

TravelWatch North West

Network Warrington and Local Bus Services



Summary

- ▶ Network Warrington
 - History
 - Current operation
 - Recent Developments
- ▶ The Role of the Bus
- ▶ Bus Services Bill

Network Warrington

- ▶ 1900 Warrington Corporation Tramways Department established
- ▶ 1913 First bus entered service
- ▶ 1935 Last tram withdrawn
- ▶ 1945 –> Bus network expanded to serve post-war housing developments
- ▶ 1986 De-regulation
- ▶ 1995/6 The “Bus War”
- ▶ 1999 First low floor bus
- ▶ 2006 Interchange opens and Network Warrington brand introduced
- ▶ 2008 Bus Operator of the Year
- ▶ 2011 Commercial Smartcards
- ▶ 2012 Hybrid buses

► Current Operation

- 89 buses
- 240 staff
- 5 million KM a year
- 6 million passengers a year
- Services throughout Warrington Borough and to Leigh, Altrincham, Earlestown and Northwich

- ▶ Current Developments
 - Real Time Passenger Information
 - Bus Stops
 - “Apps” – Download the Traveline GB App from Google Play or Apple's App Store
 - Network monitoring
- ▶ Network Review

The Role of the Bus

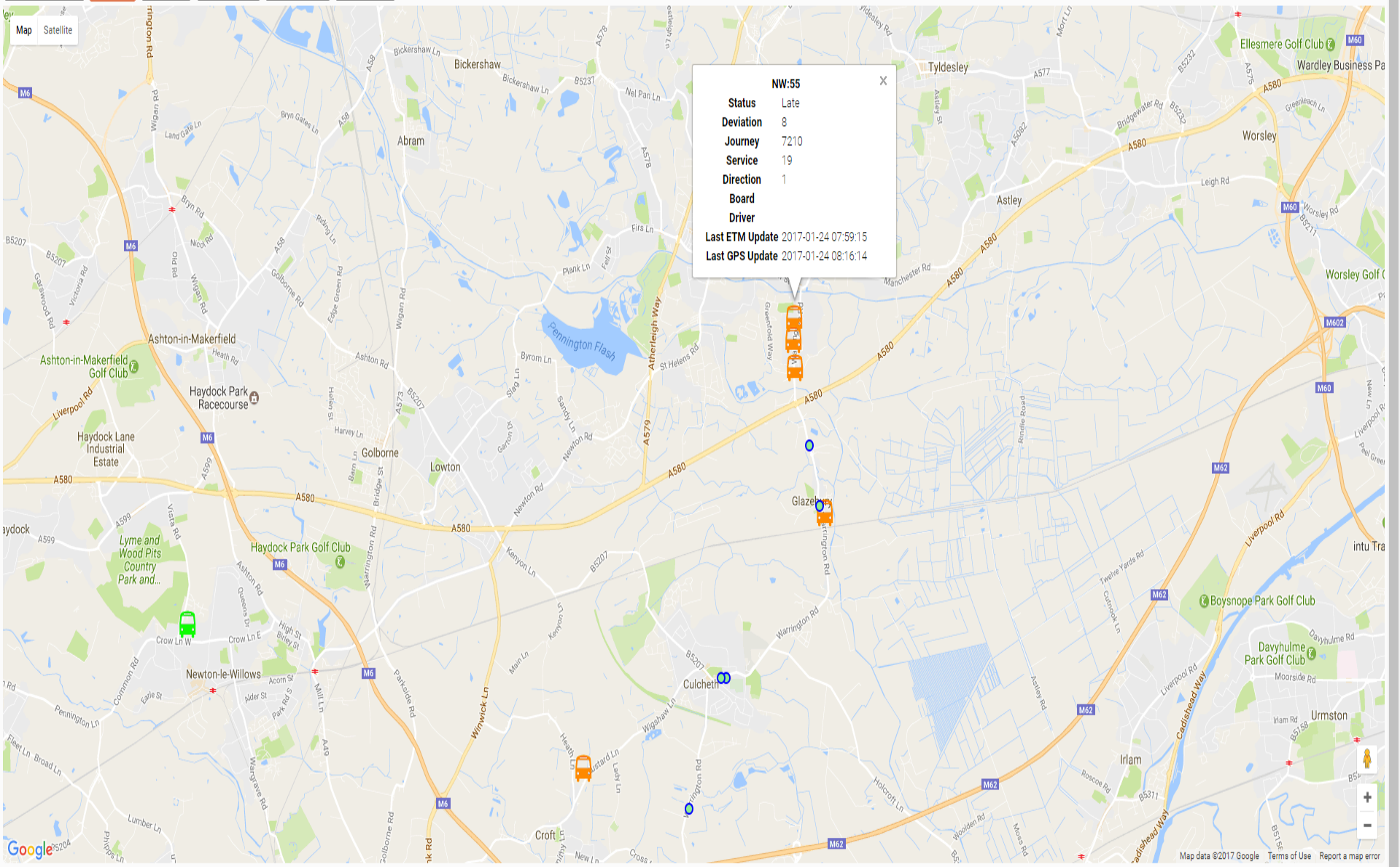
► Value to Town Centres

- 1.4 billion shopping trips by bus each year
- £27b spend on retail goods by bus users annually
- 33% of retail and leisure trips to urban centres by bus
- Bus users responsible for 29% of total expenditure on retail and entertainment in urban centres

The Role of the Bus

► Congestion

- Average speed of general traffic 3% slower 2015 compared to 2014
- DfT 2015 traffic forecast was that traffic will grow by between 19% and 55% between 2010 and 2040
- Average traffic speed less than 10 mph in major UK cities
- Over the last 50 years, bus journey times have increased by almost 50% in the more congested urban areas.



The Role of the Bus

► Air Quality

- Air pollution kills more people each year than either obesity or passive smoking
- Effective bus priority measures can deliver up to 75% fewer emissions per bus passenger per kilometre than for car passengers
- A new generation of clean buses is already saving 55,000 tonnes of greenhouse gas emissions per year and delivering £8 million in health and environmental benefits

The Role of the Bus

► Re-Generation

- 3.5m people in UK travel to work by bus
- Bus users create more than £64m worth of goods and services
- Every £1 spent on investment in local bus priority measures can deliver up to £7 of net economic benefits

The Role of the Bus

► Social Inclusion

- 1 in 4 people in UK at risk of social exclusion
- 1 in 4 people in UK lacks access to car
- Wider social impacts add over 30% to benefit-cost ratio of bus investments
- 10% improvement in local bus service connectivity is associated with a 3.6% reduction in deprivation
- Free bus passes deliver over £1.7b in annual net benefits

Bus Services Bill

► Aims:

- Grow bus passenger numbers
- Tackle air quality hot spots
- Improve bus services for passengers
- Enable a thriving and innovative commercial bus sector
- Help cities and regions to unlock opportunity and grow their economy

Bus Services Bill

- ▶ Aims achieved through:
 - Strengthening arrangements for partnership working in the sector, by introducing “Advanced Partnerships” and “Enhanced Partnerships”
 - Introducing new franchising powers with decisions at a local level
 - Providing for a step change in the information available to bus passengers

- ▶ Based on “measures” taken by the local authority – such as parking or traffic management policies – as well as, or instead of, facilities provided by the authority, such as bus lanes
- ▶ Broadens the requirements that can be placed on operators in relation to:
 - the marketing of the services
 - the tickets and fares available to passengers.

Enhanced Partnership

- ▶ Enhanced Partnership powers will enable local authorities to work with bus operators to improve bus services in their area
- ▶ The enhanced partnership scheme made by the local authority can:
 - set standards for frequencies
 - apply ticketing requirements to all scheme operators
- ▶ The local authority and operators will produce the scheme in partnership.
- ▶ The authority can only adopt the scheme if they have sufficient support from operators
- ▶ The local authority will be able to take on responsibility for bus registration from the Traffic Commissioners

- ▶ Combined authorities with directly elected Mayors will be given powers to franchise local bus services in their area
- ▶ Mayor responsible for determining which bus services should be provided
- ▶ Operators bid for the right to operate those services
- ▶ Decision to move to a franchised network will need to be taken in a transparent and democratic way by the Mayor

Open Data and Ticketing

- ▶ Information available to bus passengers across England “to be as good, or better, than that available to rail passengers and to bus users in London”
- ▶ Powers to mandate the release of open data relating to fares, punctuality and bus real time information
- ▶ New duties for local authorities to consider linkages and compatibility of multi-operator ticketing schemes

Conclusions

- ▶ Bus services play a vital role in:
 - Revitalising town centres
 - Improving air quality
 - Stimulating re-generation
 - Facilitating social inclusion
- ▶ Need commitment to the bus from all partners
- ▶ Governance is not the issue
- ▶ BUT – Partnership is a way forward