

The bus is central to mode-shift, decarbonisation  
and levelling up agendas

OR

**We would all miss the bus!**

Richard Stevens, MD Plymouth Citybus

Philip Heseltine, Head of Transport, Plymouth City Council

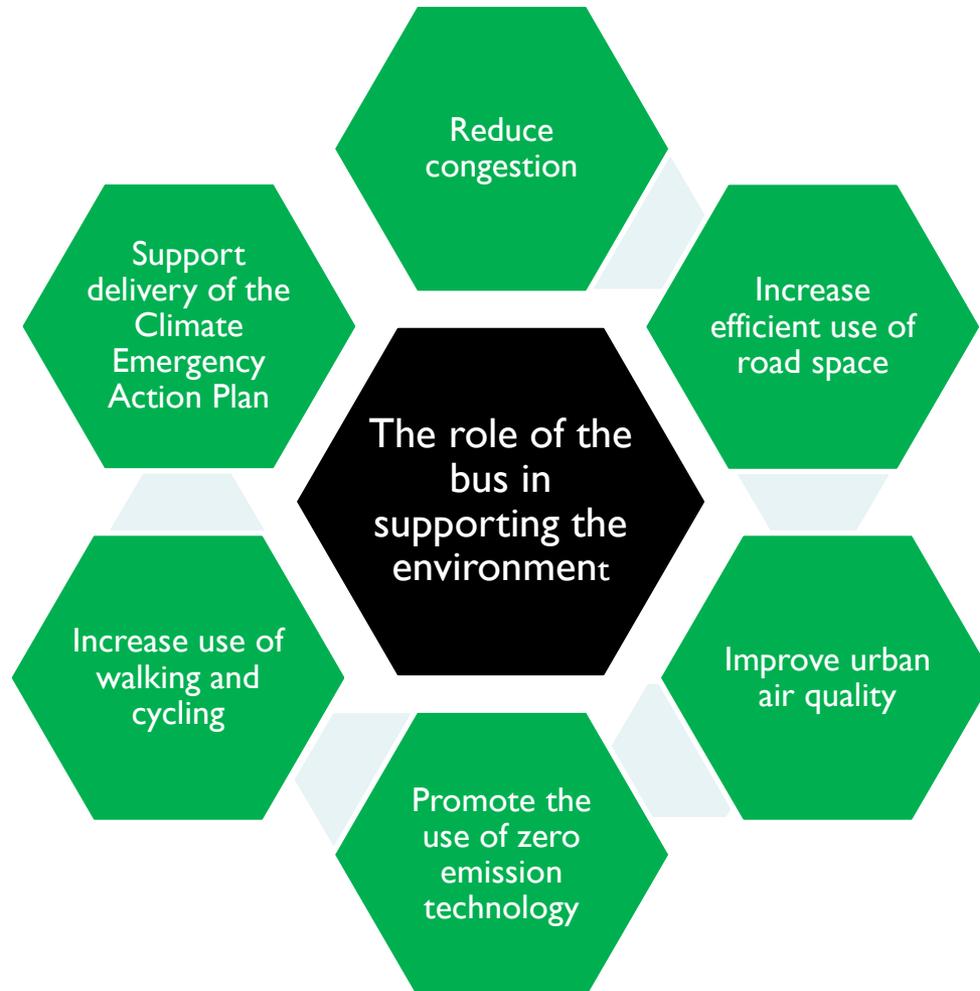
# The role of the bus in supporting economic growth



# The role of the bus in supporting society



# The role of the bus in supporting the environment



# Food for thought... BUSES

LGA: Decarbonising transport: The role of buses



*“In 2018, buses carried 5 per cent of all trips; analysis of ambitious but balanced pathways to a zero-carbon transport system suggests this needs to increase to around 10 per cent of all trips by 2050”.*

The key variables which will define that choice are (compared to driving):

1. journey time and reliability
2. relative cost
3. quality of the door to door experience.



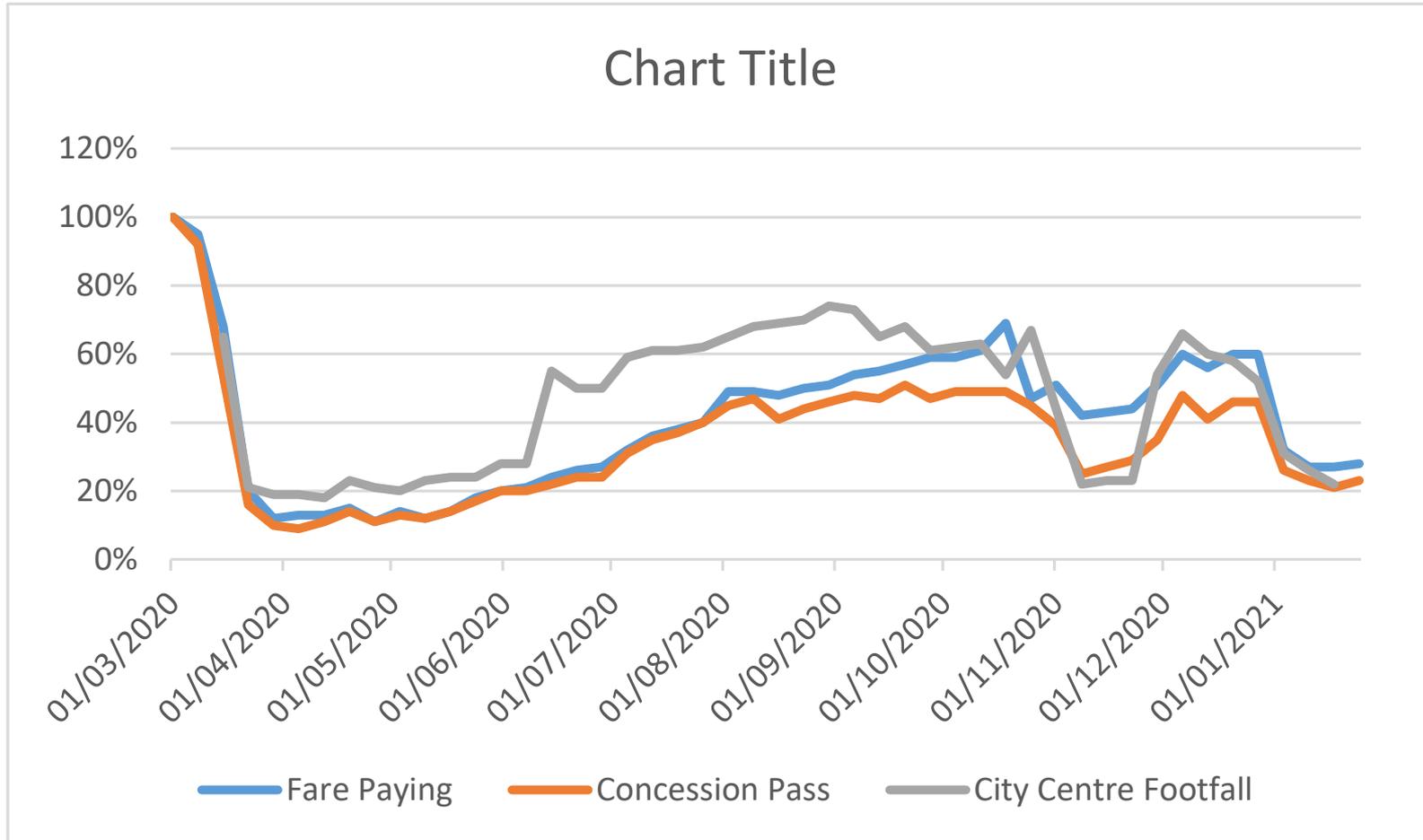
Carbon emissions by vehicle type and occupancy (g CO<sub>2</sub> equivalent)<sup>2</sup>

# The problem is congestion not COVID



- The here and now is that COVID disease has certainly laid the public transport sector low these past 12 months and will continue to do so for a while yet
- However it is the disease of growing congestion that has to be cured to allow buses to take a full and effective role in a green recovery.
- Speed of bus has declined faster than car while walk and cycle have stayed roughly the same leading to a spiral of decline.
  - Slower bus speeds leading to higher costs, higher fares, fewer passengers, service decline, fewer passengers.
  - Slower bus speeds leading to increased journey time, fewer passengers, service decline, fewer passengers.
  - Slower bus speeds, punctuality and reliability decline, fewer passengers, service decline, fewer passengers.

# Bus Patronage and City Centre Footfall expressed as a percentage equivalent in 2019

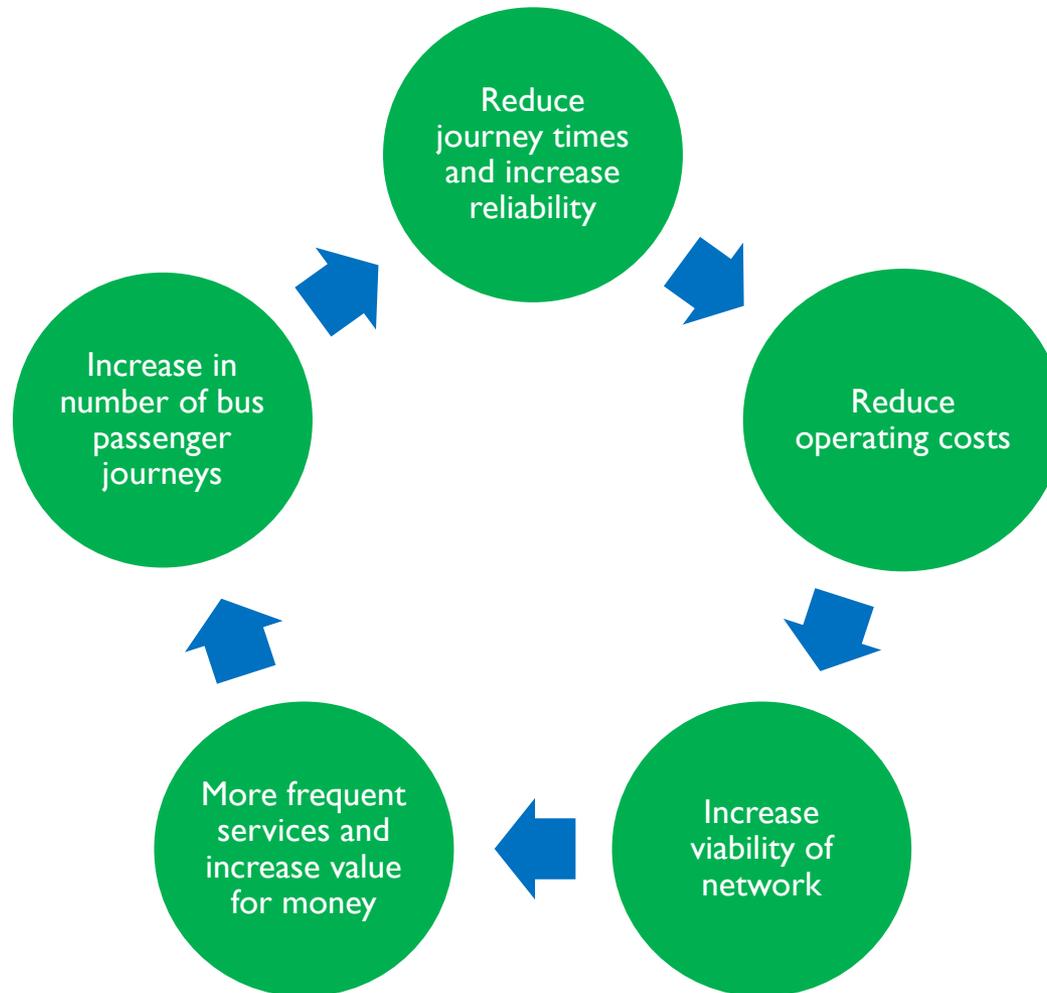


# The problem is congestion not COVID



- The here and now is that COVID disease has certainly laid the public transport sector low these past 12 months and will continue to do so for a while yet
- However it is another disease that has afflicted bus, that of growing congestion over decades that is a danger to buses not taking a full and effective role in a green recovery.
- Speed of bus has declined faster than the car while walk and cycle have stayed roughly the same leading to a spiral of decline:
  - Slower bus speeds leading to higher costs, higher fares, fewer passengers, service decline, fewer passengers.
  - Slower bus speeds leading to increased journey time, fewer passengers, service decline, fewer passengers.
  - Slower bus speeds, punctuality and reliability decline, fewer passengers, service decline, fewer passengers.

# A virtuous upward spiral of bus use



# Sector Hub Recovery Action Plan



# In Conclusion



- Bus operators and their staff have continued to provide essential services to allow key workers to get to work throughout this ongoing pandemic
- While only 25% of passengers are still travelling by bus, over 80% of services continue to be provided. This is only sustainable with public sector support
- Strong messages by Government about not using public transport have had a real impact on travel patterns
- We need equally strong positive public transport messaging campaigns once social distancing is relaxed
- Government funding needs to be sufficient to keep networks operating until passengers have returned in numbers.
- To aid recovery, transport providers and local authorities must work in partnership to reduce journey times, increase predictability of journeys by bus and increase comfort and convenience for passengers
- The bus is central to achieving mode shift, decarbonisation and levelling-up

# Questions?



## References:

Buses and Economic Growth (2021) Peter Mackie et al Institute of Transport Studies, Leeds

The impact of congestion on bus passengers (2016), Professor David Begg, Transport Times

Urban Mobility for Smarter Cities (2017) Arcadis

Sector Hub Recovery: Transport and Distribution, (2020) Plymouth City Council

Buses: Building Back Better (Feb 2021) Juliana O'Rourke, Local Transport Today