

# Public Document Pack

7. **Improving Derbyshire's Bus Network an Update on the Bus Service Improvement Plan (Pages 1 - 14)**

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# Improving Derbyshire's Bus Network Bus Service Improvement Plan Update

February 2024

# Bus market in Derbyshire pre-pandemic

In 2018/19 over **24m** bus passenger journeys a year



Page 2

**Deregulated Model** - most bus services are provided by private bus companies operating on a commercial basis with no direct financial support from local councils



**Commercial Network** pre-pandemic carried approximately 80% of all passenger journeys in Derbyshire. These covered most urban areas and the main inter town routes in the rural parts of the county



**Supported Network** - the Council directly funded network of non-commercial services typically in more rural areas and outside busy times

# National Bus Strategy

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National Bus Strategy published March 2021

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Aim to grow bus patronage: build back after the pandemic and increase bus mode share

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Funding from £3bn DfT pot only available to Councils and operators that committed to **Bus Service Improvement Plan** and either an Enhanced Partnership or Franchise

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DCC taking the Enhanced Partnership route (Cabinet Decision 17 June 2021)



# Bus Service Improvement Plan

- Enhanced Partnership Board set up to steer work
- Six overarching objectives for bus provision in Derbyshire were developed. These are that bus travel should be –
  1. The 1<sup>st</sup> choice mode for existing and new customers for most journeys across Derbyshire
  2. Available for more journeys and which grows to meet customer needs
  3. Affordable to use
  4. Environmentally sustainable
  5. Welcoming and friendly for existing and new passengers
  6. A connected network that helps reduce social isolation

# Bus Service Improvement Plan

BSIP submitted to DfT  
October 2021 – initial  
ambitious ask £104.9m  
over 5 years

Feb – April 2022  
detailed discussions with  
the DfT on which  
elements of our BSIP  
they were likely to be  
fund

DfT scaled back the  
amount of money being  
made available  
nationally for BSIPs

Page 5  
April 2022 - DfT  
announced that funding  
that would be available  
for BSIPs for the next 3  
financial years not 5

Of the 70 LTAs who  
submitted BSIP only 31  
received funding - many  
receiving nothing

Derbyshire was  
**awarded £47m** which  
was second largest  
given to a non- urban  
Local Transport  
Authority.

Funding was released in  
Nov 2022 to DCC

# What funding can be spent on

DfT have made clear £47m funding provided must be spent as follows -

Measures	Capital funding	Revenue Funding
Bus priority measures including traffic signal changes, improvements to the highway to remove pinch points and roadworks management	£19.27m	£0.79m
Better value ticketing including promotional ticketing offers and reduced values for key groups	0	£7.05m
Better bus services including transport hubs, improved timetables on existing services and new services to key locations, Also includes improvements to information, hubs and marketing	£3.65m	£16.24m

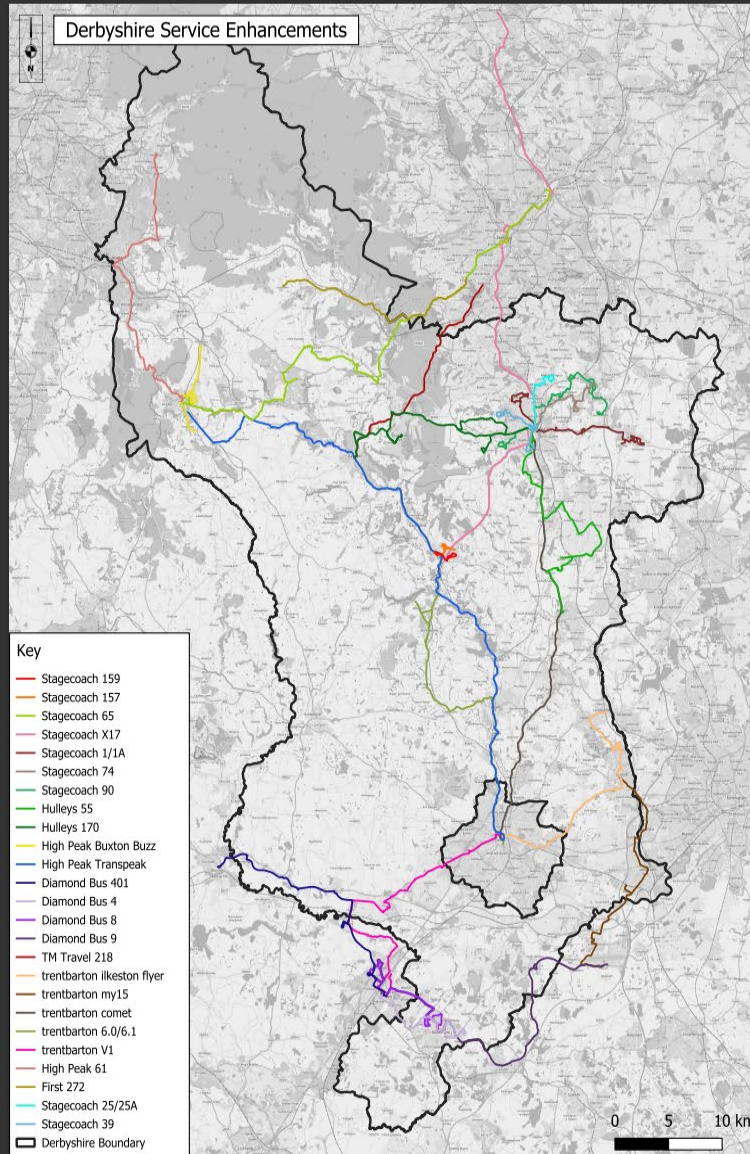
Page 6



# Work started in last year

- **Improved Services** on 24 Routes introduced between March and October 2023
- **Better Value Ticketing** - £1.50 flat for young people with a B line card, Bus only Wayfarer ticket
- **Real Time Information** – 72 new signs now installed the County
- **Transport Hubs** – 18 locations for hubs identified to include measures such as better shelters and increased interchanges with other transport modes.
- **Bus Priority Measures** – Upgrades to traffic signals to improve services reliability

# Examples improved Services





## Examples RTI signs installed in

**Rowsley, Wirksworth,  
Bakewell, Barlborough  
Chesterfield, Clowne,  
Dronfield, Hatton, Hilton,  
Ilkeston, Long Eaton,  
Newton Solway**

# Service Enhancements promotions

Page 10



# Travel Derbyshire Branding

Page 11





# Further Details

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[Public transport - Derbyshire County Council](#)

Thank you for listening



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