OVERVIEW AND SCRUTINY TASK GROUP - SUSTAINABLE PUBLIC TRANSPORT

THURSDAY, 5TH NOVEMBER 2020, 6.00 PM
THE LANCASTRIAN, TOWN HALL, CHORLEY AND MICROSOFT TEAMS

AGENDA

1 **APOLOGIES**

2 **MINUTES OF MEETING THURSDAY, 17 SEPTEMBER 2020 OF OVERVIEW AND SCRUTINY TASK GROUP - SUSTAINABLE PUBLIC TRANSPORT.** (Pages 3 - 4)

3 **DECLARATIONS OF ANY INTEREST**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you just not seek to improperly influence a decision on the matter.

4 **VERBAL PRESENTATION BY COUNTY COUNCILLOR KEITH IDDON**

County Councillor Keith Iddon to provide a verbal presentation that includes but not limited to the County Council's and Chorley Council's role in public transport, bus services, funding streams, opportunities, development of sustainable transport and methods and means to reduce social isolation.

5 **LOCAL GOVERNMENT ASSOCIATION PRESENTATION AND INFORMATION DISCUSSION** (Pages 5 - 40)

To receive and consider the Local Government Association's presentation and information relating to 'The Role of Buses'.

6 **REVIEW AND UPDATE THE SCOPE** (Pages 41 - 44)

To receive and consider the existing scope

7 **DATE OF NEXT MEETING**

Thursday, 3 December 2020 18:00

GARY HALL
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Overview and Scrutiny Task Group - Sustainable Public Transport Councillor Kim Snape (Chair), Councillors Julia Berry, Martin Boardman, Val Caunce, Mark Clifford, Gordon France, Tom Gray, Yvonne Hargreaves, Laura Lennox and June Molyneaux.

Electronic agendas sent to Overview and Scrutiny Task Group - Sustainable Public Transport reserves (Councillors) for information.

If you need this information in a different format, such as larger print or translation, please get in touch on 515151 or chorley.gov.uk

Chorley Council

MINUTES OF	OVERVIEW AND SCRUTINY TASK GROUP - SUSTAINABLE PUBLIC TRANSPORT
MEETING DATE	**Thursday, 17 September 2020**
MEMBERS PRESENT:	Councillor Kim Snape (Chair) and Councillors Julia Berry, Val Caunce, Mark Clifford, Gordon France, Tom Gray, Laura Lennox and June Molyneaux
OFFICERS:	Alison Marland (Principal Planning Officer) and Nina Neisser (Democratic and Member Services Officer)
APOLOGIES:	Councillor Yvonne Hargreaves

20.OS1   Declarations of Any Interests

No declarations of any interests were received.

20.OS2   Background Information - Sustainable September

The Overview and Scrutiny Task Group were provided with a presentation from James Hoskinson, Planning Assistant on the Sustainable September campaign which was undertaken by the Council last year. This explored the findings of how staff travelled to work and gathered views and opinions about transportation to work. The campaign would be undertaken again to explore the changes in 12 months and how the commute had been impacted with Covid-19. It was expected that the increase in home working would be a significant factor.

After the presentation, Members discussed the following;
- the potential for charging points in the Town Centre for electric bikes,
- recognised the decline in public transport during lockdown and discussed how increased use could now be encouraged
- addressed the issues surrounding fear of cycling due to insufficient infrastructure and understood the importance of improving infrastructure to increase bike use.
- Concerns over use of electric scooters being dangerous on the pavements due to being silent
- The need to make public transport attractive; Members felt the focus on service had disappeared and the priorities for bus and rail companies was now more about money. Need a service that links residents
- Issues surround social isolation, particularly for the elderly
- Need to reduced pollution and address the green agenda.
- Use of car pooling ('Shared Wheels)

Decision – That the presentation be noted.

20.OS3   Scoping of the Review

Members of the Task Group considered the scope of the inquiry and discussed objectives, outcomes, and who they wanted to interview as part of the review, including Lancashire County Council highway and transport officers and County Councillor Keith Iddon as Cabinet Member for Highways and Transport, Stagecoach, Northern Rail, Lindsay Hoyle MP, Councillors and Parish and Town Councils.

Members acknowledged how big the topic of public transport was and recognised that any recommendations would need to be relevant, realistic and achievable.

Members discussed the rail provision and bus services in the borough and the need for community transport options such as dial-a-ride. In order to address interconnectivity, it was suggested that the task group look into a pass that would provide a single way to pay to use different services of transport throughout the borough.

Members discussed the need to recognise the difficulties the council has in enforcing issues around public transport, the cost implications with public transport and what sustainable funding for buses is available. Work also proposed to tackle social isolation across the borough and environmental concerns such as air quality.

The scoping document would be formulated by officers in consultation with the Chair following Members discussion. This would then be shared amongst Members of the Task Group for comments. The scoping document would be a working document that would be brought back to each meeting.

Decision – That the scoping document be drawn up in consultation with the Chair to be sent to Members and brought back to the next meeting for approval by the Group.

20.OS4   Date of the Next Meeting

Thursday, 5 November 2020 at 6.00pm.

Chair   Date

Local Government Association

Decarbonising transport

The role of buses

Re-thinking local

www.local.gov.uk/re-thinking-local

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Decarbonising transport

This briefing forms part of the Decarbonising transport series, a toolkit of seven evidence-based policy briefings prepared for the Local Government Association by the DecarboN8 Research Network and the Centre for Research into Energy Demand Solutions.

The briefings are designed to help councils set goals for reducing carbon emissions from transport and understanding a range of key options available to them to make the rapid progress required.

Decarbonising transport will require an ambitious package of measures and so, whilst the briefings are designed to provide clear options for specific policy areas, councils will need to design the right mix for their own context.

You can find the other briefings online at: www.local.gov.uk/decarbonising-transport or by emailing info@local.gov.uk

The decarbonising transport series

- Getting carbon ambition right
- The role of buses
- Accelerating the uptake of electric vehicles
- Climate smart parking policies
- The role of land use, localisation and accessibility
- Travelling less and the role of online opportunities
- Growing cycle use

Introduction

Buses are a critical part of transport decarbonisation strategies for councils across England. In 2018, buses carried 5 per cent of all trips; analysis of ambitious but balanced pathways to a zero-carbon transport system suggests this needs to increase to around 10 per cent of all trips by 2050.[1] To achieve this uptake, progress must be part of early local decarbonisation strategies.

Dependent on loading, buses are the most space-efficient road passenger vehicle. They are already a low carbon mode of transport and by transitioning the fleet to low and ultra-low emission vehicles, buses quickly become even more carbon efficient.

The case for buses goes well beyond carbon impacts to congestion benefits, managing limited space, and providing an essential socio-economic service. In 2018, 24 per cent of households did not have access to a car or van, and a further 41 per cent of households had access to only one car or van.

Some places in England, such as Oxford, Brighton and York are illustrative of what 'turn up and go' bus networks are capable of delivering as part of an overall transport system carefully managed by the local authority.

However, the bus network has overall been in a period of slow but steady decline.

This situation was unsustainable both financially and in terms of helping deliver the UK's zero-carbon ambitions. In February 2020, the Government announced its intention to produce a National Bus Strategy for England and launched an immediate package of measures to try to revive bus use.

Unfortunately, this announcement coincided with the arrival of the coronavirus emergency. This is a perilously difficult time for the bus industry and bus policy. Keeping the industry running, serving communities and key workers is the immediate priority.

A once-in-a-generation scale additional subsidy is needed to make this possible. This investment must be used to strengthen and rebuild the partnerships of those providing, supporting, and using bus services.

This will, in turn, strengthen local transport decarbonisation strategies. The carbon imperative will not go away; if the revival of bus use cannot be brought about then it will be harder to shift more trips away from the car. Whilst the significance of the bus varies across different areas, there are also opportunities to do more in every area.

RELEVANT POLICY STRANDS

'A better deal for buses' (February 2020) is the Government's most recent policy statement on buses. The document promised: a National Bus Strategy, a review of the bus service operators grant, £30 million for supported bus services, a -year pilot of a lower fare network in Cornwall, challenge funds for Britain's first all-electric bus town, and for new demand responsive services in rural areas.

Emergency funding for the bus network is being delivered through the **COVID-19 Bus Service Support Grant** (CBSSG), of which an element goes to councils to maintain tendered services.

The **Bus Services Act 2017** is the most recent bus legislation and, among other things, provides the legal framework governing bus quality partnerships and the process for the re-regulation of bus services in England outside London ('bus franchising'). The **Transport Acts 1985 and 2000** remain the basic legislation governing the regulation of the bus industry.

The **Future of Transport Regulatory Review** is under way (consultation closed July 2020) and will consider among other things the regulatory framework for buses, taxis and private hire, and for flexible ('demand responsive') bus services.

Key facts

Carbon efficiency

The bus is among the most carbon efficient modes of passenger transport, even at the pre-coronavirus (2018/19) average passenger loading of 12.2 people on the bus at any given time over the course of the operating day. Battery electric buses have a similar advantage over electric cars in terms of lower emissions per passenger-kilometre.

However, the main opportunity for the bus to reach its potential in terms of reducing emissions per passenger-km is to increase the average passenger loading on buses. Even modest increases in passenger load would yield significant improvements in carbon performance.

Carbon emissions by vehicle type and occupancy (g CO2 equivalent)[2]

	Vehicle emissions per km	Per head at (existing average vehicle occupancy)	Per head at (achievable increased average vehicle occupancy)
Medium-sized petrol car 2020 (whole life emissions/km)	253	158 (1.6)	127 (2)
2019 fleet average petrol car (fuel consumption only)	174	109 (1.6)	87 (2)
2019 fleet average diesel car (fuel consumption only)	168	105 (1.6)	84 (2)
2019 fleet average diesel bus (fuel consumption only)	1,282	105 (12.2)	53 (24)
Medium-sized electric car in 2020 eg Nissan Leaf (whole life emissions/km, EU average CO2/ kWh electricity)	91	57 (1.6)	46 (2)
Dennis Enviro200 battery electric bus, currently in service in London, capacity 65 passengers (power consumption only)	438	36 (12.2)	18 (24)

Demand for bus travel

In 2019, 4.3 billion bus passenger journeys were made, accounting for 6 per cent of all journeys over one mile and over 8 per cent of journeys between 2 and 10 miles in length.[3] Over twice as many trips are made by bus than are made by rail.

Just over half of all bus journeys in England were in London (2.2 billion). Outside London, 0.9 billion journeys were in metropolitan areas and 1.2 billion were in non-metropolitan areas, the latter figure illustrative of the fact that buses are not just an urban solution.

People in rural areas and villages use the bus to travel significantly further distances than those in urban and metropolitan areas. In fact, 25 per cent of all school trips in rural villages are made by local bus – a higher proportion than those in non-rural areas.[4]

Differences in bus use between places

There is large variation in bus use across England. The average number of bus journeys per person per year in England outside London is 45, but this varies from 172 in Brighton to just 9 in Rutland. Bus use in England outside London has fallen by 12 per cent since 2008/09 and has been falling in London since 2013/14. However, 18 out of the 88 local transport authorities in England saw growth in bus use in the past decade.

Densely populated towns and cities, and places with lower levels of household car ownership tend to have the highest levels of bus use. Traditionally, this would have been associated with places that are less well off. In recent years, however, bus use has tended to grow strongest in towns and cities that are economically more prosperous or have a large student population.

Places with relatively high levels of car ownership and high levels of bus use include Poole-Bournemouth, West of England, Oxfordshire, and Surrey. Places with relatively low levels of bus use compared to their level of household car ownership include Lincolnshire, Staffordshire, and East Sussex.

The key message is that what councils and bus operators do together does make a difference, as is being seen in Cornwall, for example. Commitment to delivery of a good bus product can succeed in growing bus use anywhere in England.

LTAs with the highest bus use, 2018
(average number of bus trips made per year per head)
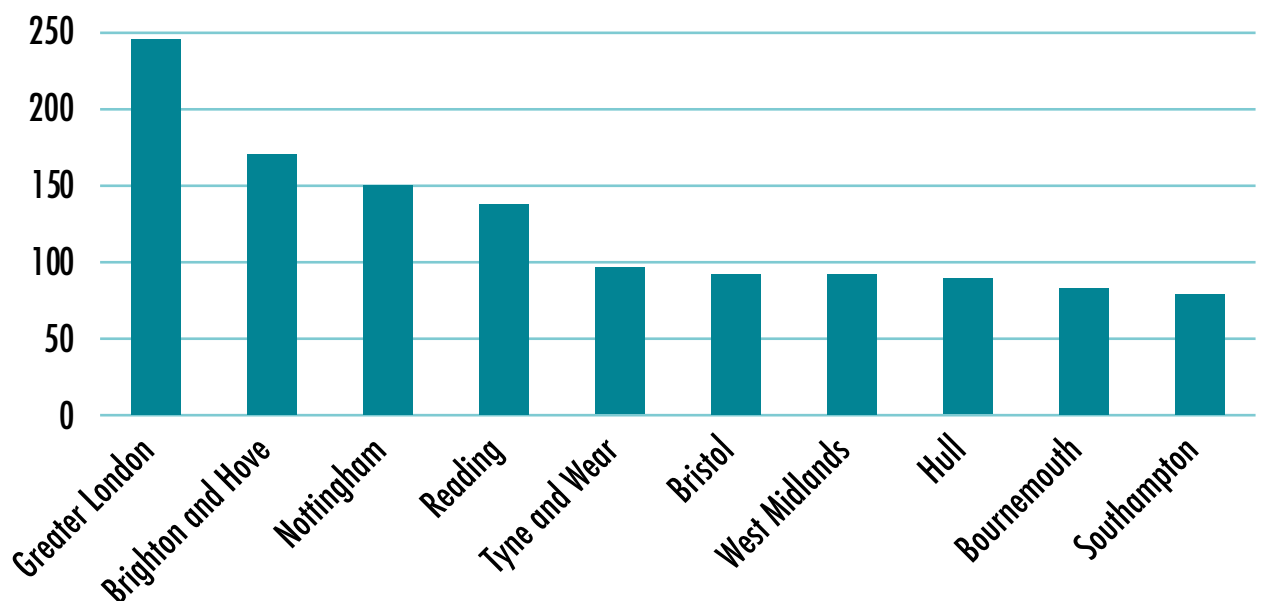
LTAs with the highest growth in bus use 2010-18
(increase in bus trips made per year per head)
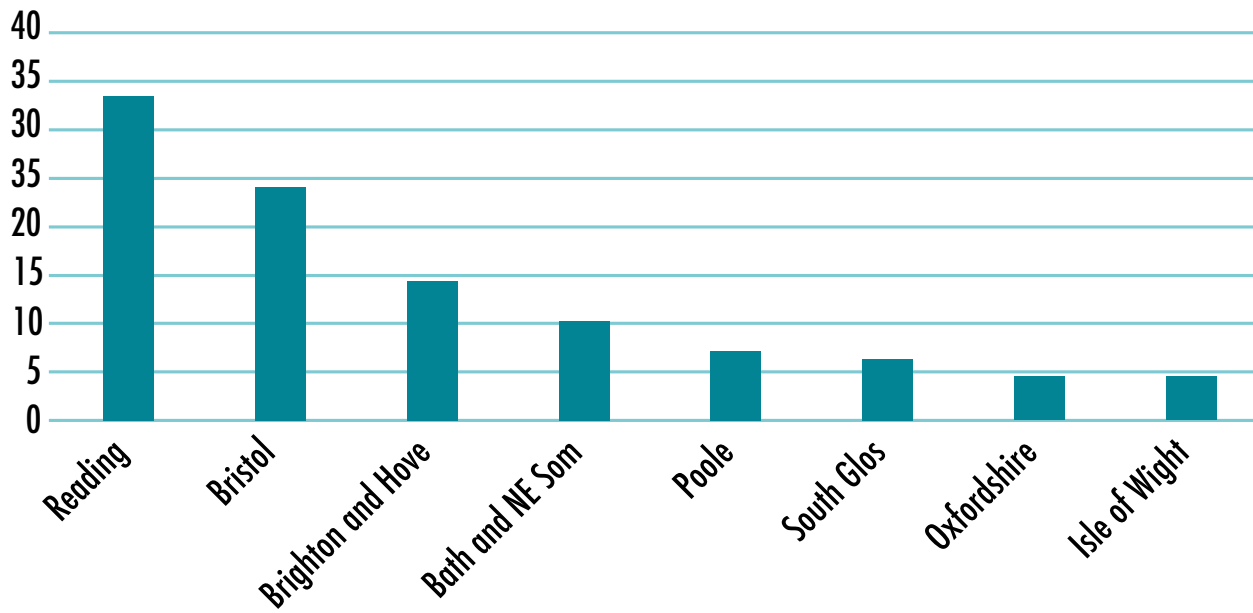
Policy recommendations

To increase bus use, there needs to be continued appeal to the current user base, alongside strategies to attract new users, particularly car drivers who could switch to the bus. The key variables which will define that choice are (compared to driving):
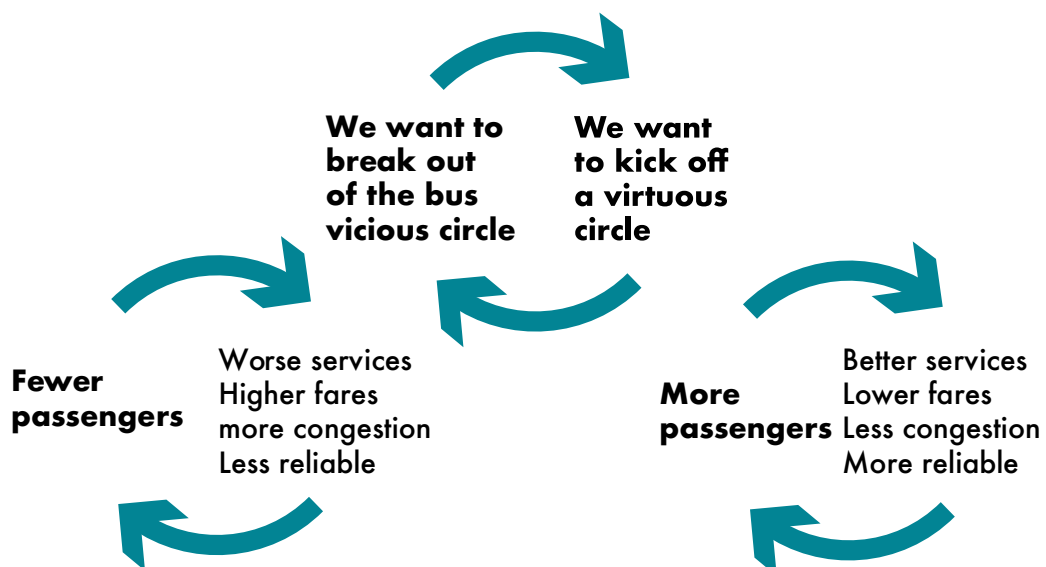
1. journey time and reliability

2. relative cost

3. quality of the door to door experience.

Outside of London all services are provided in a deregulated market by private operators. Decisions on fares, routes and frequencies are out of the hands of local government, with the exception of the small proportion of tendered, socially necessary services. However, it is the relative cost and the comparative journey time experience that matters. The joint goal of councils and bus operators needs to be to create a virtuous circle of rising patronage and service levels with lower fares which then supports further investment.

Partnership working for growing bus use is best done through a bus strategy and delivered through a bus quality partnership. The Bus Services Act 2017[5] provides for local transport authorities to develop enhanced partnerships with bus operators, with agreements covering a wider range of matters including fares.

The Act also gives elected Mayors of Combined Authorities the power to re-regulate the bus system in their areas, subject to a specified process. Other local transport authorities can also institute a process to re-regulate if partnership approaches have failed. However, where there is no elected Mayor then re-regulation is subject to the Secretary of State's agreement.

The realities of coronavirus for the industry are that partnership working will now become even more important. There are arguments for different regulatory models to now be tried in different areas.[6] There is no "one-size fits all" solution.

We want to break out of the bus vicious circle

We want to kick off a virtuous circle

Fewer passengers Worse services Higher fares more congestion Less reliable

More passengers Better services Lower fares Less congestion More reliable

This note is about what the evidence shows on what works and does not make prescriptive statements about the best model under which it should be delivered.

Area for action 1: Service reliability

In 2018, in England outside London, 83.1 per cent of lower frequency bus services ran punctually (within 5 minutes of schedule).[7] Punctuality and frequency of service are key factors that instil confidence in users regarding reliable transport.

On time performance, comprehensive route networks and frequent coordinated services are two key recommendations put forth by Transport for Quality of Life in respect to building strong bus services and patronage.[8]

Transport Focus's 2019 Bus Passenger Survey shows that punctuality and reliability tend to be more highly valued by fare-paying passengers, younger people, and people using the bus for commuting to work: precisely the kind of new users that need to be attracted to bus travel.[9]

Factors affecting bus reliability and punctuality that are within the bus operator's control include having enough vehicles and drivers to operate the advertised service, setting off on time, and making sure passengers can board as quickly as possible whilst safeguarding passenger safety and comfort.

Factors outside the bus operator's control include predictable traffic congestion (due to sheer weight of traffic and planned roadworks) and unpredictable traffic congestion (for example due to road traffic accidents and adverse weather).

Transport Focus's bus passenger survey shows that the three most common causes of bus delays are: traffic congestion, slow passenger boarding, and roadworks.[10]

The widespread roll out of contactless card payment and bus passes on smartcard has the potential to speed up boarding times.

Local highway authorities can take steps to reduce the impact of traffic congestion on bus reliability by measures including bus priority measures (bus lanes, priority measures at traffic signalled junctions, and so on) and by improving information to bus operators about planned roadworks or road closures, major events and the real-time management of incidents, so that they can respond in good time, e.g. by putting route diversions into place.

Ideally, buses perform best when they are insulated from general traffic congestion altogether. This can be done through traffic regulation orders to designate bus-only streets, bus gates to exclude through traffic in town centres, or by providing exclusive busways or guided busways. Busway schemes have been successful in Cambridgeshire[11], Luton[12], Gateshead and on the Leigh-Manchester corridor.[13]

During the low-traffic period of the coronavirus lockdown, bus companies have been able to run their services with a 12.5 per cent lower operating cost than usual due to the smoother running along the routes.[14] If maintained, this would allow companies to revise timetables with new, faster journey times, and either lower the costs of running the service to passengers or permit a more frequent service to be operated with the same number of buses.

Area for action 2: Relative cost of public transport

Public transport use is very sensitive to the price of fares, and to the relative cost of driving versus using the bus.[15] The RAC Foundation's cost of travel index shows that bus and coach fares have risen by an average of 55 per cent since 2010. In the same period, the total cost of motoring rose by less than 20 per cent – less than the overall average cost of living, which has risen by 30 per cent.[16]

Reducing bus fares is possible and financially sustainable if patronage growth and an increase in average loading per bus can be achieved. Agreements over fares can form part of enhanced bus partnerships under the provisions of the Bus Services Act 2017.[17]

To kickstart the virtuous circle of patronage growth that makes lower bus fares viable, the relative cost of car use also needs to be considered. At present, outside the central London congestion charge zone, car users do not pay directly for the costs the traffic congestion they cause impose on other road users, including bus users.

Meanwhile, as car users switch from petrol/diesel to battery electric power, fewer will be paying any motoring taxes on a per mile basis, because they will not be paying fuel duty. This offers scope to councils to explore strategies for charging for parking and congestion.

- Cornwall Council is trialling a four-year pilot scheme for reducing bus fares as part of a wider package of improvements in its One Public Transport System for Cornwall project.[18]

- Brighton & Hove: the bus company reduced the price of short hop single fares from £2.20 to £1.90 in January 2020. The bus company acknowledges that one of the barriers to using public transport is a lack of knowledge regarding fares and is considering a radically simpler £1 flat fare.[19]

- Transport for London's £1.50 hopper fare permits one hour's worth of bus travel on any number of buses, allowing people to make a journey that requires a change of route to complete without being financially penalised.

- A study of bus fare integration in Haifa, Israel, found a 30 per cent increase in number of bus trips being made and evidence of modal shift from the car to the bus.[20]

Area for action 3:
Passenger experience

Recent research shows that the decline in bus use is due to a fall in the proportion of the population who are using the bus; not existing bus users making fewer trips.[21] This highlights the importance of making changes to attract people who do not use the bus, or have stopped doing so.

Improving the passenger experience through soft factors such as cleanliness inside the bus, mobile charging points, and bus stop infrastructure are all ways of attracting potential users and retaining existing passengers. When implemented as a package of improved bus services (including affordability, reliability), soft variables such as comfort, security and cleanliness can help improve patronage by 5 to 10 per cent.[22]

Adopting a 'whole journey approach', in which operators and authorities work together to ensure that every stage of the passenger's journey by bus, including reliable information and good quality bus stop provision, as well as welcoming and comfortable vehicles, can have a tangible impact on transport decision-making and whether to travel by bus.[23]

Personalised travel planning and travel awareness schemes demonstrate a commitment to passengers and their travel experience[24] and is an opportunity for councils and service providers to work together.

As part of their Greater Bristol Bus Network, Bristol City Council worked with local bus operators to enhance the passenger experience by improving 1,000 bus stops, procuring 120 new buses and undertaking public realm improvements such as tree plantings along bus shelters.[25]

When public transport was coordinated by the West Midlands Passengers Transport Executive (Centro), it was recognised for providing passengers with high quality information that was well-integrated across providers and modes.[26]

Plymotion is a scheme run by Plymouth City Council to promote active travel and public transport through direct citizen engagement. By working directly with workplaces and job seekers, Plymouth has seen a 22 per cent increase in bus use among these target groups.[27]

Conclusion

Thinking short, Medium, and long term

The coronavirus lockdown and the need for social distancing on buses destroyed the commercial funding model for bus services. At present, bus services are completely dependent on emergency government funding support, much of which is paid through councils.

It is likely to be some time before a commercial model for operating bus services can return. However, the emergency has also shown that essential workers need the bus to get to work and places cannot function without a bus service. Getting by without a bus service is simply not an option.

This briefing note shows that the bus needs to play a bigger role in the future if we are to make rapid progress on decarbonisation. This will require a concerted effort to rebuild confidence in bus services in the medium term and to address the shortcomings of service provision.

Whilst different forms of public-private management of the bus system could emerge after coronavirus, the critical issue is whether the right conditions will be created for the bus.

This means addressing every aspect of the journey from access to bus stops to the quality of the vehicles. It means providing road space for bus priority to deliver faster journey times. It means ensuring that pricing for cars and buses makes bus use the more attractive option.

However, this is managed, it requires more support for the bus than has been delivered in the past two decades.

There are some great examples of routes, companies, and areas where bus growth has been delivered in difficult conditions. There are opportunities for everywhere to do better on the bus, and there are good short and long-term reasons to do so.

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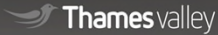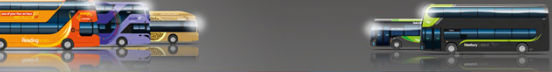We consider requests on an individual basis.

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Slide 1

Decarbonising Transport

Robert Williams
Chief Executive Officer

30 September 2020

Readingbuses
Newbury&district
Thamesvalley

1

Slide 2

- How do we achieve a zero-carbon future?
- What are the pro's and con's of solutions?
- What are the costs?
- What is sustainable?

Readingbuses

2

Slide 3

Reading Buses in 2020

- Reading Buses (168 vehicles)
  - 61 bio-gas
  - 1 electric
  - 11 electric diesel hybrids (currently being converted to Euro VI diesel)
  - 88 Euro VI diesel (leaving 7 pre Euro VI to be converted)
- Thames Valley Buses (57 vehicles)
  - Bracknell (40)
  - Slough (7)
  - Satellite locations (10)
- Newbury & District (42 vehicles)

Readingbuses

3

Slide 4

4

Slide 5

Factors influencing growth

- Local economic performance
- Frequency
- Reliability
- Quality
- Price
- Bus company planning and strategy
- Awareness of local factors

Readingbuses
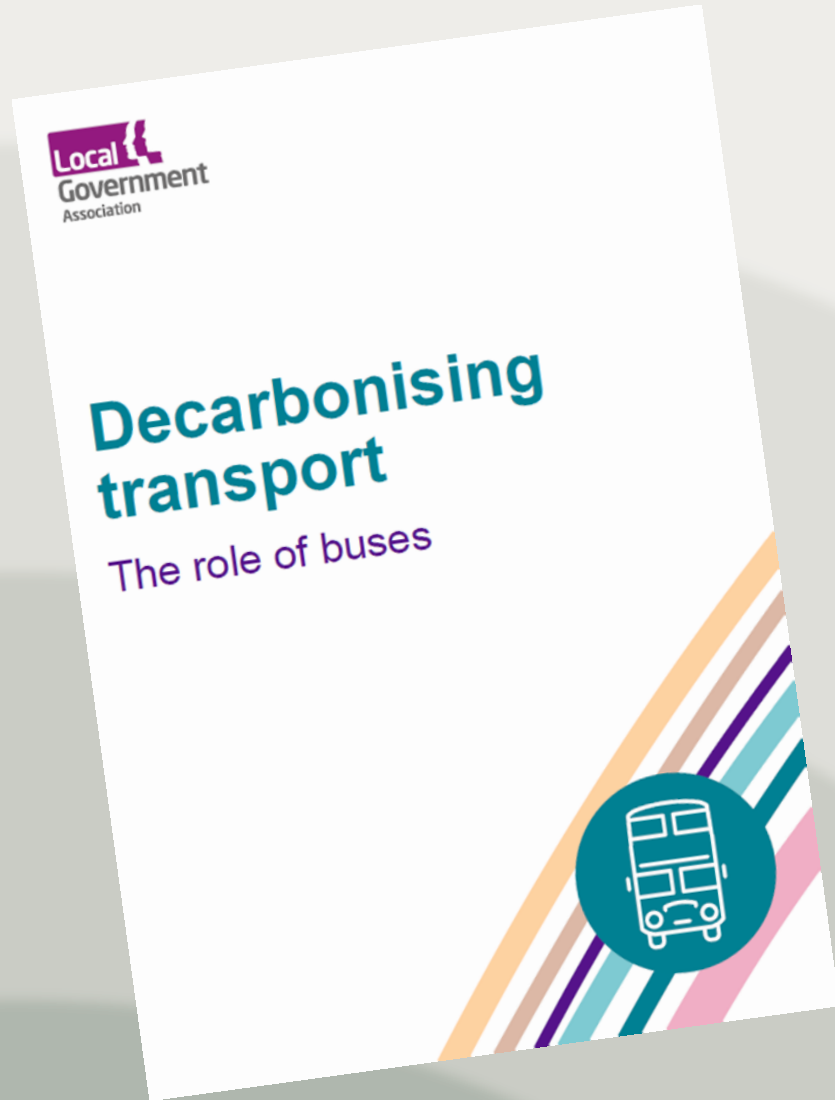
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Slide 6

Transport Focus Research

- Independent
- Covers all aspects of the business
- Benchmark against industry
- Measure our progress year-on-year
- Feedback for Reading Borough Council

- To tell us:
  - Where we do well
  - Where we need to improve

What our customers are saying about us
bus passenger satisfaction survey results 2018/19

March 2019

Readingbuses

6

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# Decarbonising transport: the role of buses

Richard Walker
Institute for Transport Studies
University of Leeds

This talk

- The context: climate emergency & getting carbon ambition right

- The transport decarbonisation case for buses: pre-, mid-, and post-Covid

- Where are buses working well/less well?

- Policy recommendations & areas for action: kickstarting the bus patronage virtuous circle

The context: carbon ambition

Across England, 182 councils have now declared a CLIMATE EMERGENCY

Surface Transport Emissions
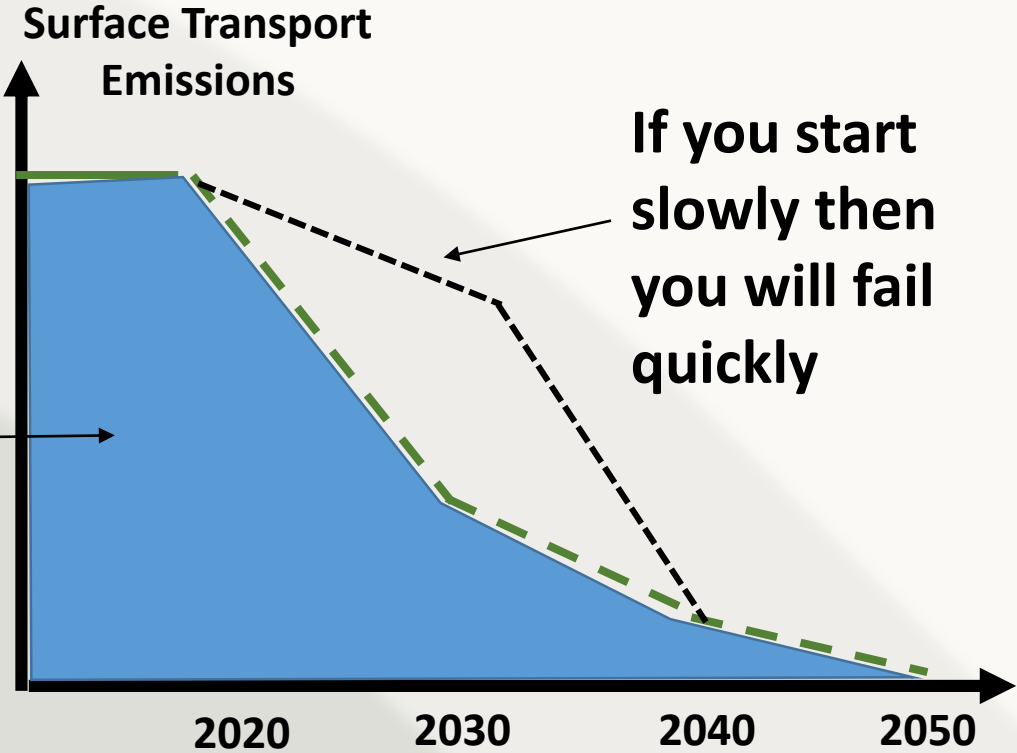
If you start slowly then you will fail quickly

2020   2030   2040   2050

It is all about the total budget – THE AREA UNDER THE CURVE

The transport decarbonisation case for buses: pre-, mid- and post-Covid

- (Subject to loading…) buses are the most space-efficient road passenger vehicle
- They can be more carbon-efficient than cars, pre- & post-electrification
- **The networks & infrastructure are here now**
- 24% of households do not have access to a car or van (41% can access 1 car or van)
- **You can't run a town or city without a bus service – so we should run a service that carries lots of people**
- Places rejecting the bus option need to state their alternative

158
grams CO₂ per head per km
Average occupancy 1.6
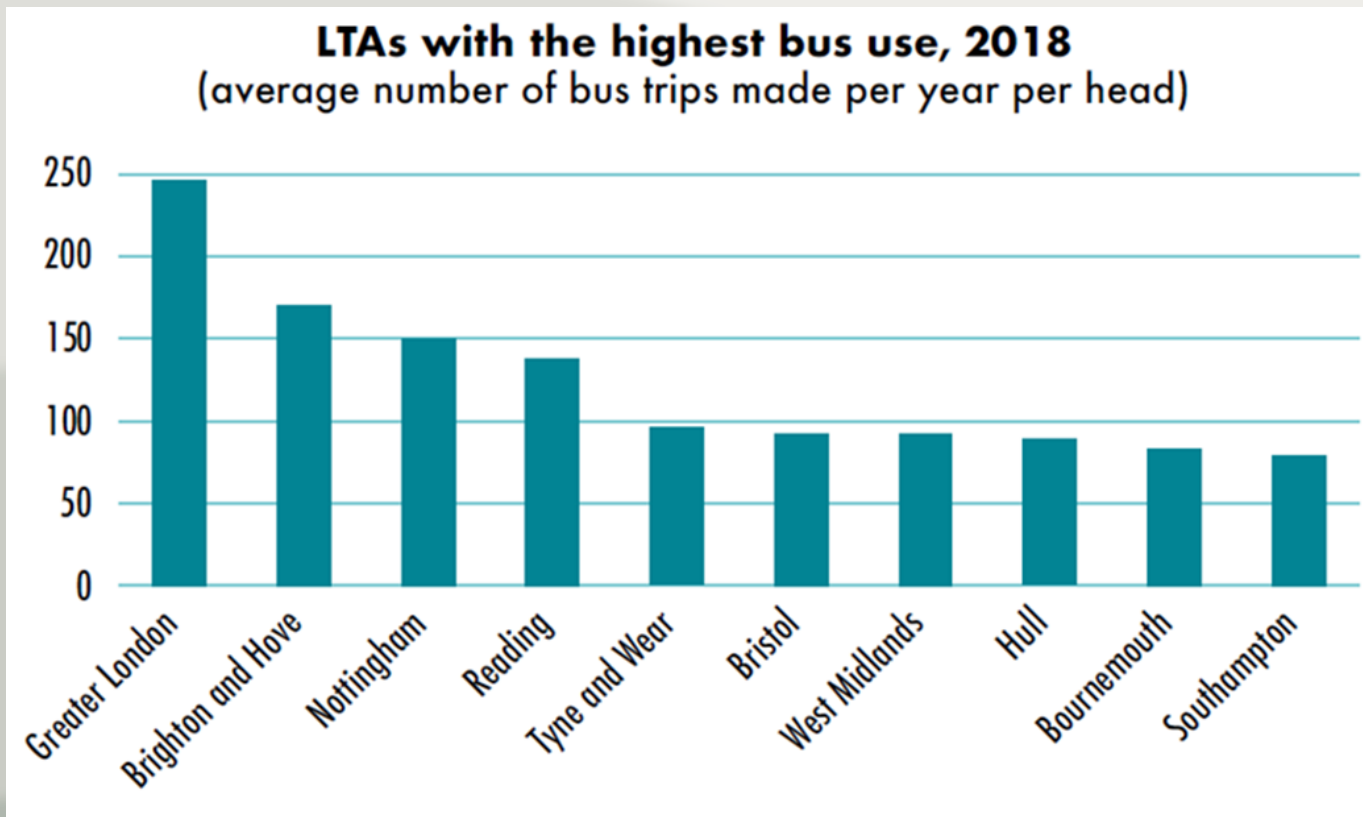
105
Average occupancy 12.2

53
Average occupancy 24

Where are buses working well?
Highest bus use

LTAs with the highest bus use, 2018
(average number of bus trips made per year per head)

Top 10 LTAs by bus trips per head in 2018/19		
Rank	Local transport authority	trips/hd/yr
1	Greater London	246.8
2	Brighton and Hove	171.1
3	Nottingham	149.6
4	Reading	137.6
5	Tyne and Wear ITA	98.7
6	Bristol, City of	92.3
7	West Midlands ITA	91.6
8	Kingston upon Hull, City of	89.9
9	Bournemouth	84.6
10	Southampton	81.4
	All England	**77.1**

Where are buses working well?
Most growth in bus use 2010-18

LTAs with the highest growth in bus use 2010-18
(increase in bus trips made per year per head)
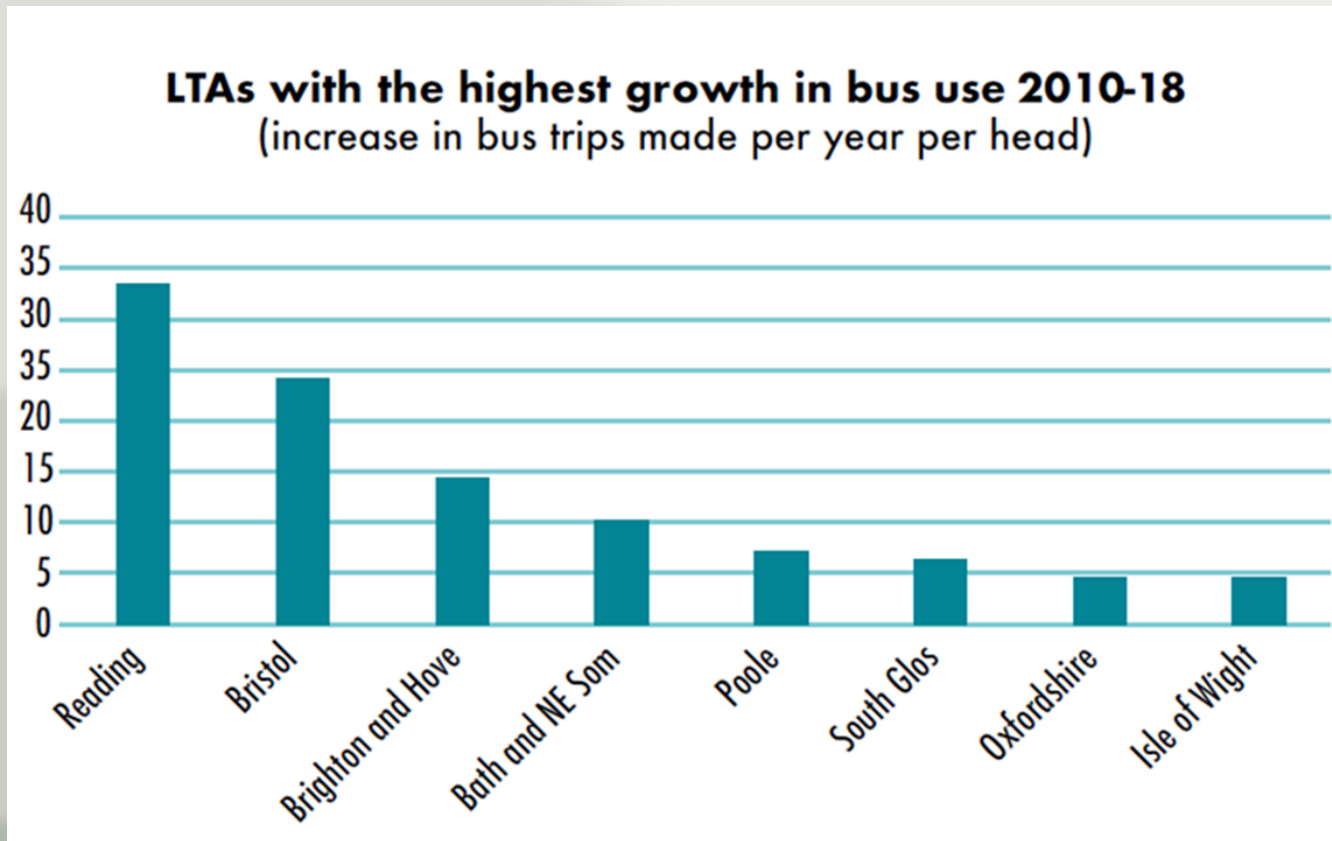
	Top 10 LTAs by growth in bus trips/hd/yr	Increase 2010-18	2018 total
1	Reading	33.4	137.6
2	Bristol, City of	24.4	92.3
3	Brighton and Hove	14.8	171.7
4	Bath & NE Somerset	10.6	76.8
5	Poole	7.6	64.7
6	South Gloucestershire	6.6	32.9
7	Oxfordshire	5.0	60.9
8	Isle of Wight	4.8	56.7
9	West Berkshire	4.4	20.1
10	Southampton	4.2	81.4

Where are buses not working so well?

Bottom 10 LTAs bus trips/hd/yr 2018		
Rank	Local authority	trips/ hd/yr
80	East Riding of Yorkshire	16.9
81	Wokingham	16.9
82	Bracknell Forest	14.8
83	Shropshire	14.0
84	Central Bedfordshire	13.7
85	Somerset	11.3
86	Herefordshire, County of	10.7
87	Cheshire East	9.8
88	Rutland	9.4
89	Windsor and Maidenhead	9.3

Bottom 10 LTAs decline in bus trips/hd/yr 2010-18			
		De-crease	2018 total
80	West Midlands ITA	-16.9	91.6
81	Tyne and Wear ITA	-18.9	98.7
82	Blackpool	-19.1	63.6
83	South Yorkshire ITA	-19.4	65.1
84	Leicester	-20.5	74.6
85	Stoke-on-Trent	-21.1	36.3
86	Darlington	-21.3	53.6
87	Middlesbrough	-22.7	52.8
88	Warrington	-28.6	26.6
89	Greater London	-34.8	246.7

Policy recommendations

We want to break out of the bus vicious circle

We want to kick off a virtuous circle

Fewer passengers
Worse services
Higher fares
more congestion
Less reliable

More passengers
Better services
Lower fares
Less congestion
More reliable
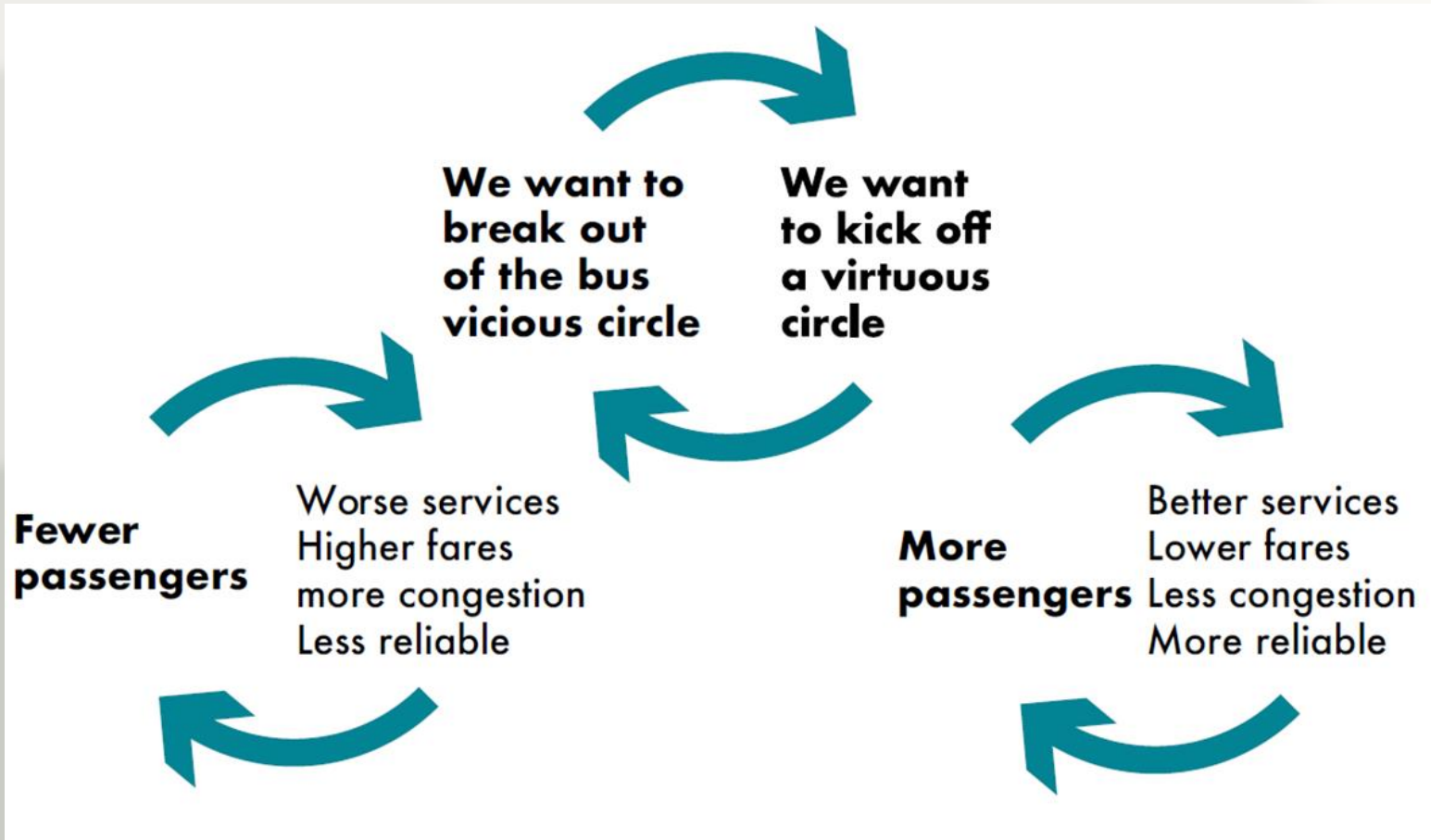
AREAS FOR ACTION

1. Service reliability
2. Relative cost
3. Passenger experience

Areas for action

Service reliability

- Punctuality (excess waiting time for frequent service) key to instil confidence among users & near-market potential users
- Top 3 causes of late running: traffic congestion, slow boarding, roadworks. Operators & LHAs MUST WORK TOGETHER

Passenger experience

- The whole journey approach, door to door incl. information
- Appeal to near-market potential users, incl. former bus users

Relative cost

- Cost of bus use: fares & patronage chicken & egg
- Cost of motoring: parking, WPL, congestion charges

Conclusion

- Local authorities have different start points, but everywhere needs to act

- If your carbon ambition is to be in line with the Paris accord then it will mean radical change (and therefore difficult)

- Action needs to start now

- The role of buses: a key tool in the toolkit, available now, complicated by corona…

- Partnership: operators + LAs + citizens

- 'Horses for courses': each place to select what works for it from menu of measures

West Yorkshire Combined Authority Emissions Reduction Pathway

Transport

- Reducing private car travel by 21% through shifting demand to public, shared and active travel e.g. walking and cycling
- Increasing travel by walking by 78%
- Increasing travel by bike by 2,000%
- Increasing travel by bus by 39%
- Increasing travel by rail by 53%

WAKE UP!

CLIMATE EMERGENCY

Decarbonisation of transport
The role of buses

Tom Bartošák-Harlow

Head of External Relations CPT

Role of the bus

journeys per person per year
48
22
11
10

1/4 of us catch the bus
at least once a week

a fully loaded bus can take 75 cars off the road
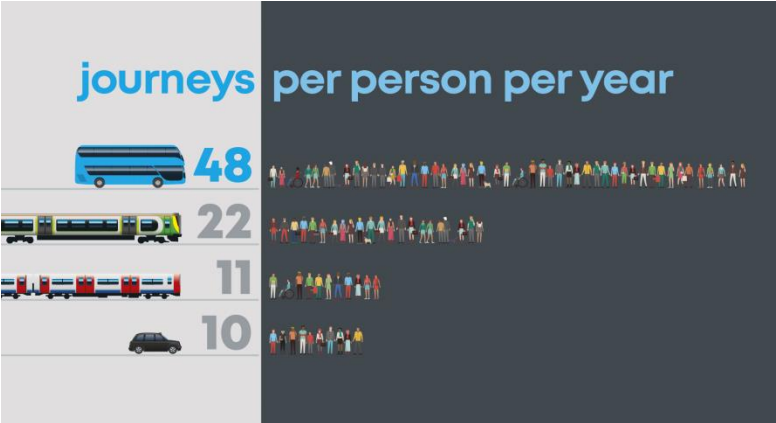
Covid-19 and bus travel
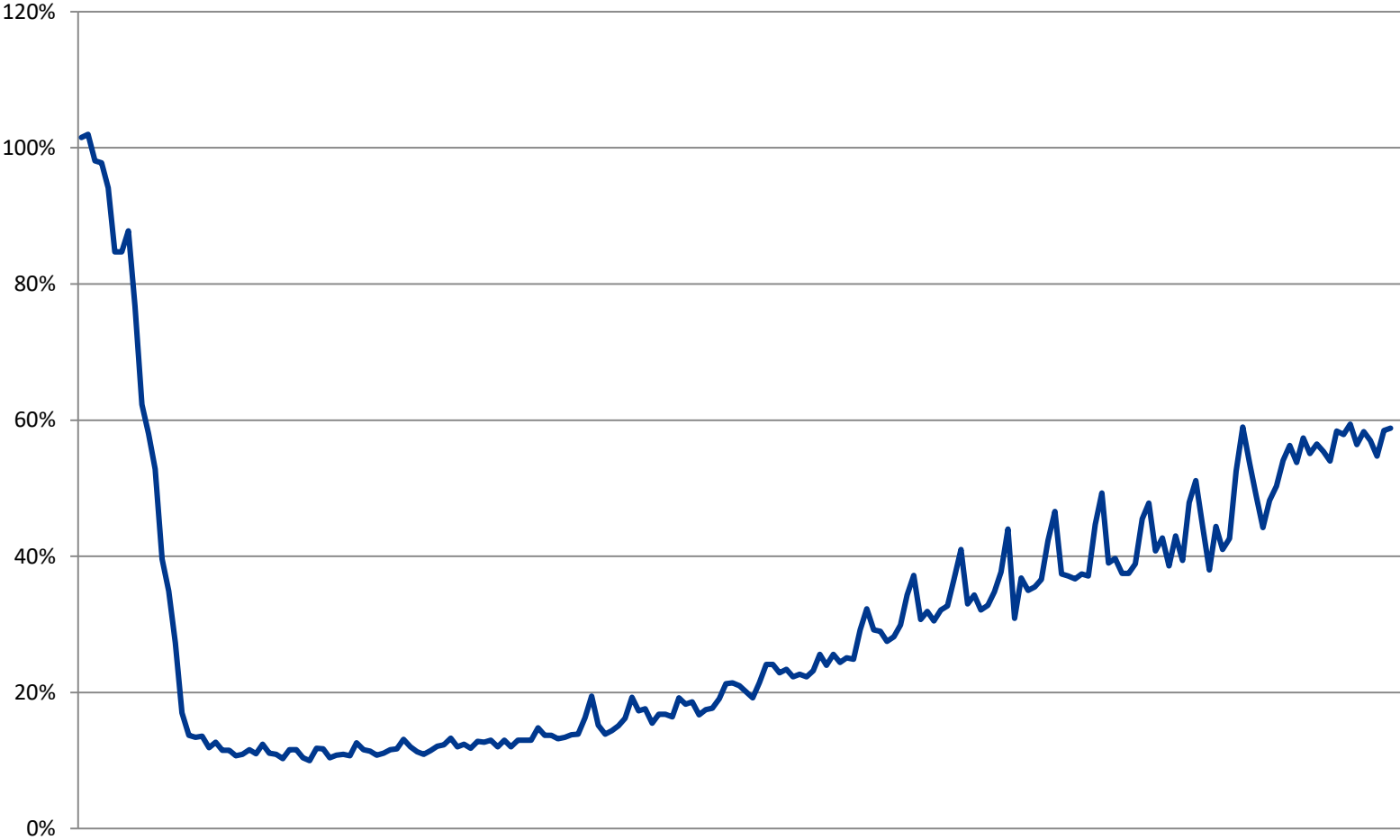
How to deliver more bus journeys

The green bus revolution

UK has the **cleanest** ever bus fleet

operators have invested £**2** billion over past 5 years **cleaner greener buses**

The future for bus

VISION FOR 2030

give 16 million more people easy price-capped tickets

cut carbon dioxide by half a million tonnes per year

cut congestion for quicker journeys

help 1 million people look for work & 800,000 apprentices develop skills

identify practical, affordable & sustainable rural transport

Scrutiny Inquiry Project Outline

OVERVIEW AND SCRUTINY INQUIRY PROJECT OUTLINE

Review Topic:
Overview and Scrutiny Task Group – Sustainable Public Transport

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Objectives:
To use the period of the task group to investigate:
- The difficulty the council has enforcing on public transport particularly bus and train
- To examine all public transport routes and any changes required due to demographic needs
- To tackle social isolation (public transport) in all areas of the borough
- The opportunities for sustainable funding for buses
- To engage with different stakeholders to understand what steps they are taking to provide sustainable public transport and understand how the council can help them.

Desired Outcomes:
- An understanding of our current position – the obstacles and the opportunities
- To encourage more people to use public transport
- Understanding of what others are doing and recognise areas of best practice.
- Identification of what the council can influence, how the council can set an example and the resources we might need to achieve that.
- To utilise this information for the Local Plan and progressing Chorley's Transport Strategy
- Recommendations to Executive Cabinet on how the council can develop its sustainable public transport agenda

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Terms of Reference:
1. To review existing sustainable public transport activity and recognise the work that is already being done.
2. To investigate areas of best practice and examples from other councils and if/how these could be implemented at Chorley and in partnership with Lancashire County Council.
3. To identify what the council can influence and understand the resources that will be needed to address this.
4. To develop recommendations and priorities to Executive Cabinet on how the council can develop its sustainable public transport agenda and make a real and tangible difference.

Equality and diversity implications:
Rurality
Identify how our geography may effect influencing changes

Risks:
- Managing expectations – members and the public.
- Whether stakeholders will want to engage
- Not Looking beyond Covid 19
- Scope creep – the task group must focus on achievable goals.

Chorley
Council

Venue(s): Town Hall, Market Street, Chorley

Chair: Cllr Kim Snape

Timescale:

Start: September 2020

Finish: March 2021

Information Requirements and Sources:

Documents/evidence: (what/why?)
Background information on how Councils can run their own buses and gain a greater understanding of enforcing on Local Transport, including ticketing and single use payment over different areas.
Background information on bus routes, why routes have been axed and what does it take to change and/or reinstate them e.g bus service 119 to service Chorley hospital, other villages and Chorley town centre; improvements to the Bolton to Adlington bus route to extend the route in Adlington to enable more people to use it.
Local Government Association webinars on Climate Change and Transport
Update on taxi roadmap
Position Statement/Presentation
Information on what other Councils are doing

Questions to consider; (what/why?)
What are the Green initiatives/alternatives for buses to reduce pollution and make them more sustainable?
What sustainable funding sources are available for buses?
What does it take to improve bus services and make them more attractive for public use, including fares and service?
What scope is there for the Council to lobby for improvements in timetabling for train stops e.g. Adlington railway station?
What community transport initiatives are there in the borough and how can they be improved?
What public transport initiatives are there to reduce loneliness and isolation.
What scope is there to provide electrical points for bikes on existing electrical chargers?
What car share opportunities exist and other opportunities?
What public funding is going into rural areas where there are large housing sites?

Witnesses: (who, why?)
Lancashire County Council highway and transport officers
Lindsay Hoyle MP
County Cllr Keith Iddon
Chris Sinnott – Deputy Chief Executive
Stagecoach
Community Transport/Dial-A-Ride
Community Development Team
Northern Rail
Licensing ref: taxis

Consultation/Research: (what, why, who?)
Interviews (with stakeholders and other authorities)
Consultation with Parish Councils 'In the Know'
Engage with different resident groups – understanding of loneliness and isolation in the borough

Site Visits: (where, why, when?)
To be determined as review progresses

Chorley Council

Officer Support:

Lead Officer: Alison Marland (Principal Planning Officer)

**Democratic and
Member Services Officer:** Matthew Pawlysyzn

Likely Budget Requirements:

Purpose	£ tbc
Total	_____

Target Body [1] for Findings/Recommendations   Executive Cabinet

[1] All project outcomes require the approval of Overview and Scrutiny Committee before progressing

Chorley
Council

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