

# North of England Transport Summit

## Thursday 15 November 2018

Cllr Liam Robinson - Liverpool City Region Combined Authority  
Transport Portfolio Holder and Chair of the Transport Committee



# Importance to Society

- Buses provide access to opportunity and a way out of social isolation
- The most vulnerable in the LCR rely most on bus services
- The local bus network enables travel and social interaction for many elderly and disabled people
- Greener Journeys research shows a 10% improvement in bus services reduces social deprivation by 3.6%



# Why buses are vital to the Liverpool City Region

- 147m bus passenger journeys per year in LCR
- 80% of public transport journeys by bus despite a thriving local rail network
- Locally, buses are critical to economic growth, social capacity and access to education

**Because of this, it is critical that the long term trend of patronage decline was reversed**



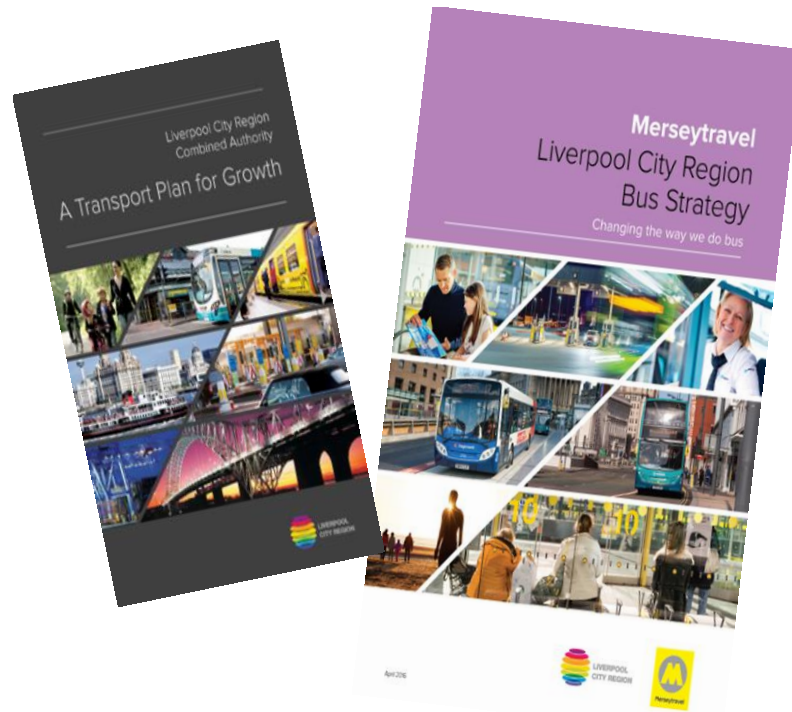
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# Bus Strategy

- Bus Strategy adopted by LCR Combined Authority in 2016
- Part of a multi-modal approach – strategies for Bus, Rail, Ferry, Tunnel
- Developed in sync with the Alliance



## Our ambition for bus services:

- ✓ A thriving, affordable and sustainable bus network that offers the customer a value for money and hassle-free journey experience - leading to fare paying patronage growth
- ✓ A mode of transport for all
- ✓ A comprehensive, integrated and easy to understand bus network that connects the LCR and makes it easier to get around
- ✓ A more punctual service, that people can rely on
- ✓ Affordable, straight forward tickets
- ✓ Accessible and simple information about bus travel
- ✓ A good on board experience – the vehicle and the driver
- ✓ Increased levels of customer satisfaction
- ✓ Value for money for the taxpayer – by minimising potential levy impact risk
- ✓ Successful and high quality bus operators, continually investing in their product

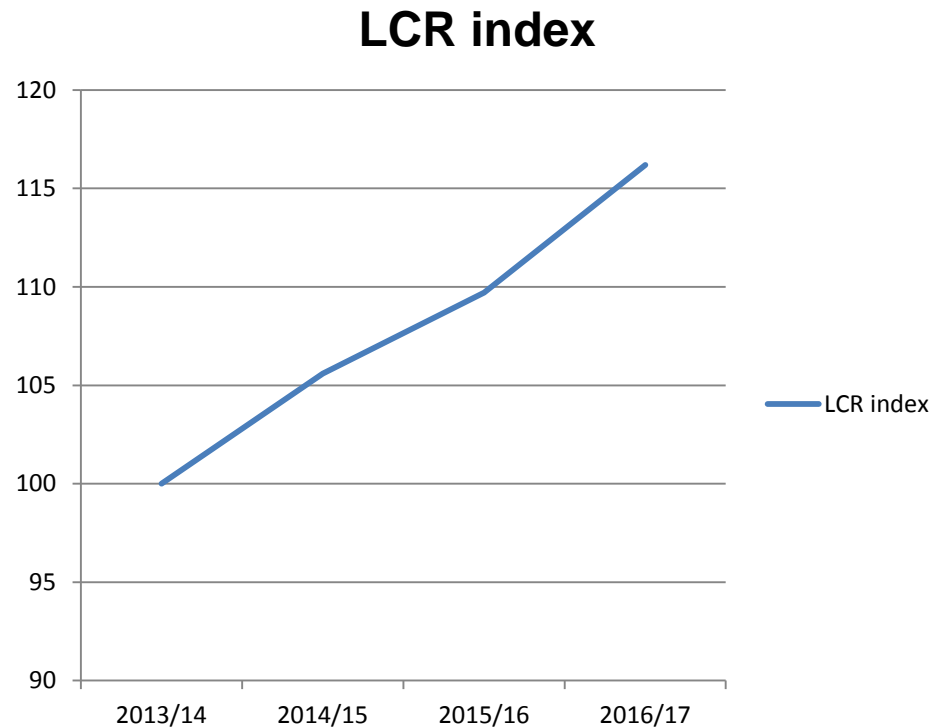
# Bus Alliance - Overview

- A new, deeper, formal partnership between the LCRCA and bus operators
- Developed over 12 months with Merseytravel, Arriva and Stagecoach, in line with aims of Bus Strategy
- Ambition for more operators to join Voluntary Partnership Agreement signed in Sep 2016
- Long term partnership in place until at least 2021



# Bus Alliance - Results

- ✓ Fare paying patronage is growing
- ✓ Customer Satisfaction is increasing



- ✓ **16%** fare paying patronage growth in LCR
- ✓ **5%** decline in other “PTE areas”
- ✓ **3.4%** decline in London
- ✓ **142%** increase in young people travelling by bus in LCR
- ✓ Slight decline in adult patronage in LCR accounted for by increase in young persons age to under-19

# Future Options via Bus Services Act

- Merseytravel should complete an options assessment exercise identifying a number of options that have the potential to achieve the objectives it has set.
- **Guidance Requirements**
- In carrying out the options assessment, Merseytravel should:
  - consider, at a high level, the extent to which each of the options is likely to achieve the desired outcomes and meet their objectives
  - focus in on a small number of options for further detailed assessment
  - engage with bus operators in the area and explore whether, for example, there is a realistic partnership proposition or ticketing solution that should be considered and assessed alongside the franchising proposition



# Future Options via Bus Services Act (continued)

## ASR / SOC

- The ASR set out the options (as identified in the SOC) which the OBC will consider and summarises their potential impacts on passengers, transport providers, the environment, public accounts and the wider economy
- (i) The Alliance
  - Voluntary partnership agreement with Arriva North West Limited and Glenvale Transport Limited (Stagecoach). A framework for investment to coordinate improvements in the delivery of bus services
  - (ii) Enhanced Partnership
    - Encourage collaboration between LTAs and bus operators through the setting of joint objectives and actions by all parties. Once implemented, any operator of a qualifying service must comply
  - (iii) Franchising
    - Operators bid for the right or apply for a permit to operate services
      - Gross Cost – the **authority** pays the operator to provide services and retains the passenger revenue
      - Net Cost – the **operator** takes on both the income risk and the cost risk but retains all passenger revenue



# THANK YOU



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