



# Northumberland

## County Council

CABINET

TUESDAY, 9 MAY 2023

---

### NORTH EAST BUS SERVICE IMPROVEMENT PLAN

**Report of:** Glen Sanderson, Leader of the Council

**Lead Officer:** Janice Rose, Interim Director of Regeneration

---

#### **Purpose of report**

To outline the implications of the Bus Service Improvement Plan for Northumberland bus services and infrastructure.

#### **Recommendations**

**Cabinet is recommended to:**

- 1) Note the decision of the North East Combined Authority and the North of Tyne Combined Authority, acting together through the North East Joint Transport Committee to make an Enhanced Bus Partnership for the region;**
- 2) Delegate authority to the Executive Director for Regeneration, in consultation with the Executive Director of Finance (Section 151 officer), to accept the funding for bus service improvements, once confirmed, from Transport North East; and**
- 3) Authorise the creation of a Northumberland Local Bus Board as set out in Appendix 2.**

#### **Key issues**

The North East Joint Transport Committee on Tuesday 21<sup>st</sup> March 2023 agreed to formally make an Enhanced Bus Partnership. This is a key step in unlocking Bus Service Improvement Plan funding of £163.5million for the region. This funding is for financial years 2023/24 to 2024/25 with £73.5m for capital investment and £90.0m for revenue investment.

Revenue funding will be used, in part, to implement a range of new ticketing products, which will enable cheaper, simpler, multi modal and multi-operator fares, with the aim of attracting more passengers to the network. Proposed fare products specific to Northumberland residents include:

Product	Price
Under 22 singles	£1
Under 22 regionwide day ticket (multi modal)	£3
Northumberland adult day ticket (multi-operator)	£5

Further revenue funding will be used to procure new services and improved services, delivering new routes to connect communities, and improving frequencies and operating hours for existing services. Funding for service improvements in Northumberland (subject to confirmation) is expected to total £7.8m.

Overview of the Enhanced Partnership and associated Bus Service Improvement Plan funded initiatives will be facilitated by the creation of a regional Bus Board together with a requirement to establish a Local Bus Board at a Northumberland level. The Local Bus Board would not be a decision-making body but would seek to improve working arrangements for the discussion of bus service reliability, service improvements, highways infrastructure measures, fares initiatives and information to the public.

## **BACKGROUND**

1. The National Bus Strategy was published by the Department for Transport (DfT) on 15 March 2021 and set out central government's vision and the opportunity to deliver better bus services for passengers, through ambitious and far-reaching reform of how services are planned and delivered.
2. The North East Bus Service Improvement Plan (BSIP) bid responded to the National Bus Strategy and was published in October 2021. The BSIP committed the region to the establishment of an Enhanced Partnership (EP) plan and scheme. An EP is a statutory partnership between Local Transport Authorities (LTA's) and their local bus operators and sets out how they will work together to deliver BSIP outcomes, An EP consists of two parts:
  - An EP plan – a high-level vision and objectives for bus services in the local area and closely follows or replicates relevant sections of the BSIP, setting out a clear vision of the improvements to bus services that the EP is aiming to deliver; and
  - One or more EP schemes – an accompanying document which sets out the requirements that need to be met by local services that stop in the EP area and precise detail of how the BSIP vision and objectives will be achieved, including any commitments made by the local authority or standards to be met by bus operators.
3. Making an EP is an essential step in unlocking the regions BSIP funding, failing to do so would limit the region's ability to fund and deliver improvements to bus services needed in the region. This investment is hugely important to the region and a failure to deliver an EP, and therefore BSIP, will be a missed opportunity in terms of the economic, health, social and environmental benefits they will bring.
4. An EP plan and an EP scheme have been developed by Transport North East (TNE) in partnership with LTA's and bus operators and the content of these documents have been agreed with the DfT. The partnership involves continuous engagement with all parties working together to deliver the ambitions set out in the BSIP and EP Plan, and the EP Scheme sets out obligations on local authorities and local bus operators. To that end, a North East Regional Bus Partnership Board (Partnership Board) has been established to oversee the North East EP. This Partnership Board includes representation from Northumberland County Council (NCC) Stuart McNaughton, Acting Head of Economy and Regeneration.
5. On 2 March 2023 the Leader of the Council took the delegated decision as agreed by Cabinet on 10 May 2022 and authorised Northumberland County

Councils participation in the making of an Enhanced Bus Partnership Plan and Scheme.

6. Following approval by the North East Joint Transport Committee (JTC) on Tuesday 21 March 2023 it was agreed to make the EP. This is a key step in unlocking confirmed regional BSIP funding of £163.5million. This funding is for financial years 2023/24 to 2024/25 with £73.5m for capital investment and £90.0m for revenue investment. Once funding is received, we will begin to deliver schemes which work towards the BSIP Key Performance Indicators (KPIs) to improve bus patronage, modal share, performance, and customer satisfaction. The package of regional and local schemes include:

- New ticketing products, set out in the table, which will enable cheaper, simpler, multi modal and multi-operator fares, with the aim of attracting more passengers to the network;

Product	Price	Proposed Implementation
Under 22 singles	£1	May 2023
Under 22 regionwide day ticket (multi modal)	£3	May 2023
Northumberland day ticket (multi-operator)	£5	July 2023
County Durham day ticket (multi-operator)	£4	July 2023
Tyne & Wear day ticket (multi-modal)	£6	July 2023
Two-Zone day ticket (multi-modal)	£6.50	July 2023
Regionwide day ticket (multi-modal)	£6.80	July 2023

- New services and improved services, delivering new routes to connect communities and improving frequencies and operating hours for existing services. A key requirement of the funding identified sustainability as a key factor when planning interventions. To that end officers have worked extensively with operators to identify a package of interventions that have the highest likelihood of being commercially viable after the funding has ended. These interventions will form the initial phase of work. Notwithstanding these interventions, additional funding will be available to implement a package of bus service enhancements identified locally following engagement with Elected Members and Town and parish Councils. Funding for service improvements in Northumberland subject to confirmation is expected to total £7.8m to be spent between 1 April 2023 and 31 March 2025. Details of the current bus network is set out in Appendix 1;

- Improved reliability and speed of buses through Bus Priority Infrastructure and Intelligent Transport Systems Investments, allowing users to rely on buses and attracting more people to use their local services. Many of these schemes are targeted in Tyne & Wear, but Northumberland bus users will benefit because of improved journey times to Newcastle and further afield;

Northumberland Highway Schemes	Description
Blyth A189 Southbound to A193 Eastbound bus lane.	Widen carriageway to provide additional bus lane to facilitate bus movement through A189 roundabout.
Cramlington Low Main Place to B1326 right turn bus lane.	Widen Road and signalise junction to facilitate right turn bus movement and provide new left turn entrance to supermarket car park in advance of junction to ease volume of traffic moving through junction.
Cramlington Dudley lane southbound bus lane at A1171 roundabout.	Widen Southbound carriageway to provide addition bus lane to facilitate bus movement through A1171 roundabout.

- Investment focused on connectivity in rural areas such as ‘on demand’ ‘demand responsive transport’ and small ‘pocket park and ride’ sites;
  - Funding to update outdated bus stops in the county to correct safety or accessibility issues that may be barriers to travel; and
  - Ensuring services run as a cohesive network, including branding and enhanced passenger information. This will be in the form of a new website and app as well as additional staffing and online information. A Code of Conduct and Bus Passenger Charter have also been agreed, ensuring that bus users and bus operators work together ahead of network changes and passengers can come to expect consistent standards throughout the network.
7. The making of the EP Plan and EP Scheme, set out an intention to formalise a governance structure to oversee the operation of the EP. A Partnership Board has been established and has been meeting in shadow form. LTAs are being asked to establish Local Bus Boards. Cabinet is requested to give approval for the creation of a member led Local Bus Board for Northumberland as set out in Appendix 2.
8. The aim of the Local Bus Board is to allow representatives from across Northumberland to meet with bus operators to increase understanding between the parties involves, specifically but not limited to, reporting and

discussion of forthcoming bus service changes in Northumberland. The Local Bus Board would seek to improve working arrangements for the discussion of bus service reliability, service improvements, highways infrastructure measures, fares initiatives and information to the public.

9. All relevant actions within the EP Scheme and EP Plan will be funded through the BSIP award, or are costs already met by Northumberland County Council. It should be noted that the EP Scheme contains a measure requiring Northumberland County Council to maintain their supported services and concessionary travel budget at the actual spend of financial year 2022/23 for the duration of the EP.

## **IMPLICATIONS**

<b>Policy</b>	This approach will provide ongoing support to transport providers and support the economic recovery of the region, as well as supporting the Council's strategic objective of connecting people by provided access to education, employment, and social activities.
<b>Finance and value for money</b>	The North East's BSIP set out an ambitious request for Government funding for the delivery of measures relevant to bus services. Entering an EP is a requirement to receive ongoing Government funding for bus services. Future reports will be brought to Cabinet for decision making if the EP requires any financial support from the Council for specific schemes.
<b>Legal</b>	The overarching principle of the EP is that there are no decision-making powers aligned to the any of bodies which will make up the governance structure of the EP; and that these bodies should be focused on building consensus as to the best way to proceed on issues. Once consensus is reached on a matter, if a decision is required by, for an example, a Local Authority, the matter must be passed forward to that the Local Authority for a decision to be reached through that Local Authority's established governance.  The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 confirm that the matters within this report are not functions reserved to Full Council.
<b>Procurement</b>	New/enhanced services will be contracted in accordance with existing procurement arrangements
<b>Human Resources</b>	None

<b>Property</b>	None
<b>Equalities</b>	(Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Implementation of the EP will assist in reducing social exclusion by improving access for the young, elderly, unemployed/low waged and people with disabilities.
<b>Risk Assessment</b>	The main risk associated with the programme is that any significant underspend or failure to deliver schemes that have external funding linked to them may lead to a loss of that funding and jeopardise the potential to secure additional funding in future years.
<b>Crime &amp; Disorder</b>	Proposals within the BSIP, to be developed through the EP, will assist in improving safety and security for the travelling public
<b>Customer Consideration</b>	None
<b>Carbon reduction</b>	The EP will be a crucial element in providing a sustainable transport system capable of supporting Northumberland's environmental, social, and economic objectives. It seeks to reduce car dependence and increase sustainable travel, thereby contributing to the reduction of carbon emissions.
<b>Health and Wellbeing</b>	Improving opportunities for sustainable travel through improved bus services will encourage more activity and benefit health by improving air quality.
<b>Wards</b>	All wards

**Background papers:**

- [National Bus Strategy](#)
- [National bus strategy: bus service improvement plans – guidance to local authorities and bus operators](#)
- [Bus Partnership & Scheme – Report to Cabinet – May22](#)

## **Report sign off**

***Authors must ensure that officers and members have agreed the content of the report:***

	Full Name of Officer
Interim Director of Law and Governance and Monitoring Officer	Suki Binjal
Executive Director of Resources and Transformation (S151 Officer)	Jan Willis
Interim Executive Director for Regeneration	Janice Rose
Chief Executive	Helen Paterson
Council Leader	Glen Sanderson

## **Report Author**

Neil Easton, Public Transport Manager  
Economy and Regeneration Service  
[Neil.easton@northumberland.gov.uk](mailto:Neil.easton@northumberland.gov.uk)  
07979 233477