



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

Thursday, 10 March 2022

Report of the Executive Director - Place

Approval to Make the Enhanced Partnership for Bus Services in Derbyshire and to Accept Bus Service Improvement Plan Funding
(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is likely to result in the Council incurring expenditure which is significant, having regard to the budget for the service or function concerned and it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To update Cabinet on the development of the Enhanced Partnership arrangements for bus services in Derbyshire and to seek approval to formally "Make" the Enhanced Partnership and to accept Bus Service Improvement Plan funding from the Department for Transport (DfT).

4. Information and Analysis

Background

4.1 On 15 March 2021, Government published the first National Bus Strategy for England. The core aim of the Strategy is to reverse the

long-term decline in bus use nationally, a problem which has been exacerbated by the impact of the COVID-19 pandemic. The Strategy aims to achieve this by making bus services more frequent, reliable, better co-ordinated and easier to use. To enable this to happen, Government wants to see major improvements in a variety of areas including bus priority measures, vehicle emission standards, the provision of service information, simplified ticketing arrangements and the joint marketing of services.

- 4.2 In response to the National Bus Strategy, Local Transport Authorities (LTAs) in England are expected to implement one of two options for bus services, Franchising or an Enhanced Partnership. All LTAs are currently progressing an Enhanced Partnership approach, although a small number of LTAs in metropolitan areas are also exploring Franchising options.

Progress to Date

- 4.3 At the meeting of the 17 June 2021, Cabinet agreed to enter into an Enhanced Partnership arrangement with all of the bus operators who provide local bus services in Derbyshire and with other relevant stakeholders (Minute No. 99/21 refers). Subsequent to this, at the meeting of the 14 October 2021, Cabinet was updated on development of the Enhanced Partnership arrangements and the various measures contained in the Council's Bus Service Improvement Plan (BSIP) to support the delivery of the Partnership (Minute No.158/21 refers). Approval was granted for delegated powers to the Executive Director – Place, in consultation with the Cabinet Member - Highways Assets and Transport, to agree the final wording of the BSIP, which was submitted in time to meet the DfT's 31 October 2021 deadline.

The Enhanced Partnership

- 4.4 The Enhanced Partnership for Derbyshire has been prepared in accordance with Section 138 of the Transport Act 2000, and guidance issued by the DfT. At an advanced stage of its development, the DfT issued revised guidance, which has extended the timescale allowed for Enhanced Partnership's to be established (originally 31 March 2022). Documents are now required by the DfT, in draft form only, by the end of April 2022, with a new date, still to be advised, for the Enhanced Partnership to be subsequently made. Given the excellent progress already made to establish the Enhanced Partnership for Derbyshire, the additional time now afforded is not required and there are no other advantages in delaying its commencement date. It also remains the case that it is essential to have an Enhanced Partnership in place to be eligible for future DfT bus funding streams and having the Enhanced Partnership already established will enable an early start to be made on

scheme delivery once funding has been awarded. The Enhanced Partnership commencement date has therefore been maintained unchanged as 31 March 2022.

- 4.5 The Enhanced Partnership comprises two documents which in turn set out commitments made by the Council and those required of Qualifying Bus Operators. These documents are:

Enhanced Partnership Plan (EPP) – this is, in effect, a summary of the Derbyshire BSIP. It defines the Enhanced Partnership area, the timescales and duration of the Partnership. It covers, at a high level, the activities proposed to be delivered within the next five years.

Importantly, it also considers three specific impacts:

- i. Impact on neighbouring authority areas – Cross boundary authorities and operators have been consulted on the Enhanced Partnership for Derbyshire and have raised no concerns. The plans have therefore been assessed as having no adverse impacts on neighbouring authority areas. The Enhanced Partnership has exemptions in place for services operating under contract to an adjoining authority for much of the day. This is because it would be for the adjoining authority to specify these services.
- ii. Impact on small/medium operators – the impact on these operators has been considered and they have been consulted twice on the proposed plans. The Enhanced Partnership seeks to improve all aspects of bus operations and benefit operators of all sizes.
- iii. Competition – the Enhanced Partnership does not remove the right of operators to set their own fares or their own services and does not limit services along any corridors or in town centres. As such, it is assessed as having no impact on competition or imposing barriers to market entry.

Enhanced Partnership Scheme (EPS) – this is a more detailed document than the EPP which:

- i. Defines the boundary of the Enhanced Partnership as being the County Council authority boundary.
- ii. Sets the commencement date as 31 March 2022, with a minimum duration of five years, but offering the opportunity to extend the Partnership by up to a further five years.
- iii. Exempts certain bus services from the Partnership obligations – these are essentially community transport, temporary or infrequent services, services that only marginally encroach into Derbyshire, and services specifically provided as transport to school or work. The focus of the Partnership is on the core conventional timetabled bus services and a Demand Responsive bus network serving Derbyshire.

- iv. It commits the Council to retaining its current bus facilities, such as bus only access points/real time information/bus lanes and supported bus services budgets, as well as delivering approved capital schemes, or those funded through the BSIP funding (conditional upon funding being forthcoming). The full details of these are set out in Appendix 2.
- v. Requirements of Operators – it locks in the existing bus standards and moves to improve the bus fleet from 35% Euro VI (which are the highest emission standards for conventionally fuelled vehicles) to 95% by 2029/30, with smaller operators allowed an additional year to meet this standard. It also requires:
 - a. All buses above 22 seats to be fitted with digital recording CCTV for safety and security.
 - b. All buses to be fitted with Automatic Vehicle Location equipment.
 - c. By April 2026, the first hydrogen buses will be introduced onto agreed route(s) between the Council and the Operator(s) introducing the vehicles. This is subject to BSIP funding.
 - d. Improvement to Ticketing Schemes – including the availability of contactless payments on all services.
- vi. Improved and more consistent information provision, including provision of other bus services in the area.
- vii. A Customer Charter that sets out what passengers should expect from all bus operators, including a compensation scheme for failure to deliver to the standards set out, and reimbursement of the cost of taxi journeys in the event that the last bus home failed to run, or departed early, due to operator failures.

Governance

4.6 The National Bus Strategy requires each Enhanced Partnership to be jointly run by a board that represents the LTA, local bus operators, and other stakeholders led by an independent chairperson. Building on the BSIP structure already in place, the Derbyshire Enhanced Partnership Board has been developed and consists of:

- Six representatives from the County Council including the Cabinet Member and Cabinet Support Member for Highways Assets and Transport and the Executive Director – Place.
- Six representatives from the bus operators which provide services across Derbyshire. Currently, these are Stagecoach Yorkshire and Trent Barton as the two largest bus operators in Derbyshire, Hulleys of Baslow and Midland Classic who are medium size companies and Ashbourne Community Transport and Derbyshire Community Transport representing third sector providers.
- An Independent Chair. Professor Margaret Bell, from Newcastle University, has agreed to take on this role. Professor Bell has

significant academic and practical understanding of the transport sector in the UK and overseas. As a former resident of Long Eaton, she also has a good knowledge of Derbyshire and has been working with the Council and partners in the Transport and Infrastructure Covid Recovery Group for the last 16 months.

4.7 The Board is supported by a Wider Stakeholder Group which, held its first meeting on 14 January 2022 with invited representation including:

- All local bus operators
- Peak District National Park Authority
- Derbyshire Borough and District Councils
- Adjacent transport authorities
- Bus user group and employer representatives
- University and Further Education representatives
- Train operators
- Representatives of disabled people and ethnic communities.

Acceptance of the BSIP funding from the Department of Transport

4.8 In support of the Enhanced Partnership and in line with the Council's BSIP, the Council submitted a bid to Government for almost £105m across five years from 2022-23 to advance the roll out of the Enhanced Partnership. Without this funding, the local ambition for buses as set out in the BSIP will not be realised.

4.9 At the time of preparing this report, the Council has been advised by the DfT that it will be one of the authorities that will receive BSIP funding, although the amount of funding awarded is not yet known. In accordance with Standing Orders, approval to accept the funding is required. If a funding decision is known by the time of the meeting, Cabinet will be updated verbally, but at this time it is recommended that the formal decision to accept the funding be delegated to the Executive Director - Place in consultation with the Cabinet Member - Highways Assets and Transport.

5. Consultation

5.1 Through the development of the BSIP, discussions have taken place with a number of other key stakeholders, including representatives from bus user groups, the borough and district councils, disability groups, the Peak District National Park Authority, neighbouring LTAs and special interest organisations. There has also been wider consultation with members of the public via a survey which ran for five weeks up until 23

August 2021 and generated 2,038 responses, which were reported to the 14 October 2021 Cabinet Meeting.

- 5.2 The development of the Enhanced Partnership has built on and been informed by this earlier work, and been subject to its own consultation, firstly with all local bus operators and then wider stakeholders, including statutory consultees (including Transport Focus, Chief of Police and the Competition and Markets Authority), as well as non-statutory consultees, including user groups and employer representatives. The wider stakeholder consultation took place in the four weeks to 25 February 2022 and whilst a verbal update will be provided at the meeting on the main findings of the consultation, these will require a fuller assessment, which is the reason for the delegated decision on the Enhanced Partnership.

6. Alternative Options Considered

- 6.1 The following alternative options have been considered:

- 6.2 **Do nothing and continue with current arrangement** – The National Strategy makes it clear that unless an LTA agrees to “Make” an Enhanced Partnership, it will not be eligible to receive future discretionary funding from the DfT, for either bus related activities or for wider transport projects more generally. For this reason, Cabinet agreed on 17 June 2021 to introduce an EP arrangement. Doing nothing is therefore not considered a viable option.

- 6.3 **Bus Franchising** - This option was considered and discounted by Cabinet at its meeting of 17 June 2021.

7. Implications

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

- 8.1 Cabinet Report - [Impact of the National Bus Strategy on the Future Development of Bus Services in Derbyshire](#), dated 17 June 2021.

- 8.2 Cabinet Report - [Enhanced Partnership Arrangements for Bus Services in Derbyshire and the Bus Service Improvement Plan](#), dated 14 October 2021.

9. Appendices

9.1 Appendix 1 – Implications

9.2 Appendix 2 – Obligations on the Council.

10. Recommendations

That Cabinet:

- a) Approves the “Making” of the Enhanced Partnership, under Section 138G of the Transport Act 2000 (as amended).
- b) Confirms that the Enhanced Partnership shall come into effect from 31 March 2022, and authorises the Notice required under Section 138G(5) be issued within 14 days of this meeting.
- c) Grants the Executive Director – Place, in consultation with the Cabinet Member - Highways Assets and Transport, delegated powers to:
 - Agree the final wording of the Enhanced Partnership Plan and Scheme, having considered any comments made through the Stakeholder Consultation.
 - Accept any Bus Service Improvement Plan funding awarded by the Department for Transport in pursuant of the Enhanced Partnership objectives.

11. Reasons for Recommendations

11.1 At the meeting on 17 June 2021, Cabinet agreed to enter into an Enhanced Partnership arrangement, as required by the National Bus Strategy. This includes the establishment of a board to manage the Partnership.

11.2 The BSIP is central to the development of the Enhanced Partnership as it sets out the various measures necessary to bring about the improvement in bus services required by the National Bus Strategy. It also provides the DfT with details of the level of funding they will need to provide to the Council to allow these measures to be introduced.

11.3 To maintain the momentum needed to establish the Enhanced Partnership by 31 March 2022, the final version of the Enhanced Partnership Plan and Scheme are not yet available for Cabinet to approve.

11.4 Enhanced Partnership arrangements depend on securing funding from Government to fund enhancements to the bus offer and operation.

11.5 Acceptance of the BSIP funding from the DfT is a key part of delivering the above.

12. Is it necessary to waive the call in period?

12.1 No.

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Implications

Financial

- 1.1 The Council has a total of around £35m committed revenue expenditure per annum across all transport services, including statutory Home to School (HTS), Special Educational Needs or Disabilities (SEND), and Adult Social Care Transport. This includes around £10m of concessionary fare payments which is a statutory duty. In 2021-22, the Council is also committing £1.2m from its capital programme on public transport infrastructure schemes. To implement the measures set out in the BSIP, the Council anticipates that the funding requirement from the Department for Transport (DfT) will be £105m over the initial five years of the programme starting from 2022-23.
- 1.2 Presently, it is difficult to estimate what changes will be needed to Council funding arising from the creation of the Enhanced Partnership (EP) as this will depend on how much funding the DfT decides to award following its consideration of the Council's Bus Service Improvement Plan (BSIP) and what investments the local bus operators make. However, the DfT has made it clear that it expects Local Transport Authorities (LTAs) to commit the level of funding they already provide locally to support bus services as part of their commitments within the Enhanced Partnership. In the event that any changes in Council funding are required, then these will be subject to a further report(s) to members.

Legal

- 2.1 Section 63(1) of the Transport Act 1985 places a duty on Derbyshire County Council to secure the provision of '*such passenger transport services as the Council considers appropriate to meet any public transport requirement within Derbyshire which would not, in its view, be met, apart from any action taken by them for that purpose*'.
- 2.2 A formal notice of intent to prepare an Enhanced Partnership Plan, which is a legal requirement of the Transport Act 2000, was published in June 2021. The Operator and Stakeholder Consultations were each subject to their own notices issued in December and February 2022 respectively under Sections 138 F(1)(c) and (d) of the Transport Act 2000.
- 2.3 Approval to "Make" the Enhanced Partnership falls under Section 138 G of the Transport Act 2000. This binds both the Council and Bus

Operators of “Qualifying Local Services” to the standards set out in the Enhanced Partnership.

Human Resources

- 3.1 The work to prepare the Enhanced Partnership has been undertaken by existing staff from the Passenger Transport Unit and their consultants. Once implemented each element of improvements to deliver will require their own delivery resources, which are capitalised against the project budget. The BSIP identifies 12 new posts needed to fully deliver the measures identified, including one new post to monitor, administer and report on the various performance measures in the BSIP and to support the Enhanced Partnership Board. Funding for these posts has been included in the BSIP funding request. The exact number of new posts required will depend on the BSIP funding awarded and how many of the BSIP measures identified can be progressed with this funding.

Information Technology

- 4.1 The BSIP proposals include provision for a significant expansion in the number of bus stops with Real Time Information displays and the wider availability of integrated tickets, valid for use on any operator, or service. These would be progressed through existing agreements.

Equalities Impact

- 5.1 Bus services are particularly important to a range of disadvantaged groups such as young people, older people, women and those from economically deprived communities, all of which make a higher proportion of their journeys by bus than the population as a whole. The introduction of an EP and the measures associated with the BSIP will protect and where funding allows enhance the quality of bus services available and will contribute towards the wider levelling up agenda across all communities and ambitions for driving ‘good growth’. Particularly, it will improve the opportunity for these people to access a variety of key opportunities such as education, employment and health care provision.

Corporate objectives and priorities for change

- 6.1 This proposal will help deliver the following Council Plan priorities: Resilient, Healthy and Safe Communities; High Performing, Value for Money and Resident-Focused Services; A Prosperous and Green Derbyshire. Specifically, creation of an Enhanced Partnership will also

enable the delivery of Place Directorate priorities around sustainable transport and travel.

- 6.2 The main aim of the BSIP and EP is to generate additional use of bus services and in turn encourage modal shift away from the private car. If this happens it will have a positive impact on the Council's wider environmental sustainability objectives and support the targets set in the Climate Change Strategy: Achieving Net Zero. Specific measures such as introducing low emissions buses is a key element of the BSIP proposals with the number of vehicles with Euro 6 or better emissions standards forming one of the targets progresses is monitored against.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 N/A.

Appendix 2

Summary of obligations on Derbyshire County Council

Through this Enhanced Partnership Scheme the Council will continue to provide and maintain the facilities and undertake the measures as outlined in the following Table, for the duration of the Enhanced Partnership Scheme, subject to any enhancement detailed in the second Table:

Existing facilities and measures

Facility/location	Measures
<p>'Contraflow' Bus Lanes:</p> <ul style="list-style-type: none"> • Chesterfield, Beetwell Street from Hipper Street eastbound. Enables access to St May's Gate. • Chesterfield, Knifsmithgate. Full length westbound. Continues in to Rose Hill Bus Lane, q.v. • Chesterfield, Rose Hill from Glumangate to Rose Hill East. Continuation of Knifsmithgate Bus Lane, q.v. • St Augustines, St Augustines Avenue from Bacons Lane to St Augustines Road northbound. Not currently used by any local bus service. • Ilkeston, South Street from Coronation Street northbound. Enables access to Wharncliffe Road (Market Place) northbound bus stops. • Ilkeston, Albert Street. Full length northbound, Enables access to Wharncliffe Road (Market Place) eastbound and southbound bus stops. 	Retention of the contraflow bus lanes, maintenance and vehicle enforcement.
<p>Bus Gates:</p> <ul style="list-style-type: none"> • Chesterfield, Holywell Street at Saltergate / Cavendish Street junction. Enables access to Cavendish Street. • Chesterfield, Church Way from Church Lane northbound to Burlington Street. Enables access to Stephenson Place / Cavendish Street / Knifsmithgate. • Tupton, Brimington Road at Rother Way junction. Enables eastbound buses to right turn on to Chesterfield Road (A619) – all other traffic compulsory left turn here. • Loundsley Green, Bus Link Road. Allows buses through from Cheedale Close to Green Farm Close (across Loundsley Green Road). Operates both ways. • Chesterfield, Park Road at Markham Road (A619) junction, northside. Allows access for buses to / from New Beetwell Street. Operates both ways. 	Retention of the bus gates, maintenance and vehicle enforcement.
214 Realtime Information displays	Maintain at-stop Realtime information displays
Bus Service financial support	Continue to support services at the current levels, nett of Parish Council and S106 support, and reimburse concessionary travel in line

Facility/location	Measures
	with DfT Guidance and related legislation. Funding £14m pa
Street lighting	Maintain street lighting at current levels in the vicinity of bus stops
19 Bus shelter clusters, hubs and stations - provision and upkeep	Maintain and repair
Parking and traffic offence enforcement	The Council will use its powers and resources to enforce Traffic Regulation Orders, to improve compliance and make journey times for bus reliable.
Bus timetable information	Website– timetable information for all registered local bus services will continue to be provided.
Bus Service Mapping	Website - maps will continue to be made available, showing all bus services in Derbyshire, including summary information on service frequencies.
Roadwork management	To report roadworks in line with agreed protocols

Additionally Proposed Facilities and Measures

Facility/ location	Measures/interventions	Responsibility and delivery date
Enhanced service provision	<p>1. Deliver corridor shelter, real-time and wider improvements. On the following corridors:</p> <ul style="list-style-type: none"> • £2m in 2022/23 provisionally allocated to A632 and A619 from Chesterfield, but this may vary. • Bus stop accessibility improvements £110,000 • Countywide bus stop infrastructure improvements – including timetable display cases, signage and bus shelter lighting £58,500 • Belper bus station £35,000 • Buxton Market Place bus hub upgrade £121,000 	<p>Derbyshire County Council in consultation with Bus Operators</p> <p>Subject to BSIP funding from DfT</p> <p>Subject to Council LTP funding approval By April 2023</p>
	<p>2. Introduce new DRT services to better connect rural communities into Transport Hubs</p>	<p>Derbyshire County Council in consultation with Bus Operators</p> <p>Subject to BSIP funding from DfT</p>
	<p>3. The County will consult with and seek to agree 4 timetable change dates, being the only dates on which qualifying local services may change, subject to consideration of adjacent authority change dates</p>	<p>Derbyshire County Council in consultation with Bus Operators</p> <p>To come into effect from the first service change date 70 days after January 2023</p>
	<p>4. Supporting Service Levels</p>	<p>Derbyshire County Council</p> <p>Subject to BSIP funding from DfT</p>
	<p>5. Serving Key Attractors – review improvement needed and implement with Bus Operator agreement.</p>	<p>Derbyshire County Council</p> <p>Subject to BSIP funding from DfT</p>

Facility/ location	Measures/interventions	Responsibility and delivery date
Bus Priority	<p>4. Fully role out UTC SCOOT priority for buses across Derbyshire</p> <ul style="list-style-type: none"> • 6 Junctions by April 2022, these are: Hornsbridge St Augustines/A61 Storforth Lane/A61 Park Road/Markham Road West Bars Gyratory Saltergate/Clarence Road • Up to 35 junctions to have bus priority detection added (junctions to be determined). <p>13. Once UTC is fully rolled out at bus gate approaches, late running buses fitted with working AVL will be given immediate priority.</p> <ul style="list-style-type: none"> • 2 bus gates for April 2022, these are: Brimington Road Holywell Cross 	<p>Derbyshire County Council</p> <p>By April 2023</p> <p>£214,000 subject to Council LTP funding approval</p>
	<p>5. Undertake a corridor by corridor review of bus routes, as prioritised with Bus Operators, and undertake agreed actions by dates to yet to be agreed.</p> <ul style="list-style-type: none"> • Service 77 - Upgrades to key stops along the route including new shelters and electronic Real Time Information displays £379,500 • Service 43 - Accessibility improvements around bus stops new shelters and Real Time Information displays at key stops £221,000 • Service 1 - Upgrades to key stops along the route including new shelters, Real Time Information displays and pedestrian accessibility improvements £302,000 	<p>Derbyshire County Council in consultation with Bus Operators</p> <ul style="list-style-type: none"> • Agree corridor prioritisation – June 2022 • Undertake and report on 1 corridor review every 6 months. • Implementation depends on BSIP funding <p>Subject to Council LTP funding approval</p> <ul style="list-style-type: none"> • By April 2023 <p>Subject to Council LTP funding approval</p> <ul style="list-style-type: none"> • By April 2023 <p>Subject to Council LTP funding approval</p>

Facility/ location	Measures/interventions	Responsibility and delivery date
		<ul style="list-style-type: none"> By April 2023
	<p>11. Roadwork management modify the Permit system to better manage non-emergency works on major bus routes to reduce impact on buses and allow better planning and passenger communications via Operators</p> <p>Where emergency works occur the Council will notify Operators as soon as practicable after the Council has been made aware of the works.</p>	Derbyshire County Council
	12. Increased parking enforcement	Derbyshire County Council Subject to BSIP funding from DfT
Simplified and increased value ticketing	15. Lower Fares for Key Groups – negotiate common discount with Bus Operators for targeted users with concessionary support via BSIP if necessary	Derbyshire County Council Subject to BSIP funding from DfT
	16. Promotional Ticketing Offers – jointly agreed and promoted	Derbyshire County Council Subject to BSIP funding from DfT
	17. Contactless Payment and Fare Capping – put in place fully contactless Electronic Ticket Machines (ETMs) subject to BSIP support for smaller Bus Operators in line with the BSIP bid, then agree how and when to roll out fare capping.	Derbyshire County Council Subject to BSIP funding from DfT for smaller Bus Operators
	19. Qualifying Agreements Introduced – agree operator acceptance of others' products in key areas and prepare associated Qualifying Agreement(s)	Derbyshire County Council working with Bus Operators January 2023
Integration with other modes, specifically Rail	20. Improving Connections – develop plans for Transport Hubs, especially to improve rural community connectivity. Derbyshire County Council are currently undertaking a study to inform this work.	Derbyshire County Council Subject to BSIP funding from DfT

Facility/ location	Measures/interventions	Responsibility and delivery date
	21. Park and Ride – develop out of town hubs the location and details to be agreed but including serving the Peak District National Park.	Derbyshire County Council Subject to BSIP funding from DfT
Common identity and provision of infrastructure such as upgraded shelters	6. Bus Shelter Provision – evaluate with Borough and District Councils future options to improve provision and better manage maintenance <ul style="list-style-type: none"> • Council contribution to support Borough and District partners fund and maintain shelters £150,000 	Derbyshire County Council in consultation with Borough and District Councils 31 March 2027 Subject to Council LTP funding approval By April 2023
	7. Marketing Campaign – develop and implement a joint marketing plan with Bus Operators	Derbyshire County Council working with Bus Operators The scale of the campaign will be subject to BSIP funding
	22. Brand for buses in Derbyshire – agree and roll out “One Derbyshire” with Bus Operators, a bus network brand that supports bus route branding.	Derbyshire County Council working with Bus Operators Subject to BSIP funding
	23. One stop website – Implement under “One Derbyshire” brand	Derbyshire County Council working with Bus Operators Subject to BSIP funding
	24. All operator APP - Implement under “One Derbyshire” brand	Derbyshire County Council working with Bus Operators Subject to BSIP funding
Upgrading and expansion of traditional and real-time information systems	25. Realtime information provision – Increase Hubs/stops with displays to achieve 60% coverage <ul style="list-style-type: none"> • Installation of more electronic Real Time Information screens at key stops along the route in Borrowash, Draycott, Breaston, Long Eaton, Sawley and Sandiacre, adjacent to Chatsworth House car park £192,000 • Swadlincote bus station £36,000 	Derbyshire County Council Subject to BSIP funding Subject to Council LTP funding approval By April 2023

Facility/ location	Measures/interventions	Responsibility and delivery date
	<ul style="list-style-type: none"> • Key stops along the route in Bakewell, Matlock Bath, Cromford and Wirksworth £106,000 	<p>Subject to Council LTP funding approval By April 2023</p> <p>Subject to Council LTP funding approval By April 2023</p>
	26. Improved roadside information – Standardise and improve information under Implement under “One Derbyshire” brand	Derbyshire County Council Subject to BSIP funding to purchase and install poster cases at stops
	27. Bus timetables – maintain paper and on-line timetables and maps	Derbyshire County Council
Supporting activities	14. Planning Policies and Procedures – review how planning and public transport might be better integrated	Derbyshire County Council, working with Local Planning Authority partners in consultation with Bus Operators
	15. Review of Parking Charges	Derbyshire County Council in consultation with Borough and District Councils Review complete by 31 March 2027
	34. Annual survey – Commission Transport Focus to undertake annual surveys	Derbyshire County Council

The measures in the above table will be provided subject to due process such as consultation, approvals, Traffic Regulation Orders being successfully “Made”, and funding being made available by the Department for Transport.