

<b>Report Title</b>	LCR Bus Service Improvement Plan – Annual Update
<b>Portfolio Holder</b>	Portfolio Holder for Transport and Air Quality
<b>Summary of decision being sought</b>	To approve and adopt a revised Bus Service Improvement Plan.
<b>Is this report exempt?</b>	No
<b>Is this a Key Decision</b>	No
<b>Is the report urgent</b>	No
<b>Is this decision to be exempt from call in</b>	No
<b>Local Authorities affected</b>	All
<b>Impact and implications of this report</b>	
<b>Financial impact</b>	No
<b>Delegation (s) sought</b>	Yes, see paragraph 2.2 (e) and (f)
<b>Supporting the Corporate Plan</b>	A Fairer City Region ✓ A Stronger City Region ✓ A Cleaner City Region ✓ A Connected City Region ✓ A Vibrant City Region ✓
<b>Climate Change Implications</b>	Yes, see paragraph 4.2
<b>Equality and Diversity implications</b>	Yes, see paragraph 4.3
<b>Social Value implications</b>	No
<b>Human Resources implications</b>	No
<b>Physical Assets implications</b>	No
<b>Information Technology implications</b>	No
<b>Legal implications</b>	No
<b>Risk and Mitigation</b>	No
<b>Privacy implications</b>	No
<b>Communication and consultation implications</b>	Yes, see paragraph 4.4

<b>Contact Officer(s)</b>	Matt Goggins: Assistant Director for Bus Laura Needham: Bus Strategy Programme Manager
<b>Appendices</b>	Yes
<b>Background Documents</b>	No

# Liverpool City Region Combined Authority

Friday, 18 November 2022

## Report of the Executive Director - Place and the Portfolio Holder for Transport and Air Quality

### LCR BUS SERVICE IMPROVEMENT PLAN – ANNUAL UPDATE

#### 1. PURPOSE OF REPORT

- 1.1. To seek approval for an updated Bus Service Improvement Plan (BSIP) to be adopted by the Combined Authority.

#### 2. RECOMMENDATIONS

- 2.1. It is recommended that the Liverpool City Region Combined Authority:
  - (a) note the revisions and updates to the 2021 Bus Service Improvement Plan (BSIP);
  - (b) note the significant gap between the LCR's ambition for bus as set out in the 2021 BSIP, and the funding that was awarded by Government in support of its aims;
  - (c) approve and adopt the revised BSIP;
  - (d) accept the 2022/23 BSIP funding allocation of £2,486,633 and future BSIP funding of £9,807,765 from the Department for Transport;
  - (e) delegate authority to the Executive Director of Place in consultation with the Portfolio Holder for Transport and Air Quality to complete the revised BSIP submission and submit to the Department of Transport; and .
  - (f) delegate authority to the Executive Director of Corporate Services to sign the 2022/23 BSIP grant determination letter and return it to the Department for Transport.

#### 3. BACKGROUND

- 3.1. In 2021 the Government published its first national bus strategy – *Bus Back Better*. This strategy required transport authorities to develop and adopt Bus Service Improvement Plans (BSIP) as local plans for bus improvements, including a bid to government for funding support.
- 3.2. The City Region's BSIP was submitted to the Department for Transport (DfT) in October 2021. The BSIP process requires an annual update to take place, or confirmation that the BSIP remains unchanged. Given the progress and change over the past 12 months, particularly in terms of bus reform, developing bus priority measures, fare reductions and network changes, an updated BSIP has been developed for approval.
- 3.3. The Combined Authority submitted a funding bid with the 2021 BSIP of £667 million to support the ambitions set out in the BSIP. This was in line with government

guidance to be “bold and ambitious”, advising that £3 billion of funding was earmarked for BSIPs. Funds ultimately made available by Government were around £1.08bn allocated to support BSIPs. Only 31 of the 79 submitted BSIPs received any funding.

- 3.4 The Combined Authority was indicatively allocated £12.2m of revenue funding, alongside a much larger City Region Sustainable Transport Settlement (CRSTS) allocation for bus priority measures, in support of the region’s BSIP ambitions. In June 2022 the Combined Authority agreed that the revenue funding should be focused on reducing the cost of bus travel for the region’s residents, specifically
- The introduction of an adult £2 single fare cap,
  - maintaining the cost of *Myticket* at £2.20,
  - future support for the implementation of “tap-and-go” ticketing and
  - a marketing and communications campaign to encourage take up of the new adult £2 capped single fare.

Confirmation of the Combined Authority’s BSIP funding allocation was received from the DfT in August 2022.

- 3.5 Additionally, the Combined Authority has allocated £120m of the confirmed CRSTS to support significant investment in bus priority measures through the Green Bus Routes programme and highways maintenance fund. A further £4.7m of CRSTS funding is allocated for non-highway schemes to, for example, improve bus shelters and stops, accessibility and interchanges. The Combined Authority has also allocated £12.5m of Transforming Cities Funding to procure the first 20 hydrogen-powered buses for the region and associated refuelling infrastructure, with the first bus now completed and the remaining on target for delivery by May 2023.
- 3.6 The Combined Authority is progressing ambitions to transform the bus offer in the region, particularly in respect of fares reductions, improving punctuality and reliability through bus priority, zero emission buses and reform of bus services. A revised BSIP including a summary of this progress is proposed. The overarching ambition and objectives remain the same:
- Quick and reliable bus journeys
  - A comprehensive and integrated bus network
  - Straight forward ticketing and great value fares
  - An excellent passenger experience
  - An emission-free bus system
- 3.7 The revised BSIP contains the following key changes
- Updated foreword
  - Progress updates
  - Language updates
  - Funding allocation updates
  - Updated images

- 3.8 A copy of the amended text for the revised BSIP is appended to this report (appendix one). The final version will be designed with a similar look and feel to the original (Appendix Two) and will be signed-off and then submitted to the DfT following approval by the Combined Authority.

## **4. IMPACT AND IMPLICATIONS**

### **4.1 Supporting the Corporate Plan**

#### A Fairer City Region

- Buses are a mechanism to tackle inequality and social inclusion. Through the Combined Authority's BSIP bus fares will be fairer and better value for all.

#### A Stronger City Region

- The development of zero emission bus technology as set out in the Combined Authority's Vision for Bus will bring new skills and training opportunities for our workforce

#### A Cleaner City Region

- Investment in bus priority measures through our Green Bus Routes programme will speed up bus journeys and make them more reliable and attractive to users

#### A Vibrant City Region

- The bus network enables people to access the region's cultural offer and night time economy

#### A Connected City Region

- Buses help to connect people to employment opportunities right across the region

### **4.2 Climate Change**

Investment in bus has a positive impact on climate change through reducing CO2 emissions.

### **4.3 Equality and Diversity**

The equality and diversity implications of individual activities will continue to be fully considered. There are no direct implications for any protected characteristics resulting from this report.

### **4.4 Communication and Consultation**

The revised BSIP doesn't require consultation. Once approved, the BSIP will be available to view on the Combined Authority's website

## **5. CONCLUSION**

- 5.1. The Liverpool City Region has a high degree of ambition to radically improve bus services as part of creating a London-style integrated public transport system. In order to achieve this ambition, additional Government funding is required to invest in the areas of the bus offer which passengers want to see improved. The Green Bus Routes programme sets out how we will address passengers' first priority, which is to improve the punctuality and reliability of bus services. However, that is only one of a number of areas of the bus offer that require investment and additional funding by Government in support of the Combined Authority's BSIP ambitions. Reducing the cost of travel for the region's bus users was seen as the best way of investing the Combined Authority's initial BSIP allocation, whilst recognising that significantly more funding from Government is required to generate the transformation of the bus system.

RICHARD MCGUCKIN  
Executive Director - Place

COUNCILLOR LIAM ROBINSON  
Portfolio Holder for Transport and Air  
Quality

### **Appendices:**

- 1 Revised LCR BSIP 2022
- 2 Liverpool City Region Bus Service Improvement Plan – October 2021

### **Background Documents:**

None