

Warwickshire BSIP Update

October 2022

1. Introduction

The Warwickshire BSIP was published in October 2021 by Warwickshire County Council and its partners, and sets out the context and vision for bus service delivery in the county. There is a commitment to review this BSIP on an annual basis; this document represents the first review of the BSIP and sets out any changes which have occurred during the last year, as well as any changes relating to the delivery of the BSIP and its targets.

2. Overview

During the last year, the impact of Covid and associated restrictions still had an impact on bus provision within Warwickshire. Some operators have ceased operating local bus services in the area, namely Johnsons Coaches; Midland Classic; and Claribels, whose services have been taken over by Diamond Bus and Stagecoach. Stagecoach retains the largest market share of bus services within Warwickshire, but Diamond Bus' share has increased.

Increased operational costs and driver shortages pose challenges for bus operators, and there is a risk of more operators leaving the market. A further challenge comes from congestion on key links, driven by a seemingly higher reliance on the car – the legacy of the central government Covid pandemic message that public transport is unsafe, appears to have lingered. The lack of uncertainty regarding the future of Covid related funding support for buses from Government, and the Warwickshire BSIP not receiving funding for measures, provides a challenging environment in which to provide impactful improvements to the bus network.

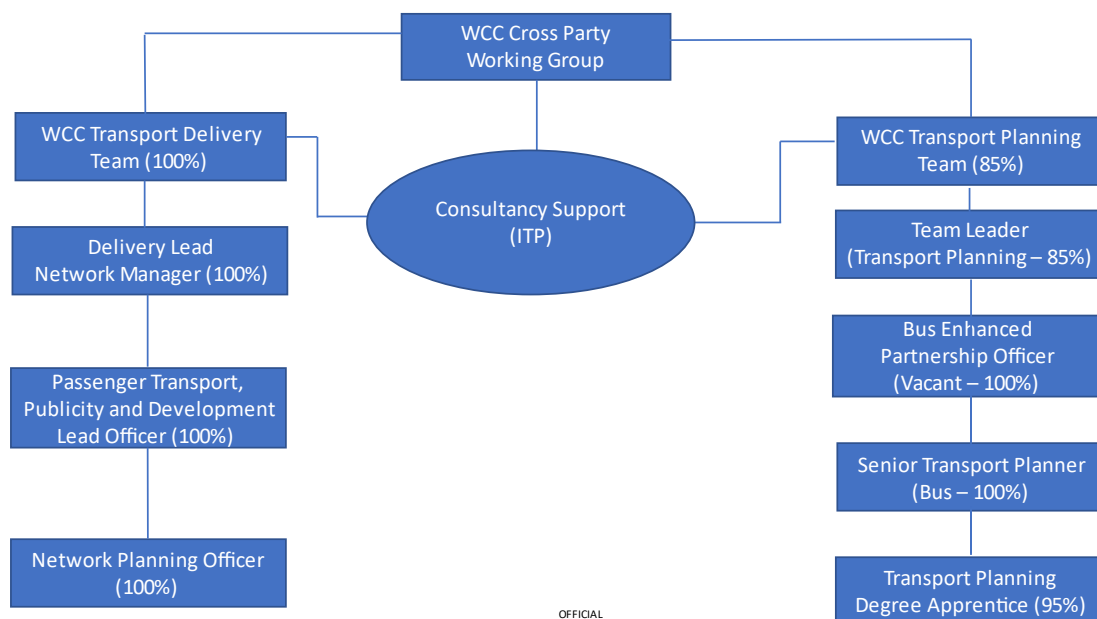
However, with challenge comes opportunity, and the measures set out in the BSIP offer the opportunity for real change to improve the reliability of bus services and offering an attractive alternative to the car. Warwickshire County Council is committed to delivering improvements to bus from the very top (see attached letter of support). There is a strong cross-party working group which meets every three weeks to help shape the delivery of improvements and filter positive messages to their constituents to encourage travel by bus. Strong cross-boundary relationships with neighbouring authorities will lead to Warwickshire benefitting from initiatives, such as the All-Electric Bus Town scheme in Coventry and the multi-operator ticketing scheme in TfWM. DfT-led initiatives provide opportunities to implement, and build on, bus-related schemes, including the nationwide £2 single fare cap pilot scheme, and the delivery of a single, nationwide solution to enable the integration of back office systems for different operators which will enable multi-operator pay-as-you-go (PAYG) fares capping and revenue apportionment.

Whilst the authority did not receive any funding from the DfT to deliver its BSIP measures, there is still a commitment to work in partnership with operators and stakeholders to deliver improvements. Since submitting the BSIP in October 2021, an Enhanced Partnership Plan and Scheme have been developed; these were approved through public and stakeholder consultation. The final details are being refined further to feedback on BSIP funding allocation, and the EP Board expects to make the

EP Plan and Scheme by the end of December 2022, with the delivery of measures commencing in January 2022 (although many are already being developed and implemented – see the Delivery section).

The group of stakeholders which will make up the Enhanced Partnership (EP) Board, chaired by the Chief Executive of Bus Users UK, has met seven times over the last year, and will continue to drive forward improvements to bus in Warwickshire. A simple variation mechanism has been included within the EP Scheme document to allow changes to be implemented efficiently without the need for public consultation each time. The governance of the EP focusses strongly on stakeholder input, and the delivery of measures through targeted delivery groups; further information can be found at <https://www.warwickshire.gov.uk/directory-record/7047/warwickshire-enhanced-partnership-plan-and-scheme>. A dedicated officer is responsible for the monitoring and evaluation of the BSIP and its measures; WCC has developed, with input from operators, a matrix of data required, and when it is required, in order for effective monitoring and evaluation.

It is recognised that the delivery of the BSIP will be resource-intensive from a County Council officer perspective. Throughout the process, the council has engaged transport consultants, specialising in public transport, to assist in the development and delivery of the BSIP. In addition, there are officers dedicated to delivering public transport related tasks. A structure of the team, along with the percentage of their time working on public transport related tasks, is shown below.



Further detail on some of the measures which have been agreed within the EP Scheme is set out in the 'Delivery' section.

The council is committed to obtaining funding to support bus travel in the county. In July 2022, three Levelling Up Fund bids were submitted - in Nuneaton, the bid focused on a bus interchange and improving permeability for buses into the town centre; in Leamington the bid focused on a new sustainable transport hub aiding connectivity for rail, bus, cycle and EVs. In Stratford-on-Avon, the focus was on creating a more attractive town centre whilst ensuring improved access for pedestrians, cyclists, and bus users.

The BSIP supports the updated Warwickshire Local Transport Plan and draft Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP identifies a number of key route improvements which will improve cycle links to key bus interchanges across the county.

WCC is refreshing its Local Transport Plan (LTP). A first round of consultation on the aspirations for the refreshed LTP was carried out between January-March 2021. Feedback from the consultation demonstrated broad support for the four themes presented – Environment, Economy, Place and Wellbeing. A second round of consultation on the draft version of the LTP is currently being consulted on and includes a series of strategies to deliver the four themes.

The draft LTP lays the foundations to ensure a more conducive environment for public transport in Warwickshire. It includes a proposed 'Travel Choices hierarchy' to ensure the interventions increase the overall attractiveness of sustainable transport modes over private vehicle use. In addition, the role of car parking, road space reallocation and policy initiatives such as workplace parking levies in promoting travel by sustainable modes, is recognised through the draft 'Managing Space' strategy.

3. Current Bus Offer to Passengers

During the last year, there has been a period of reflection and consolidation. Passenger travel patterns have changed, and many people have not settled into their 'new normal' way of travelling. Covid restrictions, overseas travel restrictions, and increases in living costs will all have impacted on travel within the last year.

Patronage is still recovering from the impact of Covid, although this is unlikely to return organically to pre-Covid levels. Currently, only 60% of ENCTS journeys are undertaken compared to 2019.

There have been some changes to bus services, with minor tweaks to commercial services and changes to the network in Stratford-upon-Avon, more details of which can be found in the delivery section. Community transport and DRT services still remain.

The County Council has received the sum of £0.336m from the DfT in terms of an LTA Enhanced Partnership Officer Capacity Grant enabling the County Council to outline the terms of the EP Officer programme and their capacity funding allocation. As of October 2022, the County Council has approximately £0.088m remaining from the total £0.363 DfT Local Transport Authority Bus Capacity (Revenue) Funding Allocation used to support development of the Warwickshire BSIP and Warwickshire EP Plan and EP Scheme. The intention is to use the remaining funding to support implementation of measures in the Warwickshire EP Scheme, e.g., officer time for feasibility studies.

All other changes are covered under the 'Delivery' section.

4. Targets

Due to the delay in announcement of BSIP funding, many measures have not yet been implemented, indeed with no funding awarded to Warwickshire, many measures will not be funded. This will have an effect on the targets, but because of fluctuating external circumstances such as COVID restrictions, restrictions with travelling overseas, and transitions in travel patterns, a new stable position has not been reached yet, and therefore it is not possible to understand to what extent this will impact on the targets.

The targets for measuring the success of the BSIP are set out below. These metrics were used as it was felt the public would understand these as a gauge to determine how the BSIP measures are working. The targets were set in discussion with operators, and reviewing the impact of similar schemes elsewhere, before applying a local context to what could be achievable.

Metric	Baseline	Source	Targets (relative to baseline)				
			21/22	22/23	23/24	24/25	25/26
Passenger Satisfaction	59% (2017)	NHT Surveys	N/A	60% +1% point	61% +2% points	62% +3% points	64% +5% points
Passenger Growth	13.7m pax trips / annum (2018/19)	DfT Bus Statistics (Bus0109a & Bus01113)	-20%	-10%	0%	3%	5%
	24.1 pax journeys per-person (2018/19)	DfT Bus Statistics Bus0110a	-20%	-10%	0%	3%	5%
Punctuality	74% of routes operating on-time (2019-20) ¹	Operator punctuality data	N/A	78% (+5%)	82% (+10%)	83.5% (+12%)	85% (+14%)
Journey time	2.5 scheduled mins per- bus veh. KM (in service) on 21 busiest routes (by pax)	Operator schedule and route run-time data	N/A	2.4 mins / km (-4%)	2.3 mins / km (-8%)	2.2 mins / km (-12%)	2.1 mins / km (-16%)

When selecting the source for the data, it was important to use data available for the baseline to ensure a consistent approach in measuring impact of measures. The use of BODS data was considered as a way of measuring targets, but at the time, this was an unreliable source from some operators. The County Council will continue to work with operators in order to obtain reliable data through this source. Whilst the targets in the BSIP use other data sources, BODs data and other more reliable sources, will be used to monitor progress and impact of measures, throughout the lifetime of the BSIP and beyond.

The only targets applicable to 2021/22 relate to passenger growth which is evidenced by DfT Statistics, but these have not yet been issued for 2021/22. However, information received from operators, shows that over the last three months (July-Sept 2022), patronage is around 69% of that witnessed during the same months in 2019. The patronage trend is still increasing, with September showing 71% of pre-Covid patronage. ENCTS trips are still lower than fare paying trips, at 60% of pre-Covid trips compared to 77% for fare-payers. This suggests that the passenger growth target of -20%

¹ Based on the best available data from one of the major bus operators in Warwickshire.

(or 80% of pre-Covid) was not reached in 2021/22, and the target of -10% for 2022/23 would be challenging. However, the £2 single fare cap being introduced during the final quarter of this year, along with planned marketing campaigns, may result in a significant uplift in patronage, so it would be premature to revise the targets at this stage.

Whilst there is no requirement to measure the other targets for 2021/22, some data has been analysed to determine whether the targets set in the BSIP are still reasonable.

Some timetables have been adjusted to reflect poor reliability, notably 5 mins added to 65 bus service. This results in a longer journey time, rather than a reduced one, but with measures for encouraging modal shift and improving bus priority planned in the next 12 months, the future targets may still be reasonable.

Stagecoach, the operator with the largest market share of bus services, has invested in AVL software which records actual journey times. This has shown, on the whole, there is a marginal increase in journey time at peak times, whilst journey times during the rest of the day are largely unchanged. Stagecoach has made some changes to timetables, but this is mainly to redistribute overall running time, rather than adding or removing time from the timetable.

Service punctuality has increased over the last year, currently averaging 85% across the depots in Warwickshire. This suggests the target for 2022/23 will be reached, even with the increasing traffic levels being observed.

With regards to passenger satisfaction, whilst the NHT survey for 2022 has not yet been published, the NHT survey for 2021 gave an overall passenger satisfaction score of 51% which is below the baseline figure. This is not surprising given the industry was still battling pandemic related issues during this period, and no BSIP measures had been implemented. The highest level of satisfaction in the survey related to how easy buses are to get on/off, and the lowest satisfaction related to public transport information. Significant improvements to public transport information are planned and written into the EP scheme for action during 2023 so passenger satisfaction is expected to improve, particularly given the other initiatives being taken forward during the next year as well.

5. Delivery

This section sets out the progress made in delivering the measures in the BSIP and meeting the overall objectives.

Although funding was not received from the DfT to implement BSIP measures, Warwickshire County Council is committed to improving bus service provision in the county and will seek to fund initiatives internally and apply for external funding through other schemes. As such, a sifting exercise has commenced to identify the BSIP measures with the greatest potential to enhance bus provision in Warwickshire. These have been rated against 15 criteria which could sit within the government's five case model to enable business case development of the prioritised measures.

In addition, good progress has been made against the main priorities identified in the BSIP, as outlined below.

Network Development

Integration

The focus over the last year has been to try and maintain service provision in an environment where bus patronage is still recovering from the impacts of the Covid pandemic. However, a county-wide network review was undertaken in 2022 to understand areas of over-bussing; areas of potential demand, now and in the future; and areas where patronage is poor. This has led to a strategic plan for providing bus services in Warwickshire, focussed on providing core routes which complement, not compete with the train services, with services feeding into these routes through interchange points, which allow for better integration of different modes. In addition, steps have been identified to tackle over-bussing and find alternative solutions for providing transport in rural areas. Further to this review, service changes have been implemented in Stratford-upon-Avon, improving peak time intermodal connections with the train; increasing the service levels along the Leamington to Lighthorne Heath corridor to cater for new development; and tweaking some rural services.

DRT

In June 2022, a fast and low cost on-demand bus public transport service (IndieGo PLUS) was introduced in Hatton and west Warwick. It operates in partnership with Stagecoach and Liftango and enables booking and payment to be made by app or by call centre; live tracking of the service; and bookings to be made from 2 weeks up to hour before travel. The service replaced a conventional service (16) which was a financial burden for WCC due to poor ridership, sparse coverage, and a lack of stops in rural areas.

The objectives of this pilot DRT scheme are to improve access to education, employment, healthcare, and other services; improve journey times; provide greater social inclusion; increase reliability; provide cost efficiencies (e.g. reduced cost to NHS through reducing loneliness); and improve living standards such as increased access to employment opportunities. The service has been well received and patronage is growing, currently carrying around 1,800 passengers per month. In August 2022, the patronage of the IndieGo PLUS service was 1791 compares to 2218 passengers recorded on the service 16 in August 2021. Further to the success of the pilot, WCC has been asked to present the service to the DfT and to other local authorities as a model of good practice.

Reliability Improvements

Bus Priority

In Nuneaton, the existing bus gate at Abbey Street onto A444 will remain and, as part of the Corporation Street scheme, the design will ensure that a bus gate from A444 onto Abbey Street south will be easily implemented. WCC officers are waiting on the Nuneaton Town Centre Infrastructure Report to be complete, which will present bus routing proposals for consideration. The ongoing Transforming Nuneaton Highway Improvement Scheme will then consider whether any supporting bus priority measures can be delivered in tandem with the bus routing proposals. The outcome of this work will then be presented to bus operators and other relevant stakeholders for approval.

Centralised traffic light priority

WCC Design Services (Traffic Control and Information Systems Team) are commissioning a specialist consultant to oversee implementation of a pilot bus priority (at signal-controlled junctions) scheme, which will be funded via an estimated £10k from the DfT Local Transport Authority Bus Capacity

Funding Allocation to the County Council. The pilot bus priority scheme will focus on junctions in Leamington and Bedworth.

The aim of the pilot scheme is to examine proof of concept regarding the use of actual bus location and timetabling taken via access to digital and intelligent information available from the Bus Open Data (BOD) platform, which enable passengers to plan and receive real time service updates. This BOD information will then be feed into the Urban Traffic Control Centre (UTC) to enable (extended green light) bus priority to be granted at these junctions for a late-running bus only.

Bus Rapid Transit (BRT) was considered along the bus priority corridors, but implementing a segregated busway would not allow the penetration of the bus into the areas where bus users could catch the bus due to the restrictions of the built-up area. There is not sufficient end-to-end demand along these key corridors to satisfy a business case for this investment.

Feasibility Studies

Feasibility studies are a key feature in the Warwickshire EP Scheme and will commence in 2023 aimed at further strengthening the level of political support towards the delivery of transformational measures required to boost bus patronage and achieve noticeable modal shift onto buses in Warwickshire. The surveys are focused on

- Red Routes - considering the impacts and benefits of red routes on specified corridors (including provision of bus lanes) to reduce bus journey times, support schedule adherence and improve punctuality;
- Workplace Parking Levy - Considering options for introducing a Workplace Parking Levy targeting the largest employers with offices in town centres in Warwickshire, e.g., the County Council and Borough / District Councils;
- Road User Charging - consider options for introducing Road User Charging across the primary towns in Warwickshire.

Parking Review

Parking policy and enforcement is also a key feature in the Warwickshire EP Scheme and from January 2023, WCC officers will hold biannual conference meetings involving bus operators, the WCC Parking Management Team, and District and Borough Councils to discuss the strategic view of parking availability and pricing.

Publicity / information

Warwickshire County Council has purchased Omnitimes which is an industry-leading public transport software solution and will be used to manage all aspects of roadside production, planning and asset management. It'll also enable the Council to test timetabling scenarios.

There will be a focus on improving publicity and information during 2023; this is written into the EP Scheme.

Planning

Review use of S106 contributions

WCC continues to work with operators to maximise the use of S106 contributions. All planning applications are reviewed and the maximum amount of funding for bus is applied for, as appropriate. The wording of the agreement is written such that it is not too prescriptive, which

allows for changing circumstances and enable the most appropriate use of the funding at the time when it can be spent. Operators are engaged with to advise on how the funding can best be utilised.

Fares / ticketing

Introduce Tap on Tap off technology

Arriva Midlands has commenced the roll-out of Tap on Tap off technology and services operating out of their Hinckley depot, some of which cross into Warwickshire, now have this on board. Stagecoach also has Tap on Tap off technology on the 48L service operating from Nuneaton to Leicester.

Multi-operator Day Ticket

The Enhanced Partnership wished to launch a multi-operator smartcard ticket in time for the Commonwealth Games in July 2022 and was originally included in the Warwickshire EP Scheme 1. Accordingly, Transport for West Midlands (TfWM) and their contractors Euclid and Unicard, produced a delivery plan for the Warwickshire Multi-Operator Bus Ticket / Card (Phase 1) Pilot Scheme.

Following further internal review of the delivery plan for the Warwickshire Multi-Operator Bus Ticket / Card (Phase 1) Pilot Scheme and consideration of the comments raised by Arriva Midlands and Stagecoach Midlands in November 2021, it was reluctantly agreed between the WCC Member Cross Party Working Group and WCC officers for the Warwickshire Multi Operator Bus Ticket / Card Pilot Scheme (Phase 1) to be removed entirely from the Warwickshire EP Scheme 1 on the basis of the following:

- The high degree of uncertainty on whether the SWIFT back-office infrastructure support element, crucial to the delivery of the Pilot Scheme, would be implemented in advance of the start date for the Commonwealth Games in July 2022 due to other competing SWIFT priorities;
- Transport for West Midlands recommending in the Delivery Plan that the Pilot Scheme be disengaged with the Commonwealth Games 2022 timelines, which is not politically acceptable from a WCC perspective given the aspiration stated in the Warwickshire Bus Service Improvement Plan in the public domain; and in any case
- Not all the relevant bus operators involved in the Pilot Scheme were in agreement with certain sections of the Delivery Plan, and thus, further time is required to finalise how the Scheme would be implemented which does not fit into the demanding timeframe required to formally agree the Warwickshire EP Scheme 1 with bus operators by 1 April 2022 including carrying out necessary statutory and democratic processes, e.g., the statutory minimum 28-day operator objection mechanism period regarding the Warwickshire EP Plan and Warwickshire EP Scheme 1 needed to commence on Monday 6 December 2021.

The Enhanced Partnership has therefore agreed to switch attention to pursuing delivery of the Warwickshire Countywide Multi-Operator Bus Ticket Scheme (Phase 2) involving all bus operators in Warwickshire, which is included in the Warwickshire EP Scheme 2 currently under development. However, delivery of this is entirely dependent on the Warwickshire BSIP receiving funding from the DfT.

WCC Transport Planning will be in touch with TfWM in due course to continue the discussions on the potential use of the SWIFT back office to support delivery.

The WCC Member Cross Party Working Group raised their frustration regarding the process for delivering the Pilot Scheme but recognise that bus operators, WCC officers, and relevant stakeholders need the time to develop measures that will make travelling better for those who use Warwickshire bus services.

Standardisation of products

Stagecoach, which operates the majority of commercial services throughout the county, underwent a major fares simplification exercise in April 2022, reducing the number of single fares from over a hundred different fares into 5 or 6 fare bands in the three geographical areas of Nuneaton; Rugby; and Leamington and Stratford. Return tickets have been removed and replaced with day tickets. The fares change was designed so that the majority of tickets did not have a significant increase; there was no change to one day ticket prices except in Leamington where the price was reduced from £5 to £4.50.

Infrastructure

Interchanges

Rugby interchange is early in its concept but includes the aspiration to improve bus, cycle and pedestrian connectivity to Rugby station alongside improving the station forecourt area to create a more welcoming environment for station users.

Infrastructure Improvements

In response to the announcement that the Warwickshire BSIP would not receive funding, the WCC Member Cross Party Working Group sought for WCC resources to be considered in funding some minor improvements to on-street bus stop infrastructure. Accordingly, bus stop audits are being undertaken on key corridors across Warwickshire to identify possible minor improvements to some bus stops which WCC Members could consider for funding through potential use of their WCC Member Delegated Budget for Highway Schemes. These audits commenced in May 2022 and are almost complete. The audit identifies the infrastructure at each stop; the condition of the different infrastructure; accessibility issues; and barriers existing which inhibits passengers and buses from using the stop. The data will be used to identify and prioritise infrastructure improvements.

Special Projects

The Nuneaton Town Centre Transport Strategy included consultation with bus operators and a review of existing bus stop infrastructure provision. A key feature highlighted in the Strategy was that a large part of the town centre is greater than 250m from a bus stop thus not meeting CIHT Guidance in the “Buses in Urban Developments” published in January 2018.

Further work is being undertaken in the form of a Nuneaton Town Centre Bus Infrastructure Report focused on confirming the proposals for bus infrastructure in Nuneaton town centre in the Transforming Nuneaton Masterplan, including practicalities, deliverability, benefits, and projected costs. Proposals include enhancing bus penetration of the town centre including additional bus stops, reconfiguration of Nuneaton Bus Station, proposed Nuneaton Bus Bridge, and alterations to the routing of bus services in the town centre. The report will also define the communications message relaying the benefits of the proposals, e.g., bus journey time savings, improved accessibility, and connectivity for bus passengers.

A summary paper will also be produced which brings together the various pieces of related work carried out, i.e., Nuneaton Town Centre Transport Strategy, Nuneaton Town Centre Bus Infrastructure Report and the separate work looking at the Nuneaton Bus / Rail Interchange.

Service Quality

Passenger Charter

Operators have engaged with the partnership and, with the council and Bus Users UK, have jointly developed a passenger charter which they have committed to sign up to within the EP Scheme. The EP Board is responsible for ensuring commitment and adherence to the charter.

Decarbonisation

Coventry's All-Electric Bus City Programme

National Express Coventry received the first 50 no. all electric buses in July and August 2022 and are in the process of being branded in a designated livery; these went into service on unidentified routes in September 2022.

Good progress is being made with the programme and WCC is in liaison with TfWM to agree the type and location of charging infrastructure to facilitate the rollout of electric buses on cross-boundary routes into Warwickshire. The infrastructure is likely to be in the form of mobility hub sites at key strategic locations.

The benefits of the Coventry All Electric Bus City Scheme are:

- Help increase labour market participation in Warwickshire, as the economy recovers from the effect of the COVID-19 pandemic;
- Deliver new technology supporting further patronage growth on the Warwickshire Bus Network, as more residents return to safe use of bus services after the COVID-19 pandemic;
- Complements the carbon neutrality aspirations of the County Council who declared a Climate Emergency in July 2019;
- Contribute towards reducing the level of nitrogen dioxide concentrations at Air Quality Management Area (AQMAs) in Warwickshire;
- Improve accessibility to education and training, especially for people from deprived areas;
- Support the vitality of urban centres in Warwickshire, including helping to increase pedestrian footfall;
- Promotes use of technology to improve the passenger experience for residents;
- Enhances community involvement by promoting social inclusion and helping combat loneliness;
- Encourages walking to access bus stops, which has substantial health and wellbeing benefits for residents;
- Delivers improved bus infrastructure supporting the operation of all-electric buses, reducing bus journey times and improve punctuality for the benefit of residents; and
- Bus travel has a proven record of helping to reduce traffic congestion which would present environmental benefits for residents and help tackle climate change.

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6 October 2022

Dear DfT Bus Reform Team,

Letter of Support – Annual Review of Warwickshire Bus Service Improvement Plan 2022

The WCC Member Cross Party Working Group are delighted to endorse this letter of support as part of the annual review process for the Warwickshire Bus Service Improvement Plan (BSIP), published in October 2021 in accordance with commitments placed upon the County Council in the National Bus Strategy (for England).

The Working Group was formed in June 2021 to support WCC officers and bus operators in developing the Warwickshire BSIP, which outlines how the forthcoming Enhanced Partnership will deliver an ambitious vision for travel by bus in Warwickshire through a programme of measures to be delivered between 2022-23 to 2024-25 aiming to achieve the patronage growth and modal shift aspirations set out in the National Bus Strategy.

The transformational measures in the Warwickshire BSIP include the provision of bus priority measures, multi-operator bus ticketing, fare promotion, improvements to bus information, improvements to contracted bus services on the network, provision of zero-emission vehicles (Coventry All Electric Bus City Scheme) and supporting charging infrastructure, improving integration between bus and rail travel, supporting traffic management measures helping to reduce bus journey times, the delivery of bus interchanges and general improvements to bus stops. The Warwickshire BSIP was produced after consultation with bus operators, WCC Members, Warwickshire residents, public transport user groups, rail industry stakeholders, business and community groups, MPs, Borough / District Councils and Highways England.

The Warwickshire BSIP is closely aligned to objectives and priorities set in the Government's forthcoming Plan for Growth, Warwickshire Council Plan 2022-27, WCC Integrated Delivery Plan, WCC Covid-19 Recovery Grant, Warwickshire Local Transport Plan, Warwickshire Local Cycling and Walking Infrastructure Plan and the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Strategic Economic Plan in terms of the following:

- Supporting economic growth, unlocking growth potential and providing people with access to jobs, education, retail and town centres;
- Making Warwickshire a County where all people can live their best lives, and where communities and individuals are supported to live safely, healthily, happily and independently; and

- Promoting sustainability including mitigating the impact of climate change and meeting net zero commitments.

The Working Group acknowledge the Warwickshire BSIP acts as a gateway to potential funding from the DfT. Therefore, we hope that the annual review document further strengthens the case for the County Council to receive funding in the future to deliver measures that would make a positive difference to lives of existing and potential bus passengers travelling across Warwickshire.

Yours sincerely,



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WCC Cabinet Portfolio Holder for Transport & Planning

Cllr Martin Watson
WCC Cabinet Portfolio Holder for Economy
Board Member – Coventry and Warwickshire Local Enterprise Partnership

Cllr Sarah Feeney
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Cllr Sarah Boad
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Cllr Tim Sinclair
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*Working for
Warwickshire*