

# Plymouth Bus Service Improvement Plan 2021

15 September 2021



## 1.0 Executive summary

On 15 March 2021 the Government published the National Bus Strategy for England 'Bus Back Better'<sup>1</sup>. The Strategy sets out an ambitious vision to dramatically improve bus services across England (outside London) to first reverse the long term decline in the number of journeys made by bus and second encourage passengers back to the bus, post the Covid-19 pandemic. It is intended that the Strategy will deliver cheaper, more frequent and more reliable bus services for passengers.

The Strategy requires the establishment of a formal partnership arrangement, led by the Council, as the Local Transport Authority (LTA), for all local bus services operated within the city boundary. All LTAs outside London are required to enter into a formal partnership arrangement with local bus operators. Entering into a formal partnership is necessary in order for LTAs and bus operators alike to be eligible for any future Government funding. The partnership arrangement could either be a franchise or an Enhanced Partnership<sup>2</sup>.

The Council approved the development of an Enhanced Partnership with the city's bus operators, and published a Notice of Intent<sup>3</sup> on the 25<sup>th</sup> June 2021.

The National Bus Strategy also requires the Council, as LTA, to lead the preparation of a Bus Service Improvement Plan (BSIP) for submission to the Department for Transport (DfT) by the end of October 2021. The BSIP must set out what the Partnership will deliver in order to make buses easier, cheaper and more convenient to use. The final stage in the process is the publication of an Enhanced Partnership Plan and Scheme. This must be achieved by 31 March 2022.

This report sets out, for scrutiny, the topics which the BSIP will address and their rationale ahead of the BSIP being completed in October.

## 2.0 Background

The National Bus Strategy has set a fast-paced agenda to transform bus services and encourage the return of passengers. As part of the Strategy, Local Transport Authorities must take each of three steps (Table One).

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<sup>1</sup> [Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better)

<sup>2</sup> The main difference versus franchising is that operators in an Enhanced Partnership have a much greater role, working with Local Transport Authorities to both develop and deliver improvements for passengers. Enhanced Partnerships also offer significantly more flexibility than franchising.

<sup>3</sup> [Microsoft Word - 210625 - Statutory Notice - Final \(plymouth.gov.uk\)](#)

**Table One: National Bus Strategy Delivery Stages**

Step 1 – by 30 June 2021	Step 2 – by 31 October 2021	Step 3 – by 31 March 2022
Decide which statutory path to follow (Enhanced Partnership or franchising) and publish a statutory notice to that effect.	Publish a Bus Service Improvement Plan	Have their Enhanced Partnership in place

The goal of the National Bus Strategy (NBS) is *‘to get bus use back to what it was before the pandemic. Then we want to increase patronage and raise buses’ mode share. We can only do these things by ensuring that buses are an attractive alternative to the car for far more people.’* To achieve this goal the NBS identifies the need to make buses:-

- More frequent
- Faster and more reliable
- Cheaper
- More comprehensive
- Easier to understand
- Easier to use
- Better to ride in
- Better integrated with other modes and each other
- Greener
- Accessible and inclusive by design
- Innovative
- Seen as a safe mode of transport

These are the themes which our BSIP responds to.

Through supporting the development of a comprehensive bus network the BSIP delivers the strategy set out within the Plymouth Plan, in particular policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system) and GRO4 (Using transport investment to drive growth, and commitment to facilitate the use of sustainable transport modes). This is because, through the BSIP, we will actively support the Plymouth Plan policy commitments to:-

- [Deliver] a public transport system that everyone can use, including working with the bus companies to provide easier ticketing, clear journey planning and timetable information, and accessible boarding and alighting across the city. HEA6(5)
- [Work] with public transport providers to ensure that each neighbourhood is well connected to the city's High Quality Public Transport Network offering good accessibility to key destinations. HEA6(6)
- [Work] with our partners, including the charitable sector, to provide community transport to enable people who cannot use conventional public transport to access health, leisure, shopping and social opportunities within the city and surrounding area. HEA6(9)
- [Work] with regional partners, agencies and public transport operators to deliver an integrated transport system across all modes covering key locations within and adjoining the Plymouth Travel to Work Area. HEA6 (10)
- [Continue] to support the High Quality Public Transport Network and improve public and sustainable transport services through, where appropriate, subsidies and new infrastructure. GRO4 (1)

- [Maintain, improve and expand] the network of Park & Ride facilities and services, addressing the needs of both Derriford and the City Centre including a new facility at Deep Lane, exploring suitable locations for new facilities and considering the reallocation of space at existing sites. GRO4 (2)
- [Continue] to support and develop new and existing local passenger ferry services, by working with stakeholders. GRO4 (3)
- [Continue] to support and where feasible expand Community Transport schemes. GRO4 (7)
- Use smarter choices and travel planning to provide and promote travel choice, through the planning process GRO4 (13) and
- [Develop and deliver] targeted infrastructure interventions, consistent with the long term vision and objectives for transport set out in the Joint Local Plan. GRO4 (15)

The BSIP also supports the following policies of the Plymouth and South West Devon Joint Local Plan:- SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: “realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.,” SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) ‘taking local control of our transport future, embracing localism, generating independent resources to transform transport investment, and embracing changes in travel technology.’

### 3.0 Plymouth’s Bus Service Improvement Plan 2021

#### 3.1 Introduction

The BSIP is designed to deliver a reformed network, improve public confidence and address misconceptions, to encourage passengers back. We want buses to be both tools of inclusion and the transport of choice and therefore, as a partnership we want to make **Plymouth’s buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper.**

Through the BSIP the ambition is:-

- To make the buses the natural choice for everyone, not just those without cars
- For buses to be a practical and attractive alternative to the car for more people
- For main road services to run so often that you don’t need to refer to a timetable
- More frequent services and better coverage in the evening and at the weekend
- More demand responsive services (such as Dial-A-Ride) using smaller vehicles for areas of the city unserved, or barely served, by conventional buses on fixed routes and timetables
- Simple, cheap, flat fares that you can pay with a contactless card
- Introduce technology to allow daily and weekly price capping across all operators to give passengers the best price for their journeys
- A network that feels like a network, with
  - Easy to understand and coordinated services
  - Consistent high standards
  - Comprehensive information
- We want greener buses, both directly and indirectly improving air quality, reducing carbon emissions, tackling traffic congestion and supporting Plymouth’s sustainable growth
- We want faster and more reliable services

The Bus Service Improvement Plan covers the city of Plymouth. The justification for the BSIP purely relating to the city boundary is that the majority of routes registered to operate within Plymouth operate exclusively within the city. In the first instance the target is to restore patronage to pre-Covid levels,

hence the initial priority is on getting city services right and delivering the network the people of Plymouth want and need.

However, the City Council recognises that the travel to work area goes beyond the Council's administrative boundary and, in order to make buses the natural choice for everyone, not just those without cars, and reduce the number of cars crossing the city boundary every day, boosting bus patronage in the longer term, cross boundary bus routes into and out of the city are also important. During the development of this BSIP we are working closely with neighbouring Local Transport Authorities; Cornwall Council, Devon County Council and Torbay Council and will continue to work with neighbouring authorities during the delivery of this BSIP and the development of future Plans.

This BSIP will span the period 2021 to 2034, aligning with the ending of the current Plymouth Plan<sup>4</sup> period, a ground-breaking plan which sets a shared direction of travel for the long term future of Plymouth bringing together a number of strategic planning processes into one place.

Alignment with the Plymouth Plan has been chosen because, since 2017, Plymouth's Local Transport Plan, and hence transport policies, has been integrated within the Plymouth Plan. This BSIP will be a delivery plan of the Plymouth Plan and hence through working to the same timescales as the Plymouth Plan it will help ensure the guiding transport strategies and the delivery plans, are aligned.

The BSIP must be reviewed annually and it is envisaged that this will take place in October each year, through Public Scrutiny.

### **3.2 BSIP Development**

To support the development of the BSIP the Council have:-

- Worked collaboratively with Plymouth's public transport providers; bus, rail, water and community transport.
- Consulted with key stakeholders, including local MPs, Members and businesses, on their opinion regarding what improvements need to be made to the City's bus service and
- Commissioned a series of focus groups involving current, lapsed<sup>5</sup> and non-bus users in order to understand what residents want from Plymouth's bus services and what would encourage greater bus use.

Further consultation is planned, once the BSIP has been developed, and before the Enhanced Partnership Plan and Scheme are completed, in order to ensure the BSIP and Enhanced Plan and Scheme meet the needs of residents, businesses and visitors.

### **3.3 BSIP Themes**

Information from consultation undertaken to date has been used to inform what works well, and what needs to be improved, with regards to Plymouth's bus service. Drawing on this information proposals for enhancing bus services are being developed. The information has also informed the prioritisation of measures which the BSIP will look to develop first. The delivery of all the measures set out is subject to securing funding.

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<sup>4</sup> The Plymouth Plan 2014 -2034 <https://www.plymouth.gov.uk/planningandbuildingcontrol/plymouthplan>

<sup>5</sup> Residents who used to travel by bus pre the Covid-19 pandemic

Amongst bus-users the most frequently used words to describe the future bus service they'd like to see were '**frequent, reliable and safe**'. Amongst lapsed bus users the words were '**reliable, clean and affordable**' and amongst non-bus users '**fast, reliable and cheap**.'

- ***Making buses more frequent***

Consultation to date has shown that:

<b><i>Amongst bus users</i></b>	They are happy with the frequency but they disliked the lack of provision in the evenings and at weekends.
<b><i>Amongst lapsed bus users</i></b>	<i>The</i> Frequency of buses was viewed "as ok" but they felt the evening and night service were poor  The concept of a turn up and go service (on major urban routes) without a timetable was universally liked.
<b><i>Amongst non-bus users</i></b>	Generally frequency was considered poor, particularly if you live on the edge of the city.  They were aware that evenings and weekends had even lower service provision, but indicated an interest to use the bus for social purposes

In response we propose:

- 5 minute combined daytime frequency on core corridors until 7 pm
- Weekend daytime frequencies to match Monday – Friday daytime frequencies
- An improved evening and weekend frequency – minimum of 15 minute combined frequency on core corridors. This will require co-ordination of timetables between individual services and potentially between operators as well.
- To focus on six core corridors and an urban loop-
  - City Centre - Devonport (via Union Street) – St Budeaux Square
  - City Centre – Wolsley Road – Saltash
  - City Centre – Mutley Plain – George Junction Park and Ride
  - City Centre – Outland Road – George Junction Park and Ride
  - City Centre – Plympton Ridgeway
  - City Centre – Plymstock Broadway
  - Urban loop 'Big circle' - Higher St Budeaux, Whitleigh, Southway, George Junction, Derriford, via Forder Valley Link Road, to Plympton, Sherford and Plymstock

- ***Making buses faster and more reliable***

Consultation to date has shown that

<b><i>Amongst bus users</i></b>	Most were happy with the reliability. Some of the routes they used had similar journey times compared to the car and were often quicker (with the exception of roadworks) and cheaper (compared to parking all day) but they'd like more direct routes with less stops.
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	Bus priority schemes were liked and the park and ride noted for being particularly fast and direct compared to other services.
<b><i>Amongst lapsed bus users</i></b>	<p>The length of time to complete a journey was an important barrier to use.</p> <p>They felt that the buses were not always reliable (running late / cancelled – with little /no notice) and had slow journey times with too many stops.</p> <p>Bus priority lanes were particularly liked, and they wanted more of them – quicker journey times avoiding congestion / passing cars equates to potentially higher usage.</p> <p>More direct routes (reducing overall journey times) and more frequent bus service would encourage future use.</p> <p>The majority do not want to change buses to reach their destination. Changing is associated with additional travel time / lengthy waits and more uncertainty</p>
<b><i>Amongst non-bus users</i></b>	<p>The There was a perception of poor reliability with the perception that buses were not always on time or could be cancelled with little or no notice and were not aware how they could check the buses progress on the route.</p> <p>Slow journey times, indirect routes and too many stops were comments that were often repeated.</p>

In response we propose:

- To focus on six core corridors and an urban loop-
  - City Centre - Devonport (via Union Street) – St Budeaux Square
  - City Centre – Wolseley Road – Saltash
  - City Centre – Mutley Plain – George Junction Park and Ride
  - City Centre – Outland Road – George Junction Park and Ride
  - City Centre – Plympton Ridgeway
  - City Centre – Plymstock Broadway
  - Urban loop 'Big circle' - Higher St Budeaux, Whitleigh, Southway, George Junction, Derriford, via Forder Valley Link Road, to Plympton, Sherford and Plymstock

The initial work will be a review and consideration of current and possible additional bus priority on the core corridors both physical and virtual (through signal timings etc.). We will also review bus stops which are treated as timing points, removing those which cause an unnecessary delay for passengers.

Initial schemes to be put forwards for funding are those unfunded schemes from the TCF programme and a scheme completing the Manadon proposals:-

127: Longbridge Road	A bus contraflow scheme to significantly reduce journey times around A38 Marsh Mills junction.
24: Eastern Corridor Junctions	A series of minor junction improvements on key bus routes with localised cycle and walking enhancements.
73: Pomphlett to The Ride	A scheme to improve journey times and reliability of bus services as well as walking and cycling improvements in the area.
136: Meavy Way	Reconfiguration of the Crownhill cloverleaf to accommodate bus movements, removing approximately a mile from existing bus journeys
132: Wolseley Road Bus Priority	Bus priority measures introduced eastbound on Wolseley Road.
Mannamead Road bus priority	Bus priority measures on Mannamead Road (northbound), connecting with the Manadon roundabout improvements

In addition we will explore the following to reduce dwell times at bus stops and other causes of delay:-

- The promotion of even more cashless payments on buses
  - Tap on, tap off technology to support fare capping
  - Bus Stop Clearway Orders at all bus stops
  - Additional support for parking enforcement around the city to be able to tackle occurrences of inconsiderate parking that impacts on bus frequencies to take rapid action
- ***Making buses cheaper***

Consultation to date has shown that:

<b><i>Amongst bus users</i></b>	Costs were viewed as “reasonable” and “well priced”– and generally lower than using a car and parking, suggesting they viewed the service as good value for money
<b><i>Amongst lapsed bus users</i></b>	Ticket costs were viewed as having “increased” but weren't noted as a specific barrier to travel, but did need to be competitive with other alternatives (e.g. shared taxi) Ticketing across different services was viewed as confusing and frustrating and there was a clear interest in single integrated ticketing across services.
<b><i>Amongst non-bus users</i></b>	The overall perception was that ticket costs were expensive.

In response we propose:

- To explore participation in the Cornish Interoperable Ticketing programme along with neighbours Devon County Council and Torbay Council for cross-boundary services
- A competitively priced inter-operable ticket covering all bus operators

- Common fare zones across all bus operators
- Simple to comprehend, cheap, flat fares that you can pay with a contactless card with consideration of discount tickets / fares for
  - Job seekers
  - Young person’s pass ( 20 -26)
  - Raising age of eligibility to use child fares to 19.
- **Making buses more comprehensive**

Consultation to date has shown that:

<p><b>Amongst bus users</b></p>	<p>As existing users they were happy with the destinations served but acknowledged that others found it difficult, particularly if you had to travel to the centre of the city to change and then come back out to get to your final destination.</p> <p>The city centre is still a key destination – but others are also important to them. Other destinations include major employers (Dockyard, Derriford Hospital) and leisure and shopping destinations (local beaches, retail parks, leisure centres).</p> <p>They liked not having to worry about where to park (parking was often restricted at work / and not always available on busy days in the city)</p> <p>There was support for the use of demand responsive vehicles to extend the service to rural areas and introduce the turn up and go service (on major urban routes).</p>
<p><b>Amongst lapsed bus users</b></p>	<p>The use of demand responsive vehicles was also liked, but they were sceptical about how it would work in practice.</p> <p>The city centre is still a key destination – but others are also important to them. Other destinations include major employers (Dockyard, Derriford Hospital) and leisure and shopping destinations (local beaches, retail parks, leisure centres).</p>
<p><b>Amongst non-bus users</b></p>	<p>The city centre is still a key destination – but others are also important to them. Other destinations include major employers (Dockyard, Derriford Hospital, factories at Estover) leisure and shopping destinations.</p>

In response we propose

- An improved park and ride network -10 minute service frequency on all park and ride services
- Park and Ride to operate on Sunday’s
- Park and Ride to serve additional destinations;
  - Derriford Hospital from Coypool Park and Ride
  - Devonport Dockyard from Milehouse Park and Ride
- Support the expansion of Dial-a-Ride services to and from key hubs and destinations
- Provide a ‘big circle’ service serving - Higher St Budeaux, Whitleigh, Southway, George Junction, Derriford, via Forder Valley Link Road, to Plympton, Sherford and Plymstock



- ***Making buses easier to understand***

Consultation to date has shown that:

<p><b><i>Amongst bus users</i></b></p>	<p>Most users didn't use the service information on the bus stop and went online or used an App on their mobile phone to get information. Older users (not "Tech" savvy) were happy using the information at the bus stop.</p> <p>Bus timetables were difficult to understand but the majority were aware of how they could access bus timetable information on their smart phone or online.</p>
<p><b><i>Amongst lapsed bus users</i></b></p>	<p>The information at the bus stop was little used and they also had little awareness of how to access timetable information online / smart phone apps, but they felt confident they would be able to repeat previous journeys they had made.</p>
<p><b><i>Amongst non-bus users</i></b></p>	<p>The majority were not aware of how they could access bus timetable information on their smart phone or online and thought it would be difficult to find and use</p> <p>There was the perception that it could be difficult to work out which bus you should catch when more than one service travelled the same route.</p>

In response we propose

- To actively market the online tools available
- To develop a common specification for how we want information on timetables and shelters to look
- Publicity showing days out by public transport in city and surrounding area
- Deliver route and destination based personalised travel planning supporting people to gain skills and confidence in bus routes, timetables and ticketing information.
- Expanding the 'Plymotion' brand to cover bus related material such as bus stops, timetable cases, webpages, apps, on the bus and all publicity to promote an integrated, visible, sustainable transport network.

- **Making buses easier to use**

Consultation to date has shown that:

<p><b>Amongst bus users</b></p>	<p>Convenience was very important to their usage, most used the bus or park and ride, because they were close to a bus stop where they lived and priority bus lanes made their journey quicker / or about the same time as an alternative journey by car.</p> <p>There was frustration you couldn't travel to your final destination using one ticket and confusion if you used a ticket for the same route with a different operator.</p> <p>Make them more child friendly – have a family / children's bus</p> <p>Have contactless payment on all buses.</p> <p>Single ticketing / through ticketing between operators was felt to be really important and make them more likely to use a combined service.</p>
<p><b>Amongst lapsed bus users</b></p>	
<p><b>Amongst non-bus users</b></p>	<p>Overall there was little knowledge about the tickets options available.</p> <p>They were not aware of the Skipper Ticket – but had heard of a Day Rider</p>

In response we propose:

- To promote the availability of contactless payments
- Deliver route and destination based personalised travel planning supporting people to gain skills and confidence in bus routes, timetables and ticketing information; supported by route based material
- To expand the Skipper ticket to include, initially, ferries and, ultimately, rail journeys and actively market the availability of the ticket.
- To provide to all households in Plymouth a co-ordinated map of Plymouth's bus network – which includes basic frequency information, twice yearly, with key public transport information on the reverse of the map to include; contact details, ticket information. Skipper etc.
- QR codes on all stops

- **Make buses better to ride in**

Consultation to date has shown that:

<p><b>Amongst bus users</b></p>	<p>The newer buses offered a much better customer experience. The addition of WIFI and charging points was particularly liked among younger users.</p> <p>Some of the buses are older and personal space is limited. The older “tired” buses were felt to be inadequate.</p> <p>One important aspect that was noted was that they wanted more “personal space” when traveling and this was not linked to COVID.</p>
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	<p>They disliked sitting next to someone who had personal hygiene issues / played loud music or was involved in a loud phone call – all of which they wanted to avoid.</p> <p>Negative comments related to the journey time being too long with the bus stopping too many times and being “hot and sticky” (Heat wave - 30C during survey)</p>
<b>Amongst lapsed bus users</b>	<p>In the main buses were viewed as tired and often dirty – but they have noticed the newer buses and felt these would offer a better passenger experience.</p> <p>One important aspect was that they wanted more personal space when traveling (avoiding other passengers with personal hygiene issues/loud music or telephone conversations)</p> <p>They felt they weren't always “treated like a customer” by drivers and had a number of other issues ranging from drivers going too fast to stopping and starting abruptly and driving off before passengers had time to take their seats.</p>
<b>Amongst non-bus users</b>	<p>They viewed drivers positively and were not expecting there to be any issues.</p>

In response we propose:

- The development of a customer charter
- Not allowing buses more than 10 years old to operate in Plymouth, within 5 years of the start of the Enhanced Partnership
- Continue enhanced cleaning regime
- Provision of audible and visible information, in addition to WiFi, on all services within an agreed time period
- All new buses to have charging points
- Targeted limited stop services on certain routes and times of the day on top of the regular journeys.
  
- **Making buses better integrated with other modes and each other**

Consultation to date has shown that:

<b>Amongst bus users</b>	Unlike the non-user and lapsed users, most would change buses to reach their destination.
<b>Amongst lapsed bus users</b>	
<b>Amongst non-bus users</b>	

In response we propose:

- Expanding Skipper to include ferries in the first instance and then rail
- Better co-ordination of rail timetables with bus services; including through Personalised Travel Planning

- **Making buses and bus stops greener**

Consultation to date has shown that:

<b>Amongst bus users</b>	Positive comments related to buses being on time and the recent addition of “Battery buses”.
<b>Amongst lapsed bus users</b>	
<b>Amongst non-bus users</b>	

In response we propose

- Anti-idling monitors on all buses within an agreed time period
- Retrofit all buses with appropriate technology to improve emissions and fuel efficiency; subject to satisfactory trials
- Bid for funding through the NBS to replace the whole fleet with Zero Emission Buses by 2030
- Introduce green ‘living’ roofs and solar panels on bus stops at key locations

- **Making buses accessible and inclusive by design**

Consultation to date has shown that:

<b>Amongst bus users</b>	Customer service was viewed as good.
<b>Amongst lapsed bus users</b>	
<b>Amongst non-bus users</b>	

In response we propose:

- The development of a customer charter
- Audio-visual announcement / next bus information
- Make space available for wheelchair users, mobility scooters and pushchairs / prams

- **Innovative**

Consultation to date has shown that:

<b>Amongst bus users</b>	
<b>Amongst lapsed bus users</b>	
<b>Amongst non-bus users</b>	

In response we propose:

- Travel centres at key locations; potentially within Mobility hubs, to provide off-bus support and facilitate future cashless payments etc
- Explore off-bus ticketing at Park and Ride sites

- ***Seen as a safe mode of transport***

Consultation to date has shown that:

<b><i>Amongst bus users</i></b>	
<b><i>Amongst lapsed bus users</i></b>	Most respondents indicated that health concerns / the increased risk of COVID transmission were the main reasons they don't use the service.  "You want to avoid crowded buses"
<b><i>Amongst non-bus users</i></b>	They did perceive that a bus offered a safer travel solution than a taxi - particularly for young girls / women with bus CCTV providing some degree of reassurance – "It's a safe place" - "people know about it".

In response we propose:

- To review bus shelters and identify stops which require additional lighting
- To explore options for bins at bus stops
- To review CCTV coverage at bus stops

### 3.4 BSIP Targets

The proposed BSIP targets are set out in table two. There is a requirement to publish six-monthly performance reports against BSIP targets.

**Table Two: Proposed BSIP targets**

Theme	Measure	Target	Target Date
Increase patronage	To restore patronage to pre-Covid levels (fare paying passengers)	100%	2024
Increase patronage	To restore patronage to pre-Covid levels (concessionary passengers)	100%	2024
Increase patronage	Passenger growth in 10 yrs.	100%	2030
Make buses greener	Emissions – % of fleet being Euro 6 standard or better	100%	2030
Make buses greener	Emissions – % of fleet being zero emission vehicles	100%	2030
Better to ride in	Average fleet age	7.5 yrs.	2030
Better to ride in	Fleet providing Wi-Fi and free USB charging	100%	2030
Easier to use	Cashless payments	90%	2030
Faster and more reliable	Reduction in dwell times	50%	2030
Easier to use Accessible and inclusive by design Seen as a safe mode of transport	Passenger satisfaction	95%	2030
Faster and more reliable	Bus punctuality at all timing points	95%	2030
Faster and more reliable	Journey time	TBC	TBC
Faster and more reliable	Reliability	TBC	TBC

### 4.0 Financial Implications

The Government has currently made £224,418 available to the Council, through the Bus Capacity Fund, to support the development of the Enhanced Partnership and associated Bus Service Improvement Plan.

Delivery of an Enhanced Partnership will require funding and the deliverability of all the proposals set out in section 3.3 are subject to the amount of Government funding awarded. However, the Enhanced Partnership must start by the 1<sup>st</sup> April 2022 and a level of Government funding will be available. The DfT have advised it is likely to be available in two tranches; with one tranche being allocated on a formulae basis to Local Transport Authorities and the second tranche, for larger schemes, being awarded competitively based on the level of ambition contained within the BSIP.

## 5.0 Recommendations

It is recommended that the Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee:

1. Notes the timescales for completion of the Plymouth Bus Service Improvement Plan 2021 and the requirement to subsequently publish an Enhanced Partnership Plan and Scheme.

**Reason:** To reflect the requirements set out in the National Bus Strategy for England 'Bus Back Better' and to ensure funding is secured for the Plymouth bus network in the future.

2. Endorses the ambitions of the Plymouth Bus Service Improvement Plan 2021 and the aspiration to make Plymouth's buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper.

**Reason:** To meet the requirements of the National Bus Strategy and to set out clear aspirations for the future Plymouth bus network.

3. Endorses the thematic proposals of the Plymouth Bus Service Improvement Plan 2021 as a comprehensive suite of measures which support the policies of the Plymouth Plan and the needs of Plymouth's current and future bus users.

**Reason:** To meet the specific requirements of the 'National Bus Strategy: Delivering Bus Service Improvement Plans using an Enhanced Partnership' guidance.