockton Road	225	664	Payment towards Service 664	Every 2 Hours	Every 2 Hours
Southam, Daventry Road	535	665	Payment towards Services 664/665	Hourly	Every 2 Hours
Wharf Farm, Crick Road	380	D1 & D2	New service D1/D2	Every 30 mins	Every 30 mins

D) Category: No longer S106 funded and reduced in provision (4)

Development Location	Number of Dwellings	Bus Service Serving Site	Original Provision	Original Frequency	Current Frequency	Subsidised by WCC
Stratford Bridgetown, Trinity Mead	112	4	New service 222 Introduced (Now 4)	Every 20 mins	Every 30 mins	Part
South West Warwick, Chase Meadow	282	15 (& 16)	Service 68 (Now 15)	Every 30 mins	Hourly	No
King Edward Hospital, Hatton	108	16	Service 68 (Now 16)	Every 30 mins	Every 2 Hours	Yes
Hams Hall, Sainsbury's	Commercial	X70	New extensive network of services	4 journeys per hour	4 journeys per day	Yes

E) Category: No longer S106 funded and running at the same frequency (8)

Development Location	Number of Dwellings	Bus Service Serving Site	Original Provision	Current Frequency	Subsidised by WCC
Tilemans Lane, Shipston	80	3A	New Service 480 Shipston to Banbury	5 journeys per day	Yes
Walsingham Drive, Nuneaton	300	79	Service 79 Diverted	Every 2 Hours	Yes
Exhall, Blackhorse Road	Commercial	78	Service 78 Diverted	Hourly	Yes
Emscote Lawn / Portobello, Warwick	286	X17	Increased frequency on Emscote Road X17	Every 20 mins	No
Bishopton / Toll House, Stratford	500	X20	Increased frequency X20	Hourly	No
Wolston Business Park	Commercial	86	Increased frequency 86	Every 30 mins	No
Back Lane, Long Lawford	208	86	Service 86 diverted	Every 30 mins	No
Birch Coppice	Commercial	766	New Service 766	Two Hours	No

F) Category: No longer S106 funded and increased in provision (3)

Development Location	Number of Dwellings	Bus Service Serving Site	Original Provision	Original Frequency	Current Frequency	Subsidised by WCC
Sydenham, Green Farm	40	67/67A	Extended Service 67	Every 30 mins	Every 15 mins	Part
Spa Park, Leamington Spa	Commercial	U1	Additional Journeys on Service 665	Additional Journeys	Every 15 mins	Part
Rugby College	131	4	New Service D1/D2	Every 30 mins	Every 15 mins	No

## Appendix B

Table 2 - Bus Services Motion Enhancement Schedule			
Item	Measure	Projected Cost of Delivery	Forecasted Completion
1	<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.	£0.010m	June 2021
2	<u>Better Roadside Publicity:</u> <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	December 2021
3	<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.	£0.025m	December 2020
4	<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.	£0.030m	November 2021
5	<u>New Bus Links to Birmingham International Airport / NEC / UK Central</u> Launch of new bus services and/or extension of existing services	£1.310 million (over 5 years)	March 2022
6	<u>Warwick – Leamington - Coventry Corridor Enhanced Partnership:</u> Bus operators provide improved vehicles and the County Council provides supporting infrastructure including bus priority measures, real time information and multi-operator bus ticketing.	WCC Contribution: £3.150m	March 2022
7	<u>Introduce a Countywide Multi-Operator Day Ticket</u> Launch and operation of bus ticket encompassing all bus services in Warwickshire	£0.200m	March 2022

8	<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.	£0.492m	March 2022
9	<u>Expansion of DRT Provision and Technology</u> Launch of further demand responsive bus services with journeys bookable via mobile app, internet or telephone.	£2.000m	March 2022
10	<u>Provision of Park and Ride in Leamington for the Commonwealth Games</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	March 2022
Total Projected Cost		£8.585million	