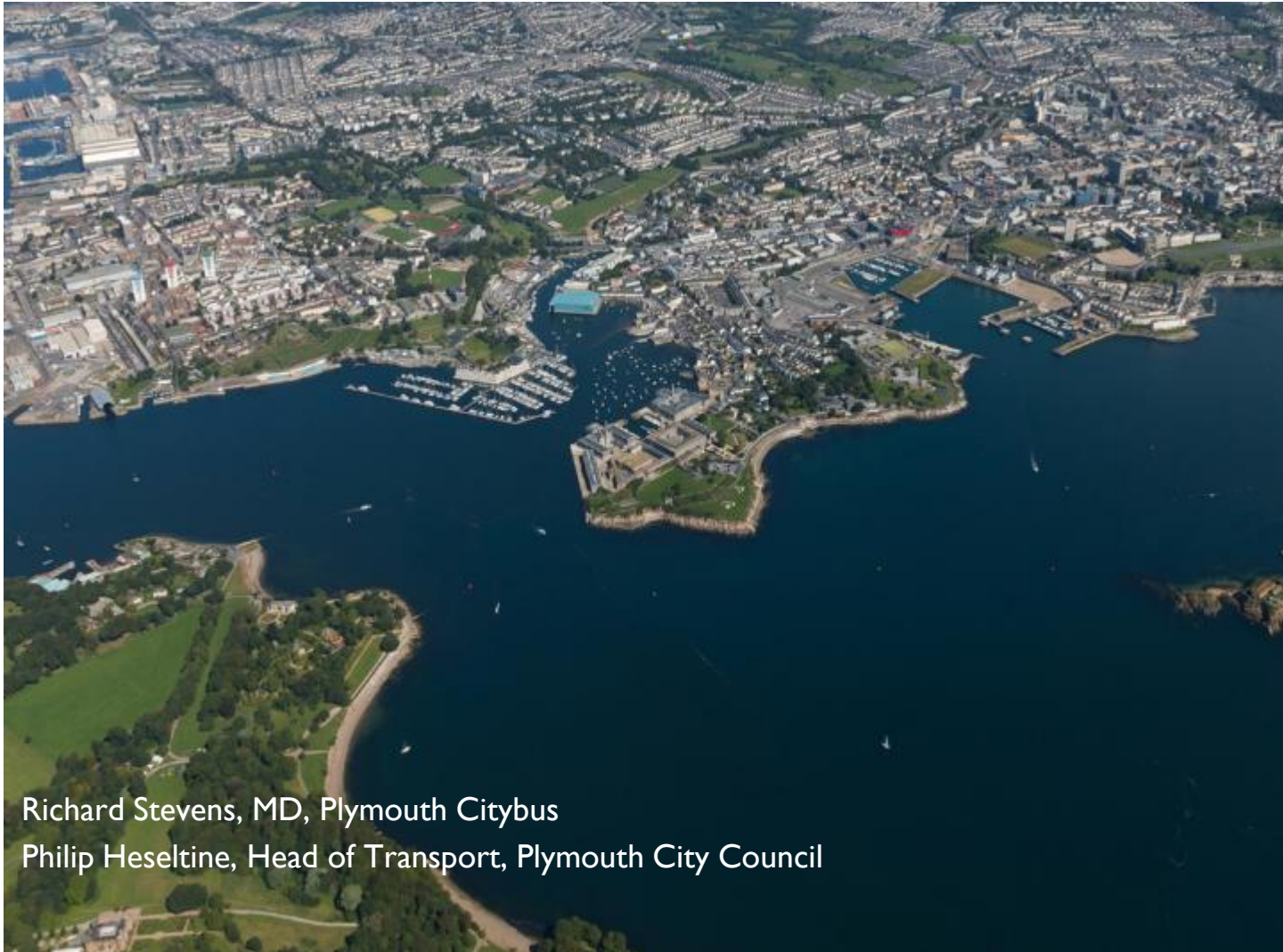


Transport Sector Hub Recovery Action Plan

11th June 2021



Richard Stevens, MD, Plymouth Citybus
Philip Heseltine, Head of Transport, Plymouth City Council

Improving Access



A common theme running through Resurgam is the importance of improving access

- **Improve access** for employers to a more diverse and better skilled workforce to reduce the persistent skills shortage and difficulty in recruitment
- **Improve access** to skills, jobs and support to enable residents to thrive in Plymouth
- **Improve access** so it is easier for employers to match local people to local jobs and make sure no one gets left behind
- **Improve access** to attractions to grow visitor numbers through a better physical welcome environment
- **Improve access** to health and wellbeing hubs
- **Improve access** to green and blue open spaces for health and recreation
- **Improve access** to the City Centre to create a vibrant retail and hospitality offer and improve the environmental quality of our core streets and public open spaces
- **Improve access** to promote local neighbourhoods
- **Improve access** to reduce loneliness and isolation

Improving access in a sustainable way is embedded in the adopted Plymouth Plan



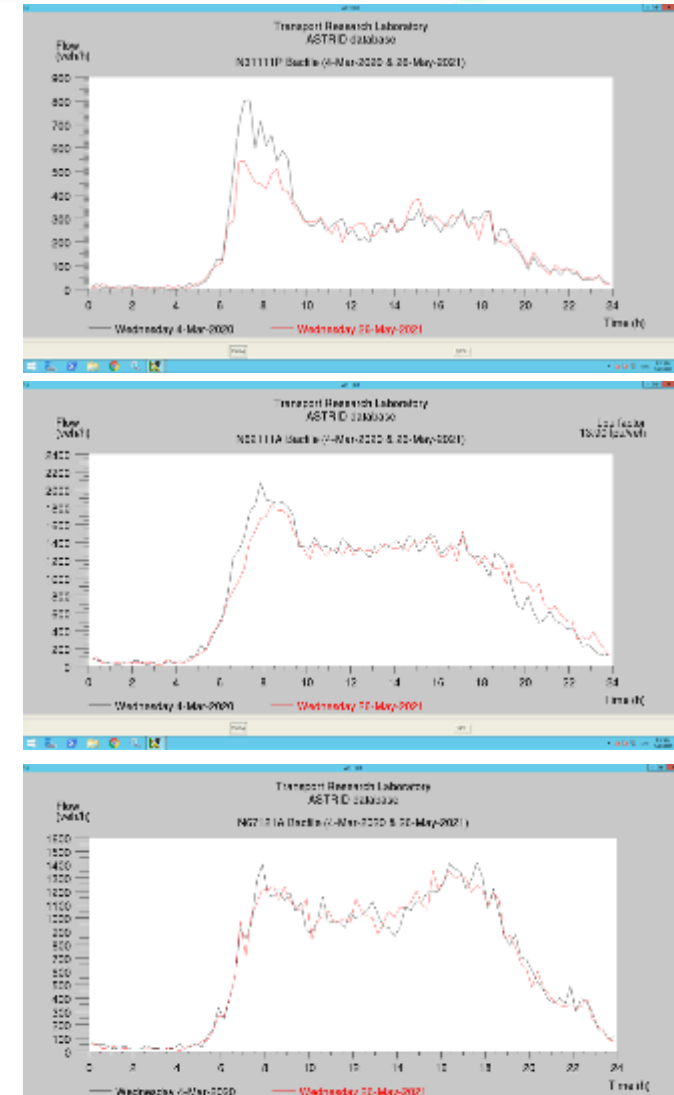
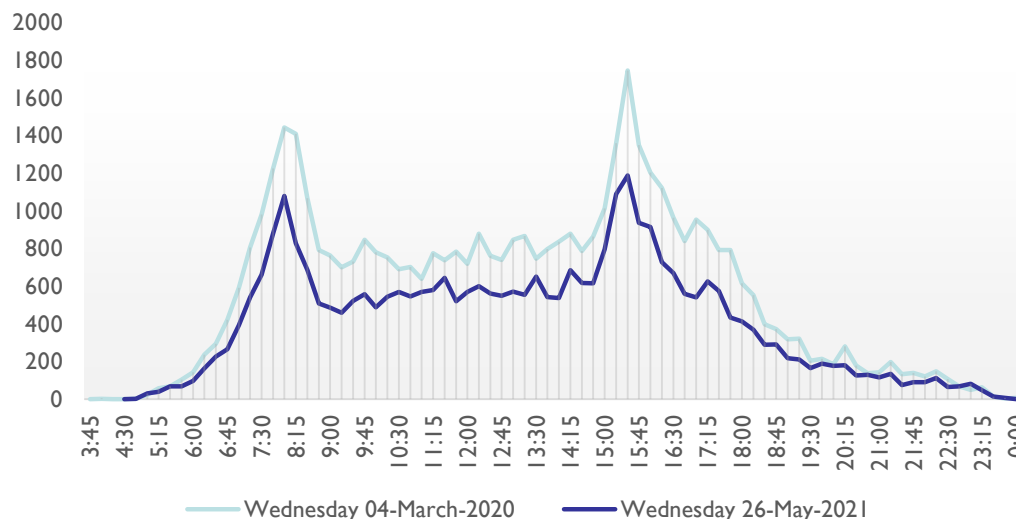
- The city will deliver a transport system that enables and encourages sustainable and active travel choices, provides good accessibility for the city's population to jobs and services, and supports a healthy environment.
- The city will deliver targeted integrated transport measures to help support the sustainable growth of Plymouth, in accordance with the vision, objectives and policies of the [Joint Local Plan](#).
- The city will pursue solutions that reduce the need to travel and encourage the move towards sustainable modes of travel to deliver significant reductions in carbon emissions in Plymouth aiming to achieve net-zero by 2030.
- to become one of the leading green cities in Europe by reducing transport related carbon emissions by offering an efficient, accessible and attractive choice of sustainable travel options for all sectors of the community, visitors, businesses and commuters.

Post-COVID travel movements



- Traffic flows in Plymouth on the St Budeaux By Pass, A379 and A386 are now back at pre-COVID levels
- Demand for on-street P&D above pre-COVID levels
- Regent Street 90%, Mayflower St East 100% occupancy
- City Centre MSCPs at about 75% occupancy overall
- Bus Patronage for 26th May 2021 is 71% of the 4th March 2020 levels.

Plymouth Bus Passengers Boarding



Current Government Policies are about improving access in a sustainable way

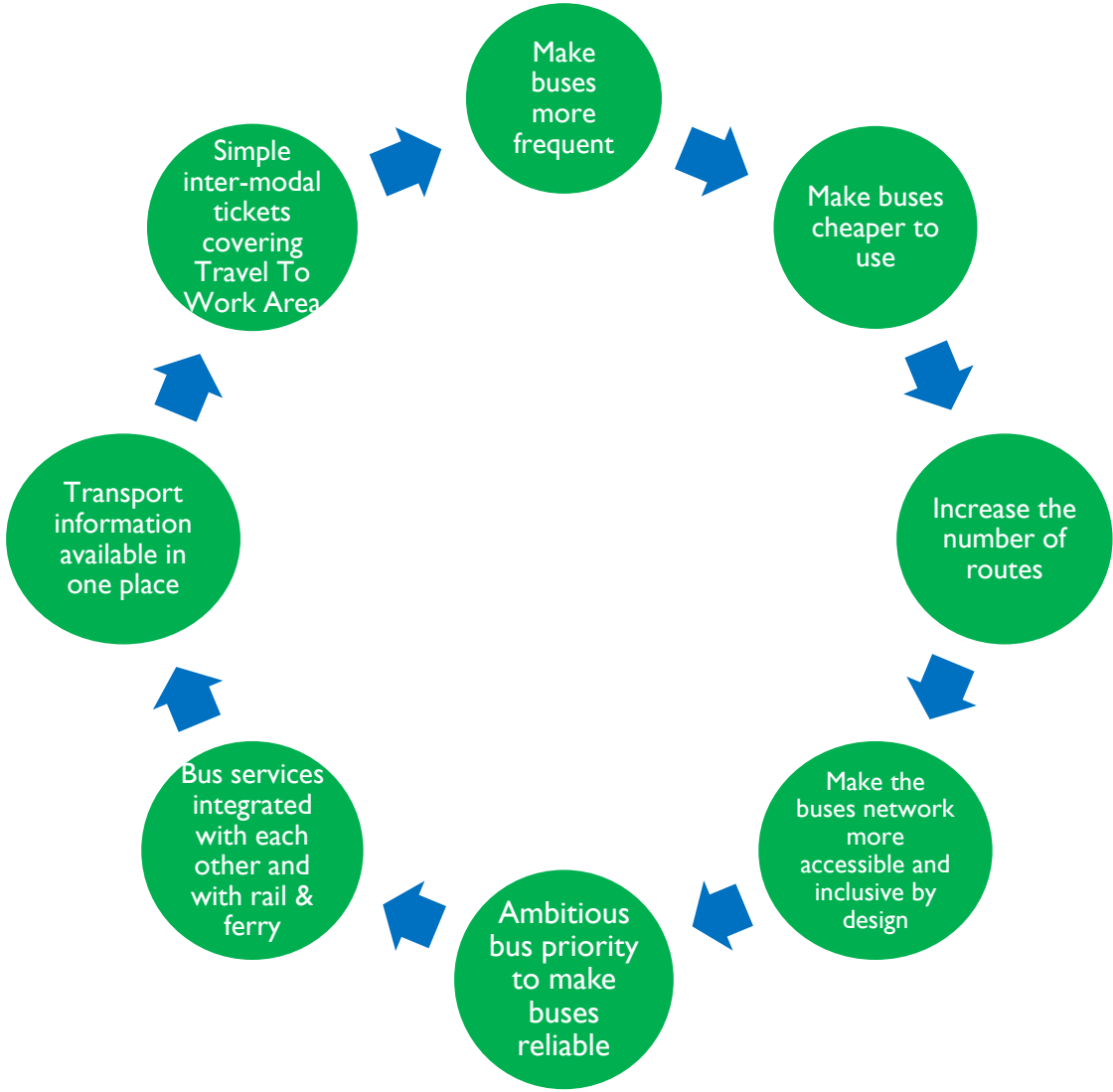
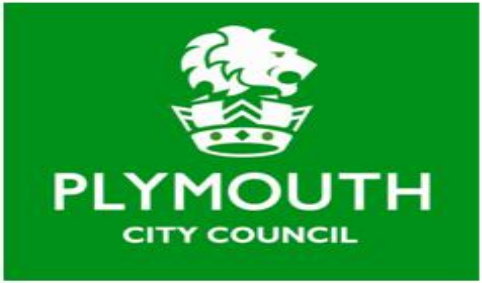


Bus Back Better: A National Bus Strategy

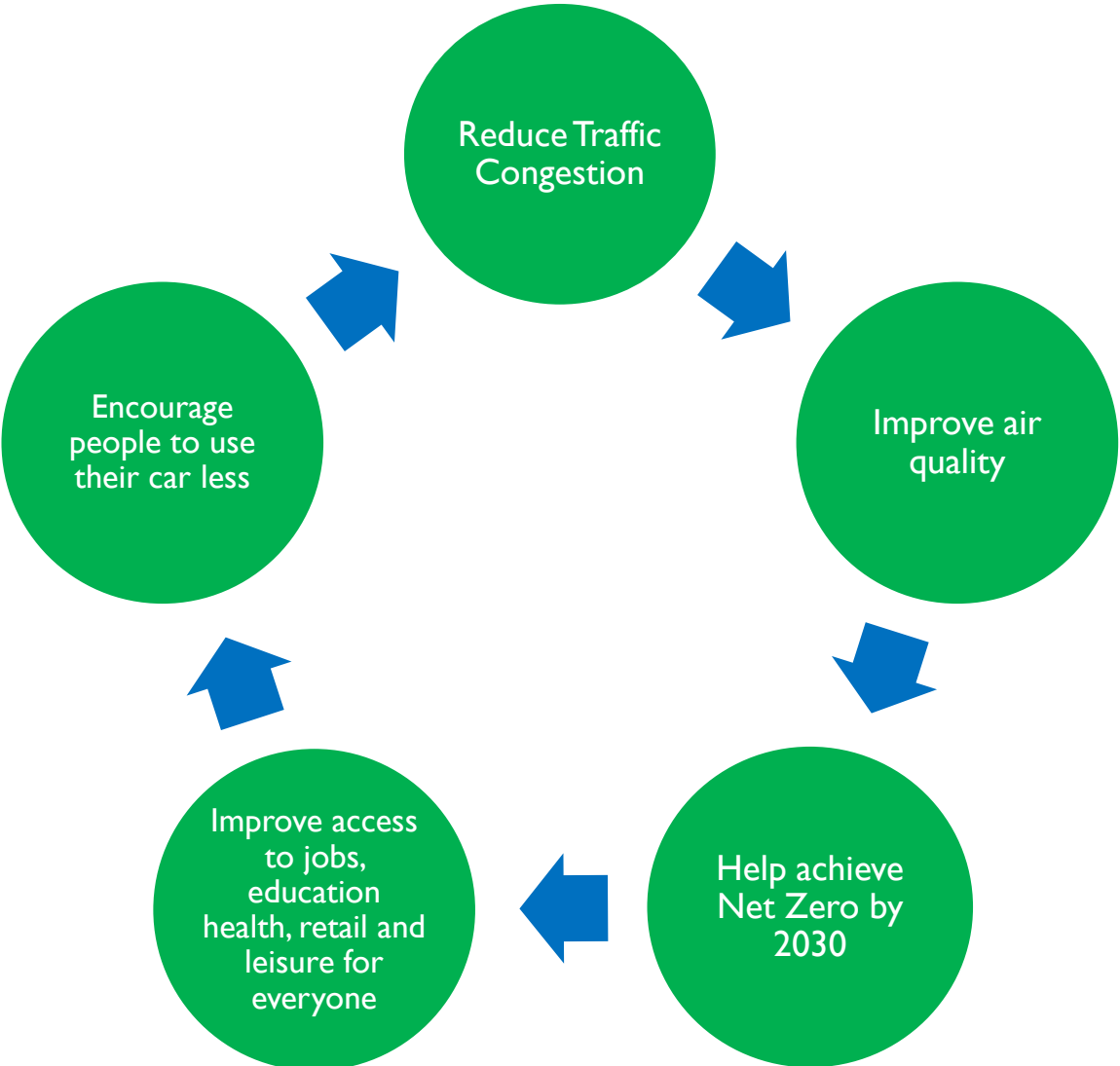
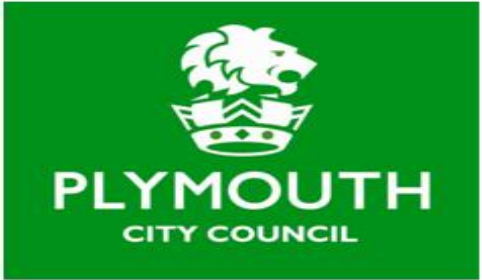


- The UK has never had a bus strategy before
- Never before has a Prime Minister and his Ministers cared so much about bus services
- The NBS is about changing the user experience
- Buses are going to make the biggest difference to the levelling up agenda over the life of the current parliament
- The provisions set out in the NBS must be delivered at pace by April 2022
- The NBS sets out a bold ambition of what the Government wants to achieve for bus passengers
- Recognition that buses are the lifeblood of employment, commerce and quality of life in our communities
- A Statutory arrangement under the Bus Services Act 2017 which bring obligations to both public and private sectors to deliver on their promises
- Local Transport Authorities will have access to significant new Government funding streams and powers

Deliver a virtuous upward spiral of continuous improvement



Achievement of outcomes



Bus Service Improvement Plan (BSIP) and Enhanced Quality Bus Partnership



- BSIP consists of a high level vision
- Must operate over the entire LTA area
- All bus operators are required to cooperate with LTA
- Understanding the Problem drawing on the most relevant and available Data
- Develop in partnership with bus operators, neighbouring LTAs and stakeholders
- LTAs encouraged to take bold and ambitious decisions on bus priority
- BSIP sets out the baseline, clear vision for improvement and set targets
- 6-monthly reporting against agreed targets and BSIP refreshed on an annual basis
- Delivery of the Plan is by way of a Statutory Enhanced Quality Bus Partnerships (EP) which brings legal obligations to LTAs and bus operators to deliver the Plan
- Bus operators work closely with LTAs to allow both to develop and deliver improvements for passengers
- EPs need to extend to include cross-boundary services

Propulsion



- Sale of diesel powered buses will cease in this decade
- Fossil fuel based subsidies to bus operators will end by the end of this Parliament
- Government support for the purchase of 4000 Zero Emission Buses in this Parliament
- New propulsion systems are needed for buses to reach zero emission, but which one? hydrogen fuel cell looks like the most likely candidate for the long term?



FUNDING



- LTAs will have access to significant new Government funding streams and powers to make a difference and funding to build up capability and capacity of LTAs to exercise these powers
- Funding will become discretionary from the 1st July 2021 and will be dependent on PCC committing to implementing an Enhanced Quality Bus Partnership by 30th June 2021
- £3,000,000,000 of funding available across England over the life of the current Parliament
- Funding allocations are competitive between LTA based on assessment of individual Bus Service Improvement Plans
 - £275m of pandemic recovery fund will continue to be made available in 21/22
 - Access to £25m of Capability Funding for Local Transport Authorities
- Government will also consult on the reforming existing funding to bus operators including replacement fuel duty rebate with grant payments linked to delivering National Bus Strategy commitments.
- Government will also review how existing concession fare scheme is funded
- The new increased level of service and lower fares must be financially sustainable in the long run

Key Dates



- **16th April 2021** –LTA's can request capacity building funding of £100k. PCC have applied and will receive this support.
- **30th June 2021** - Commit to entering into an Enhanced Partnership (EP), or have commenced statutory steps towards franchising.

Failure to commit to an EP or franchising will mean loss of CBSSG and other future funding streams such as access to the £3bn pot set aside to implement the NBS and also future BSOG payments

- **31st October 2021** -Publish initial Bus Service Improvement Plan covering EP Plan and EP Schemes
- **1st April 2022** Enhanced Partnership in place for each LTA area.

Very tight timescales