

# Enhanced Partnership Scheme

Derbyshire County Council and Partners

March-June 2022



## Part 2 – EP PlanScheme

Derbyshire County Council Enhanced Partnership Plan for buses has been prepared in accordance with Section 138H of the Transport Act 2000 and is Made in accordance with Section 138G by Derbyshire County Council

### Document version

2.12.21	DY	First draft to Council for comments
8.12.21	DY	Revised following Council comments and new data
9.12.21	DY	Final Council amendments
10.1.22	DY	Exempt schedule updates
25.1.22	DY	Revised following Operator Consultation and EP Board meeting
2.03.22	DY	Final for Cabinet Approval
29.03.22	DY	Final approved, watermarks removed, approval date added
<u>24.05.22</u>	<u>DY</u>	<u>Amends made linked to BSIP funding provisional DfT decision</u>
<u>1308.06.22</u>	<u>LC</u>	<u>Amends post EP Board meeting</u>

Against the challenge of falling passenger numbers, exacerbated by the COVID pandemic. Derbyshire County Council (“the Council”) and our Bus Operator partners are determined to grasp the opportunity provided through the National Bus Strategy to build “Bus Back Better” and reverse this trend.

This Enhanced Partnership will help deliver the vision for countywide coordinated sustainable transport services through the delivery of a bold and ambitious Bus Service Improvement Plan (BSIP).

This Enhanced Partnership Scheme, and the accompanying Enhanced Partnership Plan sets out the Council’s and Bus Operator’s plans to start the transformation of local bus services over the next five years.

[Building on local investment and the £47m allocated over 3 years by the Department for Transport.](#)



# Enhanced Partnership Scheme Content

This Enhanced Partnership Scheme has been developed by Derbyshire County Council (“the Council”), in consultation with Bus Operators to drive bus improvements for passengers over the five-year period starting from 31 March 2022. This document fulfils the statutory requirements for an Enhanced Partnership Scheme. In accordance with statutory requirements laid down in Section 138 of the Transport Act 2000, this Enhanced Partnership Scheme document sets out:

- Scope of the Enhanced Partnership Scheme and commencement date
- Obligations on Derbyshire County Council
- Obligations on Bus Operators
- Governance arrangements

The Enhanced Partnership Scheme can only be put in place alongside the associated Enhanced Partnership Plan. Therefore, this document should be read alongside the Enhanced Partnership Plan for Derbyshire.

The Enhanced Partnership Scheme has been jointly developed by the Council, and those Bus Operators that provide local bus services in the Enhanced Partnership Scheme area. It sets out obligations and requirements on the Council as both the Local Transport Authority and Local Highway Authority and the Operators of local bus services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated Enhanced Partnership Plan.

This version of the Enhanced Partnership Scheme was updated in [date to be inserted] following the decision by the Department for Transport to award £47m which was part of the original BSIP bid made by Derbyshire County Council and partners. The amendments remove the conditionality linked to the funding and in doing so remove unfunded actions from both the Operator and Council Partnership obligations. The changes were made in accordance with the Bespoke Variation process outlined below.

# Scope of the Scheme and Commencement Date

## Map of the Enhanced Partnership Scheme Area

This Enhanced Partnership Scheme will support the improvement of all local bus services operating throughout the Derbyshire County Council area, excluding Derby City, as illustrated in Figure 1.

**Figure 1 – Derbyshire Enhanced Partnership Area (excludes Derby City)**



## Commencement Date

The Enhanced Partnership Plan and Enhanced Partnership Scheme were “made” on 29<sup>th</sup> March 2022 and will start on 31 March 2022, with subsequent milestone dates by which certain facilities and measures and bus service operator obligations will be introduced. These are set out in the following two sections.

The Enhanced Partnership Plan and Scheme both come into effect from 31 March 2022 and last for a minimum of 5 years, with the option to extend the Enhanced Partnership for up to an additional 5

years in line with our ambitious BSIP. This is to allow the planning to be further developed and for the Enhanced Partnership Plan and Scheme to respond to longer-term local transport needs and changing travel demands. This also reflects the uncertainty of future funding from the DfT beyond the initial five years and wider external circumstances.

The Council confirms that it has provided the required notice under S138G(1) providing the full details of the scheme to the parties directly affected by this Plan and Scheme.

### **Exempted Services**

This Enhanced Partnership Scheme covers all registered Local Bus Services with three or more stopping places (in each direction) operating within the Enhanced Partnership Scheme area, these are classed as "qualifying local services".

This Enhanced Partnership Scheme will exclude from the qualifying local services' obligations, the bus services falling within the following locally agreed exemptions:

- **Supported Services** – Emergency contracts let to retain services for a short term of up to 6 months;
- **Excursion or Tour Services** - Registered local services that are excursions or tours or operate for a limited period of up to 7 days to allow people to access a sporting, concert or similar event;
- **Section 22 Services** – Services operated under Section 22 of the Transport Act 1985 (community bus services);
- **Cross-Boundary Services** - Registered local bus services that have no greater than 10% of the service mileage within the Enhanced Partnership Scheme area, and/or do not stop at more than one stop (in each direction) within the Enhanced Partnership Scheme area. For clarity the 10% is calculated as the average of the outbound and inbound registered mileage percentage calculated separately, within the Enhanced Partnership Scheme area;
- **Infrequent Services** - Services which operate on no more than 2 days per week (excluding Sundays and Bank Holidays), that is unless these services operate in coordination with one or more other services such that they offer substantially similarly routed services on more than 2 days per week;
- **Coaches** - Services operated by vehicles that by law do not permit standing;
- **Adjacent Local Transport Authority Funded Services** – Services operating under contract to Local Transport Authorities outside of the area of this Enhanced Partnership, where the adjoining authority supports the majority of journeys; and,
- **School or Work Services** - Bus services which operate no more than twice a day on a weekday during school term times and with the primary purpose of providing home to school bus services. Work services are defined as irregular services timed only to serve shift start and finish times at a single site or business park.

Contracted bus services operating at 31 March 2022 will not need to comply with the vehicle requirements set out in this document for the remaining duration of the current contract period. Any services procured after the making of the Enhanced Partnership Scheme must comply with these requirements.

A list of qualifying local bus services (as of January 2022) is given in **Schedule A**, note this may change as services change and fall in or out of the exempted service criteria above.

# Obligations of Derbyshire County Council

This section lists the specific interventions that the Council will deliver as its part of this Enhanced Partnership Scheme. It details what will be provided by the Council, when and for how long, mindful that the Enhanced Partnership lasts a minimum of five years from 31 March 2022.

The Council as the Local Transport Authority and Local Highway Authority is responsible for the delivery of the facilities and measures set out below.

## 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 **Table 3.1**, for the duration of the Enhanced Partnership Scheme, subject to any enhancement detailed in **Table 3.2**:

**Table 3.1 – existing facilities and measures**

Facility/location	Measures	Responsibility
<p>'Contraflow' Bus Lanes:</p> <ul style="list-style-type: none"> <li>• Chesterfield, Beetwell Street from Hipper Street eastbound. Enables access to St May's Gate.</li> <li>• Chesterfield, Knifesmithgate. Full length westbound. Continues in to Rose Hill Bus Lane, q.v.</li> <li>• Chesterfield, Rose Hill from Glumangate to Rose Hill East. Continuation of Knifesmithgate Bus Lane, q.v.</li> <li>• St Augustines, St Augustines Avenue from Bacons Lane to St Augustines Road northbound. Not currently used by any local bus service.</li> <li>• Ilkeston, South Street from Coronation Street northbound. Enables access to Wharncliffe Road (Market Place) northbound bus stops.</li> <li>• Ilkeston, Albert Street. Full length northbound, Enables access to Wharncliffe Road (Market Place) eastbound and southbound bus stops.</li> </ul>	Retention of the contraflow bus lanes, maintenance and vehicle enforcement.	Derbyshire County Council
<p>Bus Gates:</p> <ul style="list-style-type: none"> <li>• Chesterfield, Holywell Street at Saltergate / Cavendish Street junction. Enables access to Cavendish Street.</li> <li>• Chesterfield, Church Way from Church Lane northbound to Burlington Street. Enables access to Stephenson Place / Cavendish Street / Knifesmithgate.</li> <li>• 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.</li> </ul>	Retention of the bus gates, maintenance and vehicle enforcement.	Derbyshire County Council

Facility/location	Measures	Responsibility
<ul style="list-style-type: none"> <li>Loundsley Green, Bus Link Road. Allows buses through from Cheedale Close to Green Farm Close (across Loundsley Green Road). Operates both ways.</li> <li>Chesterfield, Park Road at Markham Road (A619) junction, northside. Allows access for buses to / from New Beetwell Street. Operates both ways.</li> </ul>		
214 Realtime Information displays	Maintain at-stop Realtime information displays	Derbyshire County Council
Bus Service financial support	Continue to support services at the current levels <u>(or as varied through the Bus Network Review)</u> , nett of Parish Council and S106 support, and reimburse concessionary travel in line with DfT Guidance and related legislation.  Funding £14m pa	Derbyshire County Council
Street lighting	Maintain street lighting at current levels in the vicinity of bus stops	Derbyshire County Council
19 Bus shelter clusters, hubs and stations - provision and upkeep	Maintain and repair	Derbyshire County Council
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.	Derbyshire County Council
Bus timetable information	Website– timetable information for all registered local bus services will continue to be provided.	Derbyshire County Council
Bus Service Mapping	Website - maps will continue to be made available, showing all bus services in Derbyshire, including summary information on service frequencies.	Derbyshire County Council

Facility/location	Measures	Responsibility
Roadwork management	To report roadworks see <b>Schedule B</b>	Derbyshire County Council

Through this Enhanced Partnership the Council will work to provide new and upgraded facilities and additionally undertake the measures outlined in **Table 3.2**. These the new facilities and additional measures will form part of this Enhanced Partnership Scheme only when funding has been confirmed. They will be introduced into the Enhanced Partnership via the Variation process outlined in Governance Section below, at which point delivery dates shall be agreed:

**Table 3.2 – Additionally Proposed Facilities and Measures**

Facility/location	Measures/interventions	Responsibility and delivery date
Enhanced service provision	<p>1. Deliver <del>corridor shelter, real time and wider information and other bus stop</del> improvements. <del>On the following corridors:</del></p> <ul style="list-style-type: none"> <li>• <del>£2m in 2022/23 provisionally allocated to A632 and A619 from Chesterfield, but this may vary</del> <u>60% of bus stops fitted with Realtime information displays.</u></li> <li>• Bus stop accessibility improvements <del>£110,000</del></li> <li>• <del>Countywide bus stop infrastructure improvements including timetable display cases, signage and bus shelter lighting £58,500</del></li> <li>• <del>Belper bus station £35,000</del></li> <li>• <del>Buxton Market Place bus hub upgrade £121,000</del> <u>Deliver Hub and bus stop improvements at key locations agreed as part of the Hub Prioritisation study, and also also linked to hubs arising from the Bus Network Review.</u></li> </ul>	<p>Derbyshire County Council in consultation with Bus Operators</p> <p><b>Subject to BSIP funding from DfT</b></p> <p><b>Subject to Council LTP funding approval</b> By April 2023</p> <p><b>Subject to Council LTP funding approval</b> By April 2023</p> <p><b>Subject to Council LTP funding approval</b> By April 2023</p> <p><b>Subject to Council LTP funding approval</b> Cost <u>£4,245k</u> By April 202<u>5</u></p>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p><u>See Schedule C for plan of potential hub locations (subject to BUs Network Review).</u></p>	
	<p>2. Introduce new DRT services to better connect rural communities into Transport Hubs, <u>with extended hours of operation and modern booking system. Or alternative solution arising from the Bus Network Review.</u></p>	<p>Derbyshire County Council in consultation with Bus Operators, <u>informed by the Bus Network Review.</u></p> <p><u>Cost £4,345k</u></p> <p><u>Spring 2023 to March 2025</u></p> <p><b>Subject to BSIP funding from DfT</b></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 2024</p>
	<p>4. Supporting Service Levels <u>and better improving key locations, linked to the Bus Network Review, but with a focus on access to jobs and the visitor economy</u></p>	<p>Derbyshire County Council</p> <p><u>Cost £8,065k</u></p> <p><u>March 2023 to March 2025</u></p> <p><b>Subject to BSIP funding from DfT</b></p>
	<p>5. <del>Serving Key Attractors—review improvement needed and implement with Bus Operator agreement.</del></p>	<p><del>Derbyshire County Council</del></p> <p><b>Subject to BSIP funding from DfT</b></p>
<p>Bus Priority</p> <p><u>See Schedule C for plan</u></p>	<p>4. Fully role out UTC SCOOT priority for buses across Derbyshire</p> <ul style="list-style-type: none"> <li>• 6 Junctions by April 2022, these are: Hornsbridge St Augustines/A61 Storforth Lane/A61 Park Road/Markham Road West Bars Gyrotory Saltergate/Clarence Road</li> <li>• <del>Up to 35</del><u>All signal controlled</u> junctions to have bus priority detection added (<del>junctions to be determined.</del>)</li> </ul>	<p>Derbyshire County Council</p> <p><u>Initial 6 junctions b</u>By April 2023</p> <p><u>Cost £214k</u></p> <p><b>£214,000 subject to Council LTP funding approval</b></p> <p><u>All existing junctions (as of April 2022) fitted and operational in a phased rollout completed by April 2025</u></p> <p><u>By April 2023 – 60 junctions</u></p>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p><del>13. Once UTC is fully rolled out at bus gate approaches, late running buses fitted with working AVL will be given immediate priority.</del></p> <ul style="list-style-type: none"> <li><del>• 2 bus gates for April 2022, these are: Brimington Road Holywell Cross</del></li> </ul>	<p><u>By April 2024 – 100 junctions</u> <u>By April 2025 – 131 junctions</u> <u>Cost £1,883k</u></p>
	<p>5. Undertake a corridor by corridor review of bus routes, <del>as prioritised with Bus Operators, and undertake agreed actions by dates to yet to be agreed on primary routes, starting with the A619 and A632 corridors, jointly with Nottingham County Council.</del> Implement bus lanes, new signal controls (with bus priority) and <u>automated enforcement of bus gates, covering the corridors shown in Schedule C.</u></p> <ul style="list-style-type: none"> <li><del>• Service 77 – Upgrades to key stops along the route including new shelters and electronic Real Time Information displays £379,500</del></li> <li><del>• Service 43 – Accessibility improvements around bus stops new shelters and Real Time Information displays at key stops £221,000</del></li> <li><del>• Service 1 – Upgrades to key stops along the route including new shelters, Real Time Information displays and pedestrian accessibility improvements £302,000</del></li> </ul>	<p>Derbyshire County Council in consultation with Bus Operators, <u>and where relevant adjoining Authorities.</u></p> <ul style="list-style-type: none"> <li><del>• Agree corridor prioritisation – June 2022</del> <u>Design work and prioritisation of initial corridors March 2023</u></li> <li><del>• Implementation on a corridor by corridor basis February 2023 to April 2025</del></li> </ul> <p><u>Cost £15,718k</u></p> <ul style="list-style-type: none"> <li><del>• Undertake and report on 1 corridor review every 6 months.</del></li> <li><b>Implementation depends on BSIP funding</b></li> </ul> <p><b>Subject to Council LTP funding approval</b></p> <ul style="list-style-type: none"> <li><del>• By April 2023</del></li> </ul> <p><b>Subject to Council LTP funding approval</b></p> <ul style="list-style-type: none"> <li><del>• By April 2023</del></li> </ul> <p><b>Subject to Council LTP funding approval</b></p> <ul style="list-style-type: none"> <li><del>• By April 2023</del></li> <li>•</li> </ul>
	<p>11. Roadwork management modify the <u>Council's own and Utility works under the Permit system</u> to better manage non-emergency works on major bus routes to reduce impact on buses and allow better planning</p>	<p>Derbyshire County Council <u>Phase delivery to April 2025</u> <u>Cost £2,460k</u></p>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p>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>	
	<p><del>12. Increased parking enforcement</del></p>	<p><del>Derbyshire County Council</del></p> <p><del>Subject to BSIP funding from DfT</del></p>
Simplified and increased value ticketing	<p><u>15. Lower Fares for Key Groups – negotiate common discount with Bus Operators for targeted users with concessionary support via BSIP-if necessary</u></p> <ul style="list-style-type: none"> <li><u>• 3 Month job seeker £1 flat fare</u></li> <li><u>• 16-19 years discount extended to age 21 and up to 50% tapered discount</u></li> </ul>	<p>Derbyshire County Council</p> <p><u>Autumn 2022 – to March 2025</u></p> <p><u>Cost £1,050k</u></p> <p><u>Plus</u></p> <p><u>Cost £29,100k</u></p> <p><b>Subject to BSIP funding from DfT</b></p>
	<p>15. Promotional Ticketing Offers – jointly agreed and promoted</p>	<p>Derbyshire County Council</p> <p><b>Subject to BSIP funding from DfT</b></p>
	<p>16. Contactless Payment and Fare Capping <u>building on Mango</u> – put in place fully contactless Electronic Ticket Machines (ETMs) <u>subject to BSIP</u> support for smaller Bus Operators <u>in line with the BSIP bid</u>, then agree how and <u>phasing to when to</u> roll-out fare capping.</p>	<p>Derbyshire County Council</p> <p><u>Rollout and tap on/off support for smaller operators across 2023/24, phased by operator</u></p> <p><u>Cost £6,000k</u></p> <p><b>Subject to BSIP funding from DfT for smaller Bus Operators</b></p>
	<p>19. Qualifying Agreements Introduced – agree operator acceptance of others’ products in key areas and prepare associated Qualifying Agreement(s)</p>	<p>Derbyshire County Council working with Bus Operators</p> <p>January 2023</p>
Integration with other modes, specifically Rail	<p><del>20. Improving Connections – develop plans for Transport Hubs, especially to improve rural community connectivity. Derbyshire County Council are</del></p>	<p><del>Derbyshire County Council</del></p> <p><del>Subject to BSIP funding from DfT</del></p>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p><del>currently undertaking a study to inform this work.</del></p> <p>21. Park and Ride – develop <u>strategy and plans for</u> out of town hubs the location and details to be agreed, but including serving the Peak District National Park, <u>potentially seasonal.</u></p>	<p>Derbyshire County Council</p> <p><u>Feasibility study cost £50k</u></p> <p><u>Report April 2023</u></p> <p><b>Subject to BSIP funding from DfT</b></p>
<p>Common identity and provision of infrastructure such as upgraded shelters</p>	<p>6. Bus Shelter Provision – evaluate with Borough and District Councils future options to improve provision and better manage maintenance</p> <ul style="list-style-type: none"> <li><del>Council contribution to support Borough and District partners fund and maintain shelters £150,000</del></li> </ul>	<p>Derbyshire County Council in consultation with Borough and District Councils</p> <p>31 March 2027</p> <p><del>By April 2023</del></p>
	<p>7. Marketing Campaign – develop and implement a joint marketing plan with Bus Operators <u>centred on the “One Derbyshire” brand (or similar on a potential sub-regional geography), with a clear call to action focused solely on bus use, and a bias towards the new and enhanced ticket products.</u></p>	<p>Derbyshire County Council working with Bus Operators</p> <p><u>Cost £1,050k Plus £75k for the first two years.</u></p> <p><u>Sept 2022 to March 2025</u></p> <p><b>The scale of the campaign will be subject to BSIP funding</b></p>
	<p>22. Brand for buses in Derbyshire – agree and roll out “One Derbyshire” <u>(or similar on a potential sub-regional geography),</u> with Bus Operators, a bus network brand that supports bus route branding.</p>	<p>Derbyshire County Council working with Bus Operators</p> <p><b>Subject to BSIP funding</b></p>
	<p><del>23.</del> One stop website – Implement under “One Derbyshire” brand <u>(or similar on a potential sub-regional geography).</u></p> <p><del>23.</del> All operator APP - Implement under “One Derbyshire” brand <u>(or similar on a potential sub-regional geography), communication channels will</u></p>	<p>Derbyshire County Council working with Bus Operators <u>and potentially other East Midland partners</u></p> <p><u>Cost £350k plus £90k Customer Charter plus £375k community champions</u></p> <p><u>March 2023 to March 2025</u></p>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p><u>provide timetable information, allow journey planning and allow customer feedback in line with the Customer Charter. This may be delivered in partnership with other East Midlands areas.</u></p>	<p><b>Subject to BSIP funding</b></p>
<p>Upgrading and expansion of traditional and real-time <u>Better customer communications and information systems</u></p>	<p><del>25. Realtime information provision – Increase Hubs/stops with displays to achieve 60% coverage</del></p> <ul style="list-style-type: none"> <li><del>• 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</del></li> <li><del>• Swadlincote bus station £36,000</del></li> <li><del>• Key stops along the route in Bakewell, Matlock Bath, Cromford and Wirksworth £106,000</del></li> </ul>	<p>Derbyshire County Council</p> <p><b>Subject to BSIP funding</b></p> <p><b>Subject to Council LTP funding approval</b></p> <p>By April 2023</p> <p><b>Subject to Council LTP funding approval</b></p> <p>By April 2023</p> <p><b>Subject to Council LTP funding approval</b></p> <p>By April 2023</p>
	<p><del>Improved roadside information – Standardise and improve information under Implement <u>Develop enhanced disruption communications</u> under “One Derbyshire” brand <u>to include operator and passenger communications via social, online and written media.</u></del></p>	<p>Derbyshire County Council</p> <p>Cost £70k</p> <p><b>Subject to BSIP funding to purchase and install poster cases at stops</b></p>
	<p><del>26. <u>25.</u></del></p> <p><del><u>Bus timetables – maintain paper and on-line timetables and maps, subject to passenger demand for paper.</u></del></p>	<p>Derbyshire County Council</p>
<p>Supporting activities</p>	<p>14. Planning Policies and Procedures – review how planning and public transport might be better integrated</p>	<p>Derbyshire County Council, working with Local Planning Authority partners in consultation with Bus Operators</p>

Facility/location	Measures/interventions	Responsibility and delivery date
	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 <u>for the first 3 years</u>	Derbyshire County Council <u>Cost £75k</u> <u>Baseline Oct 2022</u> <u>Year 1 Oct 2023</u> <u>Year 2 Oct 2024</u>

The measures in Table 3.2 will be provided subject to due process being followed and completed such as public consultation, Council approvals, Traffic Regulation Orders being successfully “Made”, and funding being made available by the Department for Transport. If Planning Consent and land acquisition is ~~required~~required, the above is conditional upon those processes being successfully completed.

### **Monitoring of Bus Journey Times**

The Council will monitor bus journey times in the Enhanced Partnership Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the Enhanced Partnership Scheme is made):

This data will be published on the Council website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the Enhanced Partnership Scheme area.

# Requirements relating to Bus Operators

This section describes the standards of service that those operating registered “qualifying local services” in the Enhanced Partnership Scheme area must meet and the date for compliance.

## Network and Frequencies

Bus Operators will be restricted to the 4 service change dates set by the Council in consultation with Bus Operators. The dates will be agreed by the end of 2022 and shall come into effect from the first service change date which will be at least 70 days after 1 January 2024, to allow the network to be more responsive to passenger recovery following Covid-19 in the short-term. The following services are exempt from this requirement (see above for definitions). Also exempt are changes of a temporary nature linked to external events such as road closures/events etc.

- Cross-Boundary Services
- Adjacent Local Transport Authority Funded Services
- School and Work Services

## Single fare change date

Also exempt are changes of a temporary nature linked to external events such as road closures and events etc. Bus Operators will also collaborate with the Council on an agreement to limit fare increase dates after 1 April 2027 (again to support recovery of the market from Covid-19) to a single jointly agreed annual date or dates, for example the single annual date may be on differing date for young person tickets linked to the academic calendar, with fares for other passengers increasing at a date earlier in the year.

For cross-boundary services it is recognised that the fare change date may be dictated by a cross-boundary EP date, the working of this will need to be agreed, in the event that cross-boundary fare dates are different.

Any agreement will form part of a future Enhanced Partnership Scheme or be incorporated in an agreed variation, however in this case at least 75% or more of the operator vote (as defined) below will be required to support this specific variation. For clarity Derbyshire County Council shall not vote on this matter but will be expected to express their view on the variation to the Enhanced Partnership proposed prior to any operator vote.

For clarity, fare reductions can take place on any date, and these reduced fares may increase on any date provided that they do not exceed the price of the previous “high fare” price within 12 months from the date the “high fare” was last increased.

## Bus Network

Bus Operators will work constructively with the Council to enhance the bus network to better serve visitor attractions and wider network ~~improvements.~~ improvements. This is subject to financial viability. However the ability to retain the existing network in the light of Covid-19 impacts is dependent upon the Council securing BSIP funding for this purpose.

## Vehicle Standards

Vehicles used on “qualifying local services” will be required to meet, or exceed, specified standards, dependent on their type and age.

All vehicles operating within the “Enhanced Partnership Scheme Area” must meet the following requirements, by the date specified:

- Emissions standards:  
No bus operating in the Enhanced Partnership area shall be replaced with a bus of a lower Euro engine specification.

The following bus standards shall be assessed at the Enhanced Partnership area, rather than at an individual route or Operator level.

- 35% Euro 6 (or certified equivalent retrofit emission system) as at June 2021
- 95% Euro 6 or better (or certified equivalent retrofit emission system) by end 2029/30
- For Bus Operators with a depot fleet of under 10 buses and operating in the Derbyshire County Council area, these dates will be extended by 12 months, with a requirement to achieve 100% Euro 6 or better by end 2030/31.
- Notwithstanding the above, from 1 April 2023 all registered buses above 22 seat capacity shall have digital recording CCTV installed for safety and security. This will provide images of all passenger areas inside the vehicle for safety and security and also forward facing images from the vehicle to help identify traffic issues.
- Notwithstanding the above, from 1 April 2023 all newly purchased buses above 22 seat capacity, shall have fitted and working onboard Audio/Visual communications provided to provide passengers with next stop and final destination communications, this shall be in operation at all times each fitted bus is in service and shall suitably cater for passengers with hearing or visual impairment.
- Notwithstanding the above, Automatic Vehicle Location equipment will be installed and will feed into the Council real time information system. Joint work between operators the Council will be undertaken to improve system integration.
- All Bus Operators licenced with 10 or more “qualifying local services”, ~~and~~ and operating in the “Enhanced Partnership Scheme Area” will be required to work with the Council to develop investment plans to move to a non-fossil fuel fleet.
- ~~No later than April 2026 the first hydrogen buses will be introduced onto agreed route(s) between the Council and the Operator(s) introducing the vehicles, subject to a meaningful level of funding being provided to contribute to both vehicle purchase and recycling facilities. **This is subject to BSIP funding.**~~

## Ticketing Schemes

Regardless of fleet size from 1 April 2023, all buses will provide passengers the option to purchase any of the full range of ticket products retailed on-bus, through contactless payment.

The Derbyshire Wayfarer multi-operator ticket shall be extended across the full "Enhanced Partnership Scheme Area" as a bus only product, in addition to the multi-modal tickets, and 4 weekly (or monthly) product also introduced from 1 January 2023. This shall be priced at a level no higher than existing operator equivalent fares for travel within (broadly) the same area and shall only increase annually on a date to be agreed by December 2022 by the Enhanced Partnership Board. All product fares shall only increase in line with commercial fare increases.

Operators will introduce, with funding from Derbyshire County Council job seeker and 16-21 up to half fare products and jointly evaluate these products to assess if they are cost neutral to extend beyond the initial period detailed in Table 3.2 above, and if they are to be extended unchanged or with an agreed variation for the duration of the Enhanced Partnership.

From January 2024 more localised Derbyshire Wayfarer multi-operator products shall be introduced for bus only travel, as agreed by the Enhanced Partnership Board. The products must carefully balance the need to offer customers the best value ticket option against the need to maintain a ticket product range that is straightforward for users to understand and Operators to retail.

From 31 March 2022 Contactless Payment – shall be available on services operated by Bus Operators with a fleet in excess of 10 buses operating as a "qualifying local service".

During the first ~~5-2~~ years of the Enhanced Partnership Scheme, the Council will work with Bus Operators to put in place smart ticketing, and expand the Mango account based ticket, or similar and broadly equivalent (as agreed with Derbyshire County Council), across all operators, and which supports the Derbyshire Wayfarer and Bus Operators own products should they wish.

Additionally the Enhanced Partnership will work to put in place fare capping to allow passengers to use their smart card, or other contactless travel options, and only be charged up to the maximum fare for day, week or 4-week (or monthly) travel.

Where two or more Bus Operators share corridors in excess of 2 miles and at a combined frequency of 4 buses per hour (daytime on a weekday) then they shall agree with the Council to accept each other's tickets valid on the shared section of route, subject to the Council putting in place the necessary Qualifying Agreement(s). Subject to the Council's agreement and the Qualifying Agreement(s) being in place this shall be implemented by 1 January 2023 provided that agreement is reached on a "revenue lies as it falls" basis, if not it also depends on common ticket validation being in place.

### **Providing Information to the Public**

From 31 March 2023, Bus Operators will:

- provide multi-operator ticket information prominently on display at or near the point of entry to buses on "qualifying local services" using information provided by the Council, and as agreed at the Enhanced Partnership Board.
- display details of relevant planned route changes and timetable changes on vehicles at least 2 weeks prior and 1 week following the change.
- produce in both printed and on-line format timetables of all "qualifying local services" they operate, until the Enhanced Partnership Board, in consultation with the Wider Stakeholder Group agree the demand for paper products has materially declined.

So that a more complete bus offer is communicated in a way which is readily understood by the public, where Bus Operators provide their own publicity mapping and information to promote their bus network, they must also provide details all other "qualifying local services" operating in the

same area, to a broadly comparable level of detail in terms of route and summary timetable with details provided of the operator(s) at their own expense and where detailed timetable information can be found. This information must be kept under review and changes, as notified to the Bus Operators by Derbyshire County Council, must be accurate and updated at least every 6 months.

Notwithstanding the above clause about promoting all operator services in an area, through this Enhanced Partnership Operators are encouraged to work with the Council to pool information financial resources to produce shared information at lower overall cost, with any and all savings jointly reinvested in improved passenger information and marketing to promote bus, as jointly agreed between those parties pooling funding.

Bus Operators producing maps and timetables must also include a prominently text box explaining about the real-time system operating across the Enhanced Partnership Scheme Area and how the public can access the public facing information, using text provided by the Council and agreed at the Enhanced Partnership Board no later than 1 December 2022.

Bus Operators producing maps and timetables must provide the Council "qualifying local services" at sites agreed between the Council and Bus Operators, and adequate stock shall be provided at all times.

Where the Council provides Bus Operators with route disruption information, Bus Operators shall communicate this to their passengers, in a timely manner in line with the protocols agreed.

[The estimated collective operator contribution to information and marketing is £650k per annum.](#)

## **Customer Charter**

In collaboration with the Council and bus user representatives, Bus Operators will put in place a Passenger Charter covering as a minimum "qualifying local services". This shall set out what passengers should expect from all Bus Operators, who to contact if the service falls short of these standards along with a contact email address, and fair compensation for failure to deliver to the standards set out, including reimbursement of a taxi ride home in the event that the last bus home failed to run, or departed early as a result of operator failures. Exception examples: compensation might be avoided due to very include weather, emergency utility works, industrial action, and other cases where the changes have been pre-notified to customers in advance (road works, planned utility works etc.).

## **Exceptions**

It is understood that from time to time temporary and short-term exceptions may be needed to the above standards, where it is better to operate a sub-standard service than not run a service, examples include (but not limited to) bus-factory recall, industrial action, ticket machine network failure. In such circumstances the Operator shall agree with the Council the variation needed, duration and reason. The Operator will agree reasonable and proportionate customer mitigation measures and communication with the Council, and these shall be funded by the Operator. The Council will also notify the Enhanced Partnership Board as soon as practicable and not wait to the next meeting.

# EP Scheme Management and Governance

The future governance arrangements for the Enhanced Partnership are set out below.

## Governance

The Enhanced Partnership will be overseen and managed by an Enhanced Partnership Board, along with the Wider Stakeholder Group who will be consulted as part of any review or future Enhanced Partnerships or variations to this one.

A BSIP and Enhanced Partnership Board has already been formed to oversee the preparation of this Enhanced Partnership Plan and Scheme, and before that the BSIP. It will now evolve to oversee the delivery of both the EPP and EPS. The Board is currently Chaired independently by Professor Margaret Bell, Science City Professor of Transport and Environment at the University of Newcastle and former Derbyshire resident. Its membership includes Derbyshire County Council elected members responsible for transport; representative Bus Operators and community transport providers. Any future Chair of the Board and the Group shall be determined by its members.

When a change is needed to the Enhanced Partnership or it is extended or terminated, all operators of “qualifying local services” will be invited to the Board meeting or equivalent agreed, to exercise their vote in person or through a nominated and pre-notified individual already attending the Board, other than the Independent Chair.

The BSIP and Enhanced Partnership Board will also be supported by a Wider Stakeholder Group which will report into the Enhanced Partnership Board Representatives. Both administered by the Council.

The **Enhanced Partnership Board** will meet at least quarterly, sooner by agreement, with meeting dates set at least one quarter in advance, except where the Chairperson determines that an emergency meeting is required:

- Manage the partnership and report upward to the individual bodies represented.
- Oversee the planning and delivery of the BSIP and Enhanced Partnership commitments.
- Under the lead of the Council, review the Partnership and the performance of both the BSIP and Enhanced Partnership, and oversee the publication of performance data on the Partnership and more widely the delivery of the BSIP in a way that is readily accessible to the public and stakeholders.
- In the spirit of partnership to challenge under performance and constructively agree a plan to address areas of underperformance.
- Seek the views of the Wider Stakeholder Group on matters of performance, wider community feedback, impacts of the Partnership delivery.
- Consult the Wider Stakeholder Group on enhancements being delivered where this is appropriate and would add value.
- Consult the Wider Stakeholder Group on extensions and variations to the Enhanced Partnership.

- Consider the option to extend, vary or revoke the Enhanced Partnership using the bespoke arrangements provided herein as well as the Statutory tools under Section 138 of the Transport Act 2000 (as varied), after consultation with the Wider Stakeholder Group.
- Consider and where appropriate act on the feedback from the Wider Stakeholder Group.

The **Wider Stakeholder Group** will:

- Have an independent chair
- Meet at least twice a year.
- Review the performance of the Partnership on matters of performance, wider community feedback, and impacts of the Partnership delivery
- Consider and comment on potential investment projects when asked by the Enhanced Partnership Board
- Consider and comment on potential changes to the Enhanced Partnership
- The minutes of this meeting will be sent to the Enhanced Partnership Board for their information and where appropriate action.

In addition, there are also Statutory Consultees such as the Chief of Police, Competition and Markets Authority, and Traffic Commissioner not covered by the two groups below, who have been consulted on this Enhanced Partnership.

The Enhanced Partnership Board and the Wider Stakeholder Group will initially comprise the following invitees, however these may be varied, by agreement, over time.

#### **Enhanced Partnership Board:**

- Independent Chair
- Derbyshire County Council
- Representative Bus and Community Transport Operators
- Chair of the Wider Stakeholder Group

#### **Wider Stakeholder Group**

- Wider bus and Community Transport Operators
- Derbyshire Borough and District Councils
- Peak District National Park Authority
- Derby City Council and other neighbouring local transport authorities (who may be invited to the Board if the agenda suggests there are material cross-boundary issues to discuss)
- Businesses and representatives (LEP/EM Chamber)
- University and FE Colleges
- Transport Focus
- Local User Groups representatives
- Confederation of Passenger Transport
- Bus Users UK
- Train operating companies.
- Disability Groups
- Ethnic community groups

## **Dispute Resolution**

If there is a dispute about the interpretation of the specification and application of any of the obligations set out in this EPS (as amended), and agreement cannot be reached at the BSIP and Enhanced Partnership Board this needs to be resolved.

In such circumstances the matter under dispute will not be voted upon, until the matter has been discussed by the line managers of the most senior person representing each partner organisation eligible to vote (unless that person is the Managing Director or equivalent).

This senior group will discuss the matter in dispute, work to reach an agreed position in a timely fashion. Once a way forward has been reached the senior group will then refer their recommendation back to the BSIP and Enhanced Partnership Board to implement as advised.

If this senior group cannot themselves reach agreement, then the matter shall be resolved by the independent chair exercising their casting vote.

## **BSIP and Enhanced Partnership Board – Bespoke Variation Arrangements and decision making**

Under the powers at Section 138E of the Transport Act 2000, this Enhanced Partnership Scheme has chosen to include Bespoke Variation Arrangements. Variations discussed in this section are subject to the voting mechanism also as set out below, and have been prepared in line with the statutory objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

Variations could cover one or more of the following:

- Exercising the timescale extension options to extend this Enhanced Partnership from 5 and up to 10 years.
- Changes in specification or the timescale in the delivery of the obligations of either the Council or Bus Operators.
- Agreement to revoke the Enhanced Partnership.
- Changes to the Enhanced Partnership Board and the Wider Stakeholder Group.
- Definitions of what constitutes “qualifying local services”.

Consideration will be given to potential Enhanced Partnership Scheme variations highlighted either by the Council or one of the organisations represented on the Enhanced Partnership Board, or by any operator of a “qualifying local service” not attending the Board.

The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to [Deborah.Oddy@derbyshire.gov.uk](mailto:Deborah.Oddy@derbyshire.gov.uk) [Mark.Hudson2@derbyshire.gov.uk](mailto:Mark.Hudson2@derbyshire.gov.uk)<sup>1</sup>. The Council will forward all requests onto all Enhanced Partnership Board members within 5 working days.

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<sup>1</sup> If this email address needs to change this will be communicated to all Operators and the Enhanced Partnership Board.

The Enhanced Partnership Board can also decide to review specific elements of the scheme on an ad-hoc basis. Enhanced Partnership Board members should contact the Council using the email address in the above paragraph (as amended) explaining what the issue is and its urgency.

In consultation with the independent chair of the Enhanced Partnership Board, the Council will then decide whether to table at the next scheduled meeting, or make arrangements for all or the necessary Enhanced Partnership Board members to meet more quickly.

If there is not the full agreement of all partners present, then the proposed variation will be put to Enhanced Partnership Board Voting Parties and a decision taken in line with the voting rights described above.

### **Voting and votes**

In line with the legislation and guidance related to Enhanced Partnerships, when exercising the Bespoke Variation Arrangements, the BSIP and Enhanced Partnership Board voting rights are only vested in the Council, and the Bus Operators of "qualifying local services", attendance at meetings which necessitate a vote will be broadened to include all operators of "qualifying local services".

No vote shall be taken until the non-voting members of the Enhanced Partnership Board, in attendance at the meeting, have been invited to and had opportunity to share their views in the meeting. The meeting may agree to defer a vote to hear the view of a party not present by general agreement.

Bus Operators who are eligible to vote and are not able to attend the meeting, may nominate a party in attendance at a meeting to vote on their behalf, other than the independent Chairperson. Where this is the case, the Chairperson shall be notified in person or in writing prior to the vote taking place, and the Chairperson needs to be clear how the vote is delegated at both First and Second Stage Vote, see below. A meeting may be suspended for a reasonable (but no longer) period, as specified by the Chairperson, to allow this to happen.

First Stage Votes require a simple majority decision, where a vote is equal the change being voted on shall fail and the status quo maintained. The Chairperson does not have a casting vote. Where a positive first vote is achieved, a Second Stage Vote is then applied, whereby if 50% or greater of Operators, measured by number, support the change the motion is carried.

- Operators are defined as companies of registered services, rather than owning groups.
- The first stage votes shall be split equally between the Council and the Bus Operators, with the Operator votes being allocated directly in proportion to the registered operating miles of "qualifying local services" within the Enhanced Partnership area, as at the 1 April in the current or preceding year, whichever is the more recent.
- The Second Stage votes are based one vote per Operator company of one or more "qualifying local service".
- The Second Stage Vote is only based on those Operators who support or oppose the change under consideration. Companies who fail to vote or who abstain are discounted from the calculation.

### **Second Stage Vote worked examples – for guidance**

It is assumed that the First Stage Vote supports the change being voted upon. In the Second Stage Vote, the calculations and outcome are illustrated through the examples below:

- 18 operators – 12 vote in favour of the change, 6 vote against, the change is approved.
- 18 operators – 6 vote for the change, 12 vote against, the change is not approved and the status quo remains.
- 18 operators – 9 vote for the change, 9 vote against, the change is approved.
- 12 operators at the meeting – 6 operators have not delegated their vote and don't ~~attended~~attend the meeting. 7 vote for the change, 5 against, the change is approved.
- 18 operators - 2 abstain. 8 vote in favour of the change, 8 vote against, the change is approved.
- 18 operators - 5 abstain. 6 vote in favour of the change, 7 vote against, the change is not approved and the status quo remains.

As discussed above, the variation necessary to introduce the single fare increase date (only) into the Enhanced Partnership, shall follow separate bespoke vote arrangements involving the Bus Operators of "qualifying local services" only.

### **Failure to agree**

Failure to agree may trigger the formal variation process as set out in Part 2 of the Transport Act 2000 Section 138L (2) (c), as opposed to the Bespoke Variation Arrangements discussed above, this is at the sole discretion of the Council. In this case the proposed variation will be advertised on the Council's website and emailed to Operators of registered local services in the Council area. If the proposed variation passes the operator objection mechanism, the Council will make the Enhanced Partnership Scheme variation, subject to the approval of Elected Members.

### **Examples of changes and exercising the extension option**

At the annual review the Partnership will review the progress being made against the deliverables and also the targets, and where necessary adjust these to take account of changing circumstances, broadly:

- Where better progress has been made against targets, adjusting to more ambitious targets if it is considered that the improved progress can be sustained; and
- Recalibrating timescales for targets which prove to be more difficult to achieve than envisaged, so that monitoring takes place against more realistic timescales. This may trigger the Bespoke Variation Arrangements

The results of the Enhanced Partnership monitoring will be made public by being published on the Council's website.

The option to extend the Enhanced Partnership Plan and Scheme beyond 31 March 2027 (or any previously extended date), shall be a jointly agreed decision, or if agreement cannot be agreed by all parties it shall be based on the voting arrangements set out above.,. The extension can be for any agreed period of time or number of extensions provided it does not extend beyond 31 March 2032.

The Enhanced Partnership Plan and Scheme can be extended on the same terms, but if terms are being varied or revised, the Enhanced Partnership Board will consult with the Wider Stakeholder Group first and consider the points made by that group and its attendees.

## **Performance Review/Reporting**

Bus performance data will be published every 6 months and the Enhanced Partnership Board shall consult with and consider the Wider Stakeholder Group's comments on performance data, Transport Focus research and progress on delivery of schemes.

Once considered by the Enhanced Partnership Board, the results of the reviews and the performance data will be made available to the public on the Council's website [www.derbyshire.gov.uk](http://www.derbyshire.gov.uk)

The purpose of measuring the following is to:

- Understand how the bus offer across Derbyshire is delivering for passengers.
- Show the effect of the investment being made and demonstrate how it is delivering improvements.
- This is to help us understand the areas where things are going well, so we can tell current and potential customers.
- It will also help us understand where things are not going so well and allow us to dig into the issues and put things right.
- We also will report progress against these measures to the WSG and seek their feedback on whether their experience and what the measurements tell us align.

Additional data and reporting:

- Where significant corridor improvement (or other investment) is being made, localised data will be collected to measure the before/after change. The before/after results will be reported to the Enhanced Partnership Board and the Wider Stakeholder Group.
- Bi-annually, Transport Focus report measures of customer satisfaction across the passenger journey stages. We will report to the EPB and WSG on this information, benchmarking to other comparable areas and look at local trends in their data.

## Monitoring of Bus Journey Times

The Council will monitor bus journey times in the Enhanced Partnership Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the Enhanced Partnership Scheme is made).

This data will be published on the Council website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the Enhanced Partnership Scheme area.

Measures and Targets - See Schedule D.

# Consideration of Effect of the EPS

## Neighbouring areas

As described the local bus network is largely self-contained, with some limited cross boundary services providing links to adjacent towns and cities. The impact of this EPs has been discussed with local operators and cross-boundary Council's consulted on these plans. Where services operate with material support from a cross-boundary authority we feel that it is for that authority to specify the services operated, although we would work with that authority to ensure that services follow the fares and ticketing arrangements set out in this Enhanced Partnership, where they operate in Derbyshire.

The EPSP does not seek to alter service routes or tackle over bussing as these are not issues locally, however it does seek to manage times buses arrive at the busier stops to avoid bunching, congestion and localised pollution. Therefore, in terms of bus routes and service frequency there is no impact on adjoining areas and if and where local timing of services are introduced, this will be done to improve punctuality and address problems caused by buses bunching, this should assist timekeeping in adjacent areas.

## Small and medium-sized operators

The needs of small and medium-sized operators (SMOs) have been considered in the development of the Enhanced Partnership, with opportunities for all bus operators to participate in its preparation. This has either been achieved through individual discussions or through consultation.

The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of operators providing services. With the Enhanced Partnership, smaller operators have confirmed they are able to comply with the improved bus quality standards, subject to funding being made available by DfT. Small operators with 10 or less buses in their fleet will have additional timescales to meet the bus investment timescales for Euro 6 buses and are exempt from having to work with the Council on moving towards a non-fossil fuel fleet, this is because smaller operators are unlikely to have the resources or expertise to lead this work, and are more likely to follow the path others have taken and proven.

Investment in contactless ticketing will be provided to smaller operators, subject to the BSIP bid being successful.

## Competition

The Enhanced Partnership has been subject to the Competition Test as set out in Part 1 of Schedule 10 of the Transport Act 2000. The assessment, undertaken by Consultants SCP, supporting Derbyshire County Council and shared with the Competition and Markets Authority, concluded that there will be no adverse impact on competition. And that the EP Plan and Scheme is justified because:

- (a) it is with a view to achieving one or more of the following purposes:
- securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services;
  - securing other improvements in local services of benefit to users of local services;
  - and
  - reducing or limiting traffic congestion, noise or air pollution.
- (b) its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes. The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000

Appended at **Schedule B** is Derbyshire County Councils Competition Test in full. Noting that this does not form part of the Enhanced Partnership Scheme, and will be kept under review and may be updated by the Council at any point, with recourse to the EP Board or need for a requirement to vary the Enhanced Partnership Scheme.

## Glossary of terms

Term	Definition
Bus Rapid Transit (BRT)	Higher capacity bus based transit system, typically operating on dedicated "roads" with priority given to the buses where they interact with other vehicular road users
Bus Service Improvement Plan (BSIP)	A document setting out how buses are to be improved in Derbyshire over the next decade and beyond. This is prepared in line with Guidance published by the DfT and is linked to the Councils declaration to pursue an Enhanced Partnership
Demand Responsive Transport (DRT)	Bus services aimed at targeted areas and/or passengers which do not operate to a fixed timetable or route for part or all of its journeys
Department for Transport (DfT)	The Department responsible for the National Bus Strategy and making <u>£47m</u> funding to <u>help</u> deliver <u>interventions</u> BSIP's possible.
Electronic Ticket Machines (ETMs)	As well as dispensing regular tickets and facilitating contactless payment, ETMs' read smart cards, including concessionary passes, they can also allow more complex fare capping to be implemented when paired with a "back office". ETMs also report on passenger use
Enhanced Partnership	A Partnership approach set out in the Transport Act 2000 and amended by the Bus Services Act 2017, where the Council can impose requirements on Bus Operators to be able to run services in the area
Enhanced Partnership Plan (EPP)	EP Plan - this is a high-level vision and objectives for bus services in the local area and closely follows or replicates relevant sections of the BSIP
Enhanced Partnership Scheme (EPS)	EP Scheme - this sets out the 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
Local Highway Authority	The local authority responsible for highway provision and maintenance within an area
Local Transport Authority	The local authority responsible for transport planning and certain public transport functions within an area
Local Transport Plan	A statutory document prepared by a local transport authority setting out its policies for the encouragement of safe, integrated efficient and economic transport within its area and its proposals for implementation of those policies
National Bus Strategy - Bus Back Better (BBB)	This is the Government's Bus Strategy, published in 2021, setting out how the Government wish to see bus services improved and requiring Local Transport Authorities to either follow the bus Franchising Route or the Enhanced Partnership route to improve bus services. There is always the do-nothing option, but this has been discounted as it would result in the immediate loss of funding to support bus services in the area
Section 106 developer funding	Funding secured by an obligation placed upon a developer under Section 106 of the Town & Country Planning Act 1990
Urban Traffic Management and Control (UTMC)/Urban Traffic Control (UTC)	Using SCOOT, this is the software and hardware that allows traffic signals to be actively managed to respond to differing traffic demand and to afford late running buses automatic priority

## Schedule A:

### List of qualifying bus services (as of January 2022)

Note these services may change from being exempt to not being exempt as services change and fall into or out of the Exempt Service definitions set out above, this Schedule does not form part of the Enhanced Partnership Scheme.

Operator	Service no.	Route description	Exempted	Reason
Andrews of Tideswell	26	Tideswell, Fountain Square opp Toilets - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Andrews of Tideswell	040	Whaley Bridge, Buxton Road adj Bridgemont - Chapel-en-le-Frith, High School bus park	Yes	School and Work Services
Andrews of Tideswell	100	Yorkshire Bridge, Ashopton Road Opp Lydgate Lane - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Andrews of Tideswell	101	Castleton, How Lane Bus Station - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Andrews of Tideswell	471	Darley Dale, Dale Road North adj Broad Walk - Matlock, Lumsdale adj Highfields Upper School	Yes	School and Work Services
Andrews of Tideswell	940	Grindleford, Main Road opp Playing Field - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Andrews of Tideswell	019	Newhaven - Lady Manners School, Bakewell	Yes	School and Work Services
Arriva Midlands	2	Derby - Shelton Lock - Chellaston - Melbourne - Swadlincote	No	
Arriva Midlands	2A 2B	Derby to Chellaston via Allenton	Yes	Cross-Boundary Services
Arriva Midlands	7	Derby - Stenson Road - Sinfin	Yes	Cross-Boundary Services
Arriva Midlands	29 29A	Swadlincote - Ashby - Coalville - Leicester	Yes	Cross-Boundary Services
Arriva Midlands	38	Derby - Sinfin Lane - Sinfin	Yes	Cross-Boundary Services
Ashbourne Community Transport	Derbyshire Connect - Ashbourne	Ashbourne area DRT	No	
Ashbourne Community Transport	Derbyshire Connect - Swadlincote	Swadlincote area DRT	No	
Ashbourne Community Transport	Derbyshire Connect - Buxton	Buxton area DRT	No	

Operator	Service no.	Route description	Exempted	Reason
Ashbourne Community Transport	Moorlands Connect	Ashbourne & Staffs Moorlands DRT	Yes	Adjacent LTA funded
Ashbourne Community Transport	DC	"Derbyshire Connect" Ashbourne area demand-responsive service	No	
Ashley Travel	118	Bolsover - Shirebrook	Yes	School and Work Services
Ashley Travel	123	Killamarsh, Bridge Street SE-bound adj Parkside Centre - Eckington, School Bus Park	Yes	School and Work Services
Ashley Travel	124	Killamarsh, Bridge Street SE-bound adj Parkside Centre - Eckington, School Bus Park	Yes	School and Work Services
Ashley Travel	127	Killamarsh, Sheffield Road adj Leisure Centre - Eckington, School Bus Park	Yes	School and Work Services
Ashley Travel	564	Eckington - Immaclualte Conception Sch, Spinkhill	Yes	School and Work Services
Ashley Travel	565	Whitwell - Immaclualte Conception Sch, Spinkhill	Yes	School and Work Services
Bagnalls	215	Winshill, Newton Rd Opp Dalebrook Rd - Etwall, John Port School Bus Park	Yes	School and Work Services
Bagnalls	217	Repton, Springfield Road adj Longlands - Etwall, John Port School Bus Park	Yes	School and Work Services
Bagnalls	221	Willington, Hall Lane opp Old Hall Drive - Etwall, John Port School Bus Park	Yes	School and Work Services
Bagnalls	238	Overseal, Woodville Road opp St Matthews Church - Newhall, Sunnyside adj William Allitt School	Yes	School and Work Services
Bagnalls	239	Short Heath, Shorth Heath opp No141 - Newhall, Sunnyside adj William Allitt School	Yes	School and Work Services
Bagnalls	244	Netherseal, Church Street opp St Peters Church - Woodville, Burton Road adj Granville School	Yes	School and Work Services
Bagnalls	BS	Lichfield City Station - Catton Hall (Bloodstock Festival)	Yes	School and Work Services
CT4N	14	Ilkeston - Stanton-by-Dale - Sandiacre	No	
CT4N	16	Long Eaton - Wilsthorpe Meadows - Fields Farm	No	
CT4N	29	Long Eaton - New Sawley - Sandiacre	No	

Operator	Service no.	Route description	Exempted	Reason
D&G	16	Buxton - Leek - Hanley	Yes	Cross-Boundary Services
D&G	108	Ashbourne - Waterhouses - Leek	Yes	Cross-Boundary Services
Derbyshire Community Transport	Derbyshire Connect - North East	North East area DRT	No	
Derbyshire Community Transport	Derbyshire Connect - South East	South East area DRT	No	
Derbyshire Community Transport	Derbyshire Connect - East	East Area DRT	No	
First South Yorks/Hulleys	271 272	Sheffield - Hathersage - Bradwell - Castleton	No	
Glovers Coaches	001	Cross o Hands - QEGS	Yes	School and Work Services
Glovers Coaches	005	Great Cubley -Queen Elizabeth Grammar School	Yes	School and Work Services
Glovers Coaches	007	Boylestone - QEGS	Yes	School and Work Services
Glovers Coaches	008	Ashbourne QEGS - Ashbourne Osmaston school	Yes	School and Work Services
Glovers Coaches	411	Parwich, Dam Lane adj The Green - Ashbourne, Queen Elizabeth's School Bus Park	Yes	School and Work Services
Glovers Coaches	735	Long Lane - QEGS	Yes	School and Work Services
Glovers Coaches	443	Dovedale - QEGS	Yes	School and Work Services
Glovers Coaches	411	Parwich - QEGS	Yes	School and Work Services
Harpurs	205	Kings Newton, Pack Horse Road adj Nettlefold Crescent - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	207	Kings Newton, Main Street opp Old Packhorse Inn - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	209	Melbourne, Robinsons Hill, E-bound adj Shaw House - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Harpurs	210	Barrow upon Trent - Chellaston Academy	Yes	School and Work Services
Harpurs	218	Findern, Rykneld Road, SW-bound adj Micklemeadow - Etwall, John Port School Bus Park	Yes	School and Work Services
Harpurs	219	Barrow upon Trent, Twyford Road adj School - Etwall, John Port School Bus Park	Yes	School and Work Services
Harpurs	230	Hatton, Appletree Road opp Coopers Croft - Etwall, John Port School Bus Park	Yes	School and Work Services
Harpurs	242	Weston-on-Trent, Main Street adj The Green - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	276	Normanton Hotel - Littleover School	Yes	School and Work Services
Harpurs	285	Derby, Radbourne Lane - Ecclesbourne School, Wirksworth	Yes	School and Work Services
Harpurs	286	Coxbench, Alfreton Rd opp Holbrook Rail Crossing - Duffield, Wirksworth Rd opp Ecclesbourne School	Yes	School and Work Services
Harpurs	322	Shardlow - Long Eaton School	Yes	School and Work Services
Harpurs	335	Mugginton, Church Lane adj Taghole Lane - Duffield, Wirksworth Rd adj Ecclesbourne School	Yes	School and Work Services
Harpurs	360	Duffield, Town Street adj Co-op - Belper, Belper School Bus Park	Yes	School and Work Services
Hawkes Tours	11	Stanley - Kirk Hallam College	Yes	School and Work Services
Hawkes Tours	208	Melbourne, Market Place, N-bound opp Church Street - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Hawkes Tours	216	Repton - John Port Academy	Yes	School and Work Services
Hawkes Tours	222	Willington - John Port Academy	Yes	School and Work Services
Hawkes Tours	229	Church Broughton - John Port Academy	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Hawkes Tours	243	Shardlow, Aston Lane, NE-bound adj West End Drive - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Hawkes Tours	247	Weston-on-Trent, Main Street adj The Green - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Hawkes Tours	444	Draycott, Square, Victoria Road adj Market Street - Sandiacre, Friesland School Bus Park	Yes	School and Work Services
Hawkes Tours	892	Mickleover, Ladybank Road opp Westhall Road - Etwall, John Port School Bus Park	Yes	School and Work Services
Hawkes Tours	428	Hilton - John Port Academy	Yes	School and Work Services
Hawkes Tours	891	Mickleover - John Port Academy	Yes	School and Work Services
Hawkes Tours	Spondon Matchday Shuttle	Spondon - Derwent Parade, Derby	Yes	Excursion and Tour
Hawkes Tours	Pride Park Matchday Shuttle	Morledge - DCFC ground	Yes	Excursion and Tour
High Peak Buses	030	Dove Holes (Brick row) to Buxton Community School	Yes	School and Work Services
High Peak Buses	4	Buxton (Sylvan Park) to Edensor (for Chatsworth House)	Yes	School and Work Services
High Peak Buses	440	Hangingbridge (Dove Garage) - Parkside Junior School, Ashbourne	Yes	School and Work Services
High Peak Buses	58	Macclesfield - Buxton - (Bakewell - Chatsworth)	No	
High Peak Buses	60 60A	Macclesfield - Rainow - Whaley Bridge - New Mills - Hayfield	No	
High Peak Buses	61	Buxton - New Mills - Glossop	No	
High Peak Buses	76 77	Buxton Town Service (Browndedge and Sherwood Road)	No	
High Peak Buses	113 114	Ashbourne to Derby or Belper via Hulland Ward	No	
High Peak Buses	185 186	Burlow - Harpur Hill - Buxton - Fairfield Estate	No	
High Peak Buses	190	Buxton - Peak Forest - Chapel - Chinley - Whaley Bridge	No	
High Peak Buses	199	Buxton - Chapel - Whaley Bridge - Stockport - M/c Airport	No	
High Peak Buses	389	New Mills Town Services	No	
High Peak Buses	390	Whitfield - Glossop - Old Glossop	No	
High Peak Buses	393	Padfield - Hadfield - Glossop - Shirebrook Park	No	

Operator	Service no.	Route description	Exempted	Reason
High Peak Buses	394	Glossop - Gamesley - Marple - Stepping Hill Hospital	No	
High Peak Buses	441	Ashbourne - Newhaven - Buxton	No	
High Peak Buses	442	Ashbourne - Hartington - Warslow - Longnor - Buxton	No	
High Peak Buses	TP	"Transpeak" Matlock - Bakewell - Buxton	No	
High Peak Buses	X99	Buxton - Hartington - Alton Towers	Yes	Infrequent Services
Hulleys	018	Wardlow, A623 opp Mires Cafe, W-bound - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Hulleys	025	Baslow, Hulleys Garage - Hope, Hope Valley College Bus Park	Yes	School and Work Services
Hulleys	048	Calver, Calver Sough Northbound - Hope, Hope Valley College Bus Park	Yes	School and Work Services
Hulleys	017	Stoney Middleton, The Avenue Adj Toll Bar - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Hulleys	X16	Matlock - Morrisons, Chesterfield	No	
Hulleys	X98	Sheffield - Mansfield (Ingoldmells Summer Excursion)	Yes	Infrequent Services
Hulleys	55 55A	Alfreton - Clay Cross - Wingerworth - Chesterfield	No	
Hulleys	63	Chesterfield - Clay Cross - Ashover - Matlock	No	
Hulleys	78	Hartington - Staveley - Chesterfield/Royal Hospital	No	
Hulleys	110 111	Ashbourne - Brassington - Carsington - Wirksworth - Matlock	No	
Hulleys	170 X70	Chesterfield - Baslow - Bakewell - Buxton	No	
Hulleys	171 172	Bakewell - Youlgreave - Stanton - Winster - Matlock	No	
Hulleys	173	Castleton - Tideswell - Litton - Monsal Head - Bakewell	No	
Hulleys	178	Bakewell - Shutts Lane - Over Haddon - Bakewell	No	
Hulleys	257	Bakewell - Eyam - Bamford - Sheffield	No	
Hulleys	170 X70	Chesterfield - Baslow - Bakewell - Buxton	No	
Hulleys	X71	Sheffield - Chesterfield - Bakewell - Hartington - Alton Towers	Yes	Infrequent Services
Hulleys	X98	Sheffield - Chesterfield - Ingoldmells	Yes	Infrequent Services
Hulleys / Stagecoach Yorkshire	84	Chesterfield - Brampton - Holymoorside	No	

Operator	Service no.	Route description	Exempted	Reason
Johnson Bros	10	Bolsover - West Notts College	Yes	School and Work Services
Johnson Bros	11	Tibshelf - West Notts College	Yes	School and Work Services
Johnson Bros	12	Shirebrook - West Notts College	Yes	School and Work Services
Johnson Bros	JBT1	Barlborough - Valley school - Worksop	Yes	School and Work Services
Kinchbus	SKY	"Skylink" Derby - Shardlow - EM Airport - Loughborough - Leicester	Yes	Cross-Boundary Services
Linburg	229	Church Broughton - John Port Academy, Etwall	Yes	School and Work Services
Linburg	111	Ilkeston - Friesland School	Yes	School and Work Services
Linburg	89	Chesterfield, Packers Row - Dronfield	Yes	School and Work Services
Linburg	222	West Park Sports Centre, Long Eaton - Friesland School	Yes	School and Work Services
Linburg	038	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Linburg	039	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Linburg	042	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Littles	282	Borrowwash to Spondon (West Park School)	Yes	School and Work Services
Littles	011	Stanley Darbyshire to Kirk Hallam Community College	Yes	School and Work Services
Littles	450	Ilkeston, Straws Bridge to John Flamstead School	Yes	School and Work Services
Littles	449	Cotmanhay to Kirk Hallam	Yes	School and Work Services
Littles	9 9A	Derby - Spondon - Ockbrook/Borrowwash circulars	No	

Operator	Service no.	Route description	Exempted	Reason
Littles	73	Derby - Aston-on-Trent - Weston-on-Trent	No	
Littles	140	Matlock - Crich - Alfreton	No	
Littles	141	Alfreton/Ripley - Nether Heage - Crich/Matlock	No	
Littles	142	Alfreton - Crich - Belper - Nether Heage	No	
Littles	143	Ripley - Ambergate - Belper	No	
Littles	144	Ripley - Ambergate - Crich	No	
Littles	147	Ripley - Marehay - Denby - Street Lane	No	
Littles	149	Alfreton - Mickley - Tibshelf - Hilcote - Sutton	No	
Littles	150	Matlock - Wessington - Alfreton - Clay Cross	No	
Midland Classic	X39	Nottingham Road, Derby to Centrum 100, Burton on Trent	Yes	School and Work Services
Midland Classic	X6	Derby to Edensor (for Chatsworth House)	Yes	Infrequent Services
Midland Classic	X6	Burton upon Trent, High Street to Derby	Yes	Infrequent Services
Midland Classic	009	Burton upon Trent to Ashbourne	Yes	School and Work Services
Midland Classic	125 126 127	Netherseal to William Allit School	Yes	School and Work Services
Midland Classic	213	Stanhope to Repton Primary School	Yes	School and Work Services
Midland Classic	4	Burton - Newhall - Swadlincote - Midway	No	
Midland Classic	8	Burton - Newhall - Swadlincote - Goseley	No	
Midland Classic	9	Burton - Swadlincote - Ashby - EM Airport	No	
Midland Classic	19	Burton - Swadlincote - Overseal - Ashby	No	
Midland Classic	21 21E	Swadlincote - Linton - Burton	No	
Midland Classic	22	Swadlincote - Coton - Rosliston - Walton - Burton	No	
Midland Classic	24	Swadlincote - Lower Midway	No	
Midland Classic	401	Burton - Tutbury - Hatton - Uttoxeter	No	
National Express	240	Heathrow Airport - Bradford	Yes	Coaches
National Express	311/351	Bradford - Bristol	Yes	Coaches
National Express	319	Bradford - Oxford	Yes	Coaches
National Express	320	Bradford - Cardiff	Yes	Coaches

<b>Operator</b>	<b>Service no.</b>	<b>Route description</b>	<b>Exempted</b>	<b>Reason</b>
National Express	321	Bradford - Aberdare	Yes	Coaches
National Express	324	Sheffield - Brixham	Yes	Coaches
National Express	350	Liverpool - Stansted Airport	Yes	Coaches
National Express	440/441	Derby - London	Yes	Coaches
National Express	465	Huddersfield - London	Yes	Coaches
National Express	560	Barnsley - London	Yes	Coaches
National Express	564	Halifax - London	Yes	Coaches
Notts & Derby	244	Alvaston Keldholme Lane to Saint Benedict Catholic School	Yes	School and Work Services
Notts & Derby	15	Derwent Street, Derby to Derby, Pride Park Stadium	Yes	Excursion and Tour
Notts & Derby	DP1	Derby to Donington Park	Yes	Excursion and Tour
Notts & Derby	238	Sinfin to St Benedicts via Dairyhouse Rd	Yes	School and Work Services
Notts & Derby	239	City centre to St Benedicts via Normanton	Yes	School and Work Services
Notts & Derby	240	Alvaston, Blue Peter to Darley Abbey, Broadway Hotel	Yes	School and Work Services
Notts & Derby	222	Wilsthorne Road, Long Eaton to Friesland School, Sandiacre	Yes	School and Work Services
Notts & Derby	261	Chellaston, Glenwood Road to Saint Benedicts School	Yes	School and Work Services
Notts & Derby	111	Derby Road, Ilkeston to Friesland School, Sandiacre	Yes	School and Work Services
Notts & Derby	2	Nottingham Road/ St Marks Road to Ashbourne, Moy Park Factory	Yes	School and Work Services
Notts & Derby	DP2	East Midlands Parkway Station to Donington Park	Yes	Excursion and Tour
Notts & Derby	302	Chaddesden - Darley Abbey	Yes	School and Work Services
Notts & Derby	403	Hilton to Broadway, Darley Abbey	Yes	School and Work Services
Notts & Derby	433	Derby, Browning Street to Saint Benedicts Catholic School	Yes	School and Work Services
Notts & Derby	234	The Hollow Littleover to Saint Benedicts Catholic School	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Notts & Derby	255	Aston on Trent to Saint Benedicts Catholic School	Yes	School and Work Services
Notts & Derby	59 59A	Derby - Smalley - Stanley Common - Ilkeston - Shipley View	No	
Notts & Derby	70	Derby - Allenton - Chellaston - Barrow-on-Trent	No	
Notts & Derby	71 72	Derby - Holbrook - Belper (Town Service)	No	
Notts & Derby	137 138	Belper - Holbrook Moor - Kilburn - Heanor - Langley	No	
Notts & Derby	X52	Nottingham - Derby - Ashbourne - Alton Towers	Yes	Infrequent Services
Powells Bus Company	128	Westthorpe, Westthorpe Road adj West End Hotel - Eckington, School Bus Park	Yes	School and Work Services
Powells Bus Company	129	Westthorpe, Westthorpe Road adj West End Hotel - Eckington, School Bus Park	Yes	School and Work Services
Powells Bus Company	138	Killamarsh, Bridge Street SE-bound adj Parkside Centre - Eckington, School Bus Park	Yes	School and Work Services
South Pennine CT	351	Glossop - Woodhead - Holmfirth	Yes	Cross-Boundary Services
Stagecoach East Midlands	1	Alfreton - Newton - Tibshelf - Sutton - Mansfield	No	
Stagecoach East Midlands	12 12B	Shirebrook - Warsop - Mansfield	No	
Stagecoach East Midlands	23 23A 23B	Langwith - Shirebrook - Pleasley - Mansfield	No	
Stagecoach East Midlands	53 53A	Sheffield - Eckington - Clowne - Bolsover - Mansfield	No	
Stagecoach East Midlands	148	Codnor - Ripley - Alfreton	No	
Stagecoach East Midlands	151	Alfreton - Outseats & Peasehill Estates	No	
Stagecoach East Midlands	152 153	Alfreton - Sleetmoor Lane - Somercotes - Lower Birchwood	No	
Stagecoach East Midlands	209	Worksop - Norton - Langwith - Warsop - Edwinstowe	Yes	Cross-Boundary Services
Stagecoach East Midlands	231	Alfreton - South Normanton - Pinxton	No	
Stagecoach East Midlands	PRO	"Pronto" Chesterfield - Glapwell - Mansfield - Nottingham	No	
Stagecoach Manchester	219	Manchester - Ashton - Stalybridge - Glossop	No	
Stagecoach Manchester	237	Glossop - Hadfield - Stalybridge - Ashton	No	

Operator	Service no.	Route description	Exempted	Reason
Stagecoach Manchester	358 360	Hayfield - New Mills - Marple - Stockport	No	
Stagecoach Yorkshire	130	High Lane to Eckington School	Yes	School and Work Services
Stagecoach Yorkshire	169	Elton to Highfields School	Yes	School and Work Services
Stagecoach Yorkshire	470	Winster to Highfields School	Yes	School and Work Services
Stagecoach Yorkshire	1 1A	Newbold - Chesterfield - Duckmanton - Bolsover - Hillstown - Langwith	No	
Stagecoach Yorkshire	2 2A	Loundsley Green - Chesterfield - Walton	No	
Stagecoach Yorkshire	2B	Yew Tree - Walton - Chesterfield	No	
Stagecoach Yorkshire	5	Chesterfield - Newbold circular	No	
Stagecoach Yorkshire	25 25A	New Whittington - Chesterfield	No	
Stagecoach Yorkshire	26 26A	Crystal Peaks - Killamarsh - Kiveton Park	Yes	Adjacent LTA funded
Stagecoach Yorkshire	39	Grangewood Farm - Chesterfield - Holme Hall - Brushfield	No	
Stagecoach Yorkshire	43	Chesterfield - Dronfield Woodhouse - Sheffield	No	
Stagecoach Yorkshire	44	Chesterfield - Dronfield - Coal Aston - Sheffield	No	
Stagecoach Yorkshire	50 50A	Chesterfield - Eckington - Sheffield	No	
Stagecoach Yorkshire	51 51A	Chesterfield - Clay Cross - Danesmoor	No	
Stagecoach Yorkshire	54 54A	Chesterfield - North Wingfield - Clay Cross	No	
Stagecoach Yorkshire	56 56A	Alfreton / EMDO - Tibshelf - Pilsley - Chesterfield	No	
Stagecoach Yorkshire	65 65A 66	Buxton - Tideswell - Eyam - Sheffield - Meadowhall - Tideswell - Eyam - Chesterfield	No	
Stagecoach Yorkshire	73 74	Clowne - Renishaw - Eckington/Killamarsh - Crystal Peaks	No	
Stagecoach Yorkshire	74 74A	Chesterfield - Inkersall - Staveley - Duckmanton/Mastin Moor	No	
Stagecoach Yorkshire	75	Clowne town service	No	
Stagecoach Yorkshire	80 80A	Chesterfield - Brimington - Killamarsh - Sheffield	No	
Stagecoach Yorkshire	90	Yew Tree - Chesterfield - Barrow Hill - Staveley ( - Duckmanton)	No	
Stagecoach Yorkshire	216	Matlock - Starkholmes - Cromford - Bonsall	No	

Operator	Service no.	Route description	Exempted	Reason
Stagecoach Yorkshire	217	Matlock - (Hackney) - Rowsley - Chatsworth	No	
Stagecoach Yorkshire	H1	"Hope Valley Explorer" (Chesterfield) - Derwent Dams - Castleton - Blue John Cavern	Yes	Infrequent Services
Stagecoach Yorkshire	M1	Matlock - Asker Lane - Cavendish Park	No	
Stagecoach Yorkshire	M4	Matlock - Hurst Farm Estate	No	
Stagecoach Yorkshire	X17	Matlock - Chesterfield - Sheffield - Meadowhall - Barnsley	No	
Stagecoach East Midlands / Yorkshire	77 77A	Chesterfield - Staveley - Clowne - Worksop	No	
Stott's	341	Glossop - Gamesley - Broadbottom - Hattersley - Hyde	Yes	Adjacent LTA funded
TM Travel	508	Mastin Moor - Springwell School	Yes	School and Work Services
TM Travel	510	Brimington - Springwell School	Yes	School and Work Services
TM Travel	511	Brimington - Springwell School	Yes	School and Work Services
TM Travel	512	Chesterfield - Springwell school	Yes	School and Work Services
TM Travel	513	Brimington - Springwell School	Yes	School and Work Services
TM Travel	583	Long Duckmanton - Bolsover School	Yes	School and Work Services
TM Travel	710	Mastin Moor to Springwell School	Yes	School and Work Services
TM Travel	15	Chesterfield/Marsh Lane - Apperknowle - Dronfield	No	
TM Travel	16	Broomfield - Chesterfield - Barlow - Holmesfield - Dronfield	No	
TM Travel	48	Brampton - Chesterfield - Spital - Sutton Scarsdale - Clay Cross	No	
TM Travel	49	Clay Cross - Holmewood - Glapwell - Bolsover	No	
TM Travel	81	Bolsover - Staveley - Markham Vale	No	
TM Travel	218	Bakewell - Chatsworth - Totley - Sheffield	No	
TM Travel	252	Sheffield - Crystal Peaks - Eckington - Sheffield	No	
TM Travel	X30	Harthill - Killamarsh - Sheffield - Royal Hallamshire Hospital	No	

Operator	Service no.	Route description	Exempted	Reason
Trent Barton	1A	Ripley - Waingroves - Heanor - Aldercar	No	
Trent Barton	6.0 6.1	Derby - Belper - Wirksworth - Matlock - Ripley - Bakewell	No	
Trent Barton	6.2 6.3 6E 6N	Derby - Duffield - Belper - Heage - Ripley	No	
Trent Barton	6.4 6X	Derby - Duffield - Belper - Belper Estates	No	
Trent Barton	9.1 9.3	Derby - Ripley - Alfreton - Kirkby - Sutton - Mansfield	No	
Trent Barton	15	Ilkeston - Sandiacre - Long Eaton - Sawley - EM Airport	No	
Trent Barton	20	Heanor - Ilkeston - Kirk Hallam - Beeston - Nottingham	No	
Trent Barton	21	Heanor - Ilkeston - Kirk Hallam - Trowell - Nottingham	No	
Trent Barton	27	Larklands - Ilkeston - Awwsworth - Kimberley - Swingate	No	
Trent Barton	90	Ripley - Leabrooks - Kirkby - Sutton	No	
Trent Barton	AMB	"Amberline" Derby - Kilburn - Heanor - Eastwood - Hucknall	No	
Trent Barton	BC	"Black Cat" Derby - West Hallam - Ilkeston - Heanor - Mansfield	No	
Trent Barton	CMT	"Comet" Chesterfield - Alfreton - Ripley - Derby	No	
Trent Barton	H1	Derby - Smalley - Heanor - Leabrooks - Alfreton	No	
Trent Barton	i4	Derby - Borrowash - Sandiacre - Nottingham	No	
Trent Barton	IF	"Ilkeston Flyer" Derby - Spondon - Kirk Hallam - Ilkeston - Cotmanhay	No	
Trent Barton	IGO	"Indigo" Derby - Draycott - Long Eaton - Nottingham	No	
Trent Barton	R1	"Rainbow One" Alfreton - Eastwood - Nottingham	No	
Trent Barton	R1	"Rainbow One" Ripley - Heanor - Alfreton - Eastwood - Nottingham	No	
Trent Barton	RA	"Red Arrow" Derby - Nottingham	Yes	Cross-Boundary Services
Trent Barton	SKY-N	"Skylink Nottingham" Nottm. - Long Eaton - EM Airport - Loughboro'/Coalville	No	
Trent Barton	SWI	"Swift" Derby - Brailsford - Ashbourne - Mayfield - Uttoxeter	No	
Trent Barton	TWO	"The Two" Cotmanhay Farm - Ilkeston - Nottingham	No	
Trent Barton	V1	"Villager" Derby - Etwall - Hilton - Tutbury - Burton	No	

<b>Operator</b>	<b>Service no.</b>	<b>Route description</b>	<b>Exempted</b>	<b>Reason</b>
Trent Barton	V3	Derby - Repton - Willington - Burton	No	
Trent Barton/Arriva Midlands	X38	Derby - Burton	Yes	Cross- Boundary Services

## Schedule B:

### Competition Test

**Note the following Competition Test does not form part of the Enhanced Partnership Scheme, it is included for transparency and may need to be revisited aligned to any future variations, however it does not form part of this Enhanced Partnership and can only be varied by Derbyshire County Council who can vary this at any time.**

#### COMPETITION TEST

SCP on behalf of Derbyshire County Council has undertaken an assessment of the impacts of the EP Plan and Scheme to be Made to come into effect on 31 March 2022 on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000.

The Competition and Markets Authority has also been consulted on the proposals as required

The legislative test, as it applies to Enhanced Partnerships and Ticketing Schemes says (in Part 1 of Schedule 10 Clause 2):

- (1) For the purposes of this Part of this Schedule the exercise or proposed exercise of a function to which this Part of this Schedule applies meets the competition test unless it —
  - (a) has or is likely to have a significantly adverse effect on competition, and*
  - (b) is not justified by sub-paragraph (2).**
- (2) The exercise or proposed exercise of a function is justified if —
  - (a) it is with a view to achieving one or more of the purposes specified in sub-paragraph (3), and*
  - (b) its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes.**
- (3) The purposes referred to in sub-paragraph (2) are —
  - (a) securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services,*
  - (b) securing other improvements in local services of benefit to users of local services, and*
  - (c) reducing or limiting traffic congestion, noise or air pollution.”**

The following sections break down the test into the above 3 component parts. Firstly, exploring what is the impact on competition. Secondly is it justified by Step 2.

#### **Stage 1 – Does the EPS have a potential impact on competition?**

The Council considers that EPS has a potential influence on Competition in the following ways, in reaching these conclusions it has considered the effect on existing operators and potential new operators joining the market. The rationale for each intervention flow from the Bus Service Improvement Plan, and are being brought forward through the Enhanced Partnership Scheme (EPS):

- The EPS seeks to coordinate the dates on which service timetables change (other than short notice temporary changes for example due to road works, staff shortages and the like). The Council are seeking to limit changes to bring stability to the local bus market, better allow the public to predict the dates services might change, ensure that information in circulation is more accurate. Standard change dates should also reduce the cost of publishing new user information.

Does this have a potential impact on competition – **potentially**.

Why might it impact on competition? – limiting the dates of service changes can delay an operators ability to respond swiftly to other operator network changes.
- Vehicle standards this covers engine emission standards, provision of CCTV and the fitting of automatic vehicle location technology.

The Council seeks to reduce harmful emissions and move towards a non-fossil fuel fleet, CCTV is required to reassure passengers about the safety of using the bus and reduce crime and incidents that might cause buses to be taken out of operation.

Does this have a potential impact on competition – **potentially**

Why might it impact on competition? – the specification of the bus to a high standard may be a barrier to entry to the market for new operators.
- A multi-operator ticketing scheme already exists across Derbyshire, this covers both buses and trains. This scheme is being extended to offer a bus only product too. The price of the ticket is to be at a level no greater than operator own tickets for travel in (broadly) the same geographic area. The product price shall only increase annually.

The Council feel this will offer passengers a better value product for those not wishing to also travel by train.

Does this have a potential impact on competition – **potentially**

Why might it impact on competition? – the setting of multi-operator fares would set a ceiling price for operators own fares.
- Where two or more operators share corridors in excess of 2 miles, and at a combined frequency of 4 buses or more (weekday daytime) they shall accept other operators ticket on the shared section of the route. The Council has further work to do to define these corridors and put in place the necessary Qualifying Agreement.

The Council believes this will allow passengers to treat these corridors as being served by one operator and avoid delay to return leg of journeys.

Does this have a potential impact on competition – **potentially**

Why might it impact on competition? – inter-available ticketing may favour one operator above another.

## **Stage 2 – Does each intervention proposed contribute towards the specified purposes?**

The interventions are justified if they support delivery of one or more of the objectives set out in paragraph 3 Part 1 of Schedule 10 Clause 2(3), above, but repeated below for clarity:

- securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services,
- securing other improvements in local services of benefit to users of local services, and
- reducing or limiting traffic congestion, noise or air pollution.

- The EPS seeks to coordinate the dates on which service timetables change.  
The limitation on service change dates brings stability to the local bus market and predictability by allowing users to better understand the bus offer and plan journeys, it also limits the number of changes across the year so passenger information is cheaper to produce and has a longer shelf life **it achieves purpose #b**
- Vehicle standards this covers engine emission standards, provision of CCTV and the fitting of automatic vehicle location technology.  
Fleet investment will reduce harmful emissions from buses, reassure bus users that buses are safe to use and will reduce incidents and issues which might delay or cause buses to be cancelled. **It achieves purposes #a, b and c**
- A multi-operator ticketing scheme already exists across Derbyshire, this covers both buses and trains. This scheme is being extended to offer a bus only product too.  
Bus only tickets will not set fares but will introduce a level of fare capping, without removing the operators ability to offer discounted fares in competition, **it achieves purpose #b**
- Where two or more operators share corridors in excess of 2 miles, and at a combined frequency of 4 buses or more (weekday daytime) they shall accept other operators ticket on the shared section of the route.  
Multi operator Inter-available Ticketing (MIT) allows users to travel out on one bus, and make a return trip on another operators bus without being forced to buy more costly single products or unnecessarily waiting at a stop for a particular companies bus, **it achieves purpose #b.**

The Council believes that in all four areas the Stage 2 test is met, as each intervention addresses one or more of the specified purposes.

### **Stage 3 – Is the adverse effect on competition proportionate?**

This stage considers whether the effect of each intervention (singularly and collectively) on competition is proportionate.

- The EPS seeks to coordinate the dates on which service timetables change.  
If no restrictions were in place changes could take place on numerous dates throughout the year and as such this makes communicating the network harder for partners and passengers who will not know when to expect change. Information will be out of date sooner.  
The impact on competition is to slow the ability of an operator to respond to a new operator or frequency increases from an existing operator on a shared route. Currently operators have to provide 70 days' notice, the restriction to limit changes to 4 times a year (average 91 days) will increase the time to respond from 70 to 90 days. This is assessed as very minor impact on competition, especially when the evidence to date is that there has been little or no route competition in the area over the last decade.  
**The impact is assessed as proportionate.**
- Vehicle standards this covers engine emission standards, provision of CCTV and the fitting of automatic vehicle location (AVL) technology.  
Buses are already required by legislation to be fitted with AVL, therefore this is discounted. The majority of buses are already fitted with CCTV, and where not this can be retrofitted at modest cost. By putting operators on notice that they have up to 8 years to purchase Euro 6 buses is considered proportionate, and by that date such buses are likely to be available at modest (half-

life) cost. Retrofit technology is also accepted, which means a more affordable solution is available to smaller operators. This is not seen as a barrier to entry for a new operator who should be able to access buses of the required standard.

Without the EP automatic vehicle location technology is still required by law but emissions may not be reduced and Derbyshire may be vulnerable to larger operators swapping out newer buses for other areas. CCTV is already fitted on most buses in Derbyshire, and can be affordably making retrofitted, so is not seen as a barrier to entry.

**The impact is assessed as proportionate**

- A multi-operator ticketing scheme already exists across Derbyshire, this covers both buses and trains. This scheme is being extended to offer a bus only product too. The principle already exists, and this is simply bringing in a bus only product to an established range, the cost does not stop operators competing on fares locally or on corridors, only that the multi-operator product is priced no more than the equivalent operator ticket for area travel. It will also increase in line with commercial fares. In the absence of a bus only multi-operator product, passengers have to purchase the bus and rail ticket, the bus only ticket would allow all of the income to go to the bus operators and potentially increase their income, as rail operators will not take a cut of tickets purchased by passengers who make trips with more than one operator

**The impact is assessed as proportionate**

- Where two or more operators share corridors in excess of 2 miles, and at a combined frequency of 4 buses or more (weekday daytime) they shall accept other operators ticket on the shared section of the route. The Multi operator Inter-available Ticketing (MIT), will require a further Competition Test at the stage it is introduced, depending on whether there is a revenue share or revenue "lies as it falls" reimbursement basis. This is not a barrier to market entry provided that the MIT allows other qualifying operators to join in the MIT. In terms of existing services, the acceptance of other ~~operators~~ operators' tickets does not set the fare to be charged, if this operates on a revenue lies as it falls basis. If operators distribute income as a proportion of passengers carried, this may result on common fares but would not stop operators competing on service frequency or quality. **The impact is assessed as proportionate. However, a detailed assessment of the impacts on competition will need to be undertaken as each corridor scheme comes forward.**

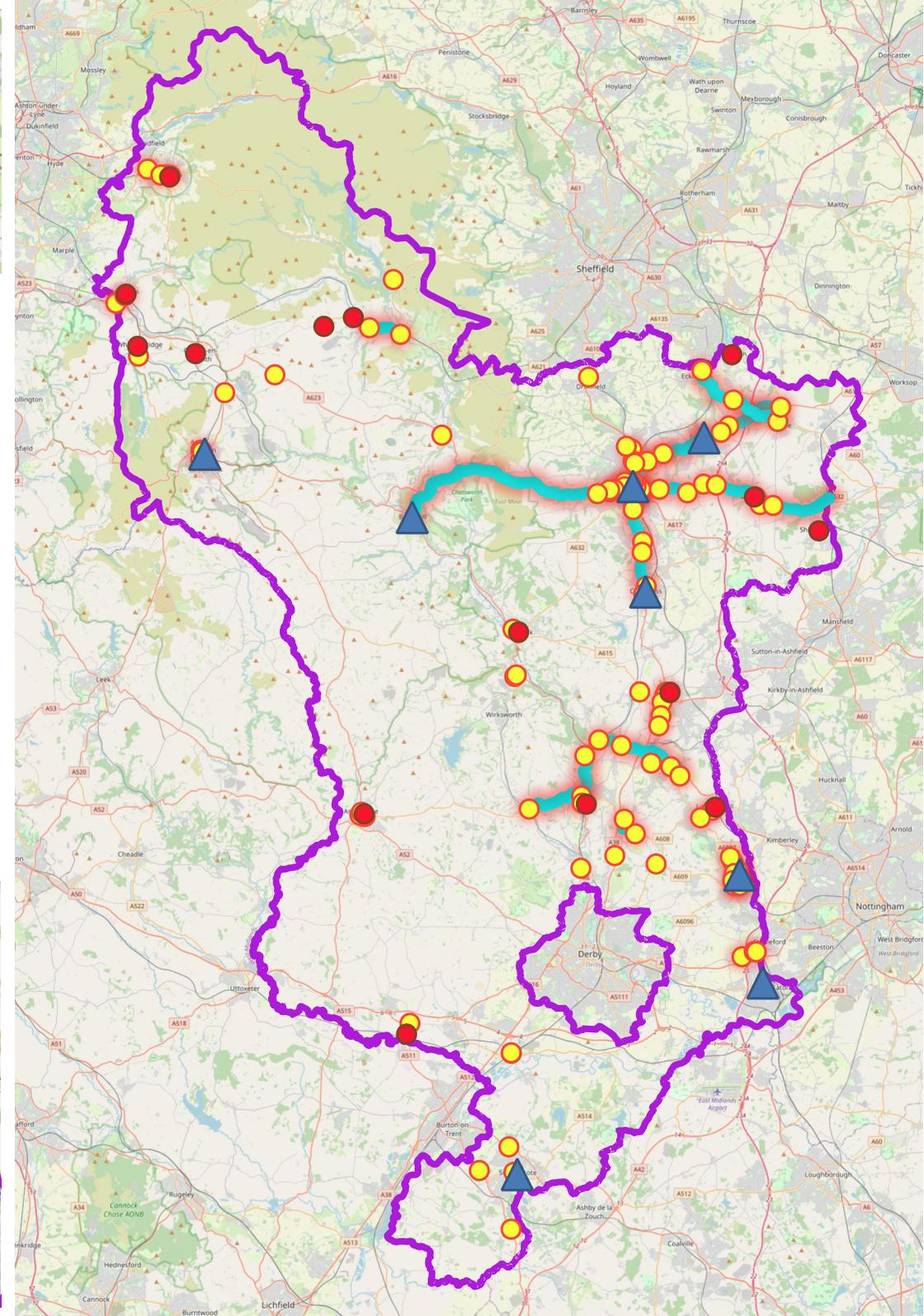
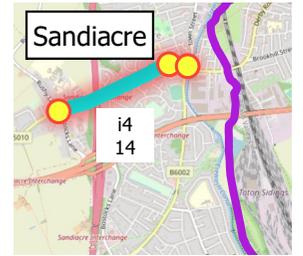
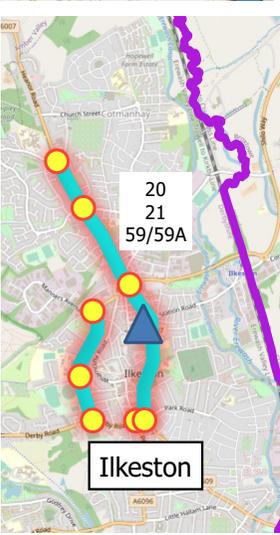
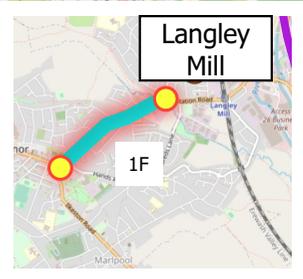
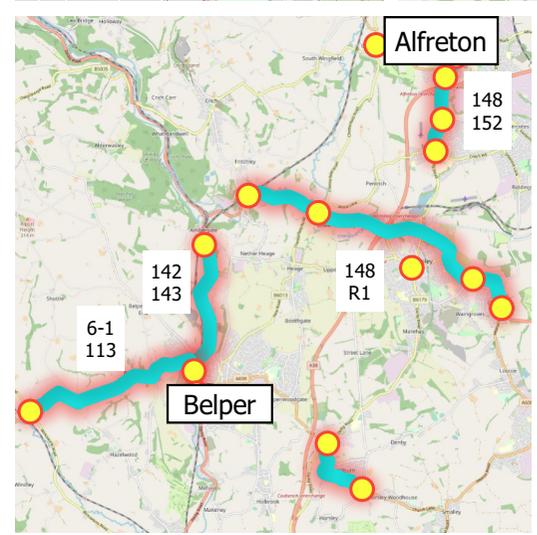
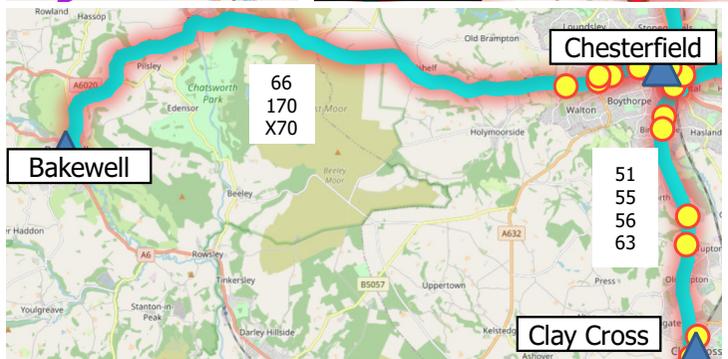
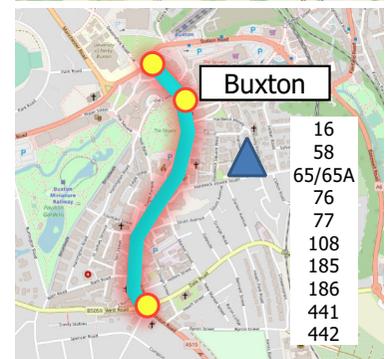
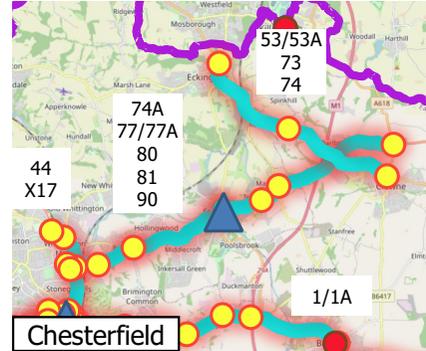
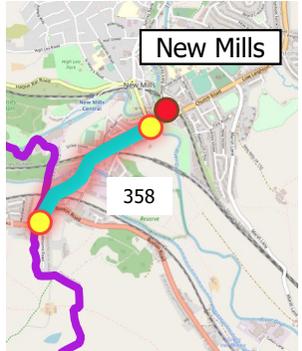
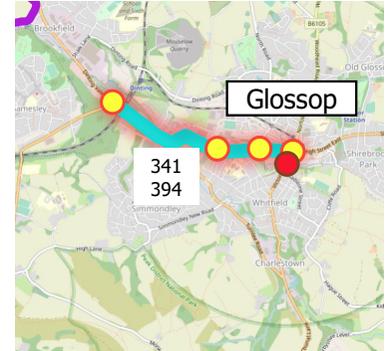
**Schedule C:**

**Plan illustrating hub locations, corridor and signal improvements**

# Derbyshire EPS Bus Corridor Improvement Schemes

-  Derbyshire Boundary
-  Town Centre - Hubs and Signals
-  Other Hubs
-  Signals Junctions
-  Improvement Corridors

**N.B.**  
Bus services as at Jan 2022



## Schedule D:

### Measures, baseline data and targets

<u>Measure</u>	<u>Source frequency of provision</u>	<u>Type of measure and frequency of reporting</u>	<u>Definition</u>	<u>Baseline (to be developed post network review and Dft BSIP £ decision)</u>	<u>Targets 2025 &amp; 2030</u>
<p><b><u>Patronage on all services operating within Derbyshire split by</u></b></p> <ul style="list-style-type: none"> <li>○ <b><u>Full fare payer</u></b></li> <li>○ <b><u>Discounted young person/scholar</u></b></li> <li>○ <b><u>ENCTS</u></b></li> <li>○ <b><u>Peak time (weekday 0700-0930 &amp; 1500-1800)</u></b></li> <li>○ <b><u>Off peak daytime (0930-1500)</u></b></li> <li>○ <b><u>Weekend (Saturday &amp; Sunday split)</u></b></li> <li>○ <b><u>Evening (weekday post 1800)</u></b></li> </ul>	Operators 4-weekly or monthly as operators own recording	Reported to WSG every 6 months, as a rolling annual average, with data for all operators combined	<p>Total patronage of all services operating within Derbyshire EP area, including trips made across the DCC boarder (whole service patronage). Segmented as described. provided by each operator based on 4-weekly or monthly data to DCC for DCC to combine and to report on an all-operator basis.</p> <p>Period products to be converted to trips based on each operators own internal processes, if these processes change an adjustment to data may be required to allow consistent trend reporting.</p>	<ul style="list-style-type: none"> <li>• <u>21.3m all services 2019/20</u></li> <li>• <u>7.5m ENCTS trips all services 2019/20</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>TBC</u></li> </ul>
<p><b><u>Action on customer complaints</u></b></p> <p><b><u>Complaints are defines as dissatisfaction with the services offer and/or claims for compensation under the passenger charter.</u></b></p>	DCC and operators  Annual	Reported annually in summary to WSG	This is a summary of complaints with the focus being on the actions taken to positively respond to. Provided by each partner for the previous calendar year, for DCC to summarise.	<ul style="list-style-type: none"> <li>• <u>N/A</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Contextual indicator. No target set.</u></li> </ul>
<b><u>Punctuality (% within Traffic Commissioner</u></b>	Operators	Reported to WSG every 6	"services" is as defined above.	<ul style="list-style-type: none"> <li>• <u>TBC</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>TBC</u></li> </ul>

<u>tolerances) overall on services by operator</u>	<u>4-weekly or monthly</u>	<u>months, as a rolling annual average, with data for all operators combined</u>			
<b><u>Volume of registered bus miles</u></b>  <b><u>And</u></b>  <b><u>Percentage of miles operated services by operator against registered miles</u></b>	<u>Operators Registered miles 6 monthly</u>  <u>Miles operated 4-weekly or monthly</u>	<u>Both reported to WSG every 6 months</u>  <u>Volume as a rolling 6 monthly figure</u>  <u>And miles operated as 6 month average, by operator</u>	<u>"services" is as defined above.</u>  <u>This is a measure of miles registered to be operated and lost miles.</u>	<u>• TBC</u>	<u>• TBC</u>
<b><u>Delay to buses due to road works</u></b>	<u>DCC monthly</u>	<u>Reported to WSG every 6 months, as a rolling annual average</u>	<u>Reduction in the time buses are delayed at roadworks where temporary traffic signals are installed.</u>	<u>• Baseline to be established using ABOD data.</u>	<u>• TBC</u>
<b><u>Bus fleet used on "qualifying local services" (Euro engine/CCTV/AIL/ audio/visual)</u></b>	<u>Operators annually</u>	<u>Reported to WSG annually</u>	<u>Bus fleet data as STATS 100 form</u>	<u>• TBC</u>	<u>• TBC</u>
<b><u>Bus stops fitted with Realtime displays (Patrick to review description)</u></b>	<u>DCC annually</u>	<u>Annual to WSG</u>	<u>Quantity count only within DCC area</u>	<u>• TBC</u>	<u>• TBC</u>
<b><u>Bus stops fitted with Timetable cases (Patrick to review description)</u></b>	<u>DCC annually</u>	<u>Annual to WSG</u>	<u>Quantity count only within DCC area</u>	<u>• TBC</u>	<u>• TBC</u>
<b><u>Parking tickets issued on primary bus corridors (Patrick to review)</u></b>	<u>DCC monthly</u>	<u>Reported to WSG every 6 months</u>	<u>Number of fines issued by DCC civil enforcement</u>	<u>• TBC</u>	<u>• Contextual no target</u>

<b><u>Car park cost (2 hours) by town centre</u></b> <b><u>Car park numbers by town centre</u></b>	<u>DCC annual</u>  <u>DCC annual</u>	<u>Reported to WSG annually</u>	<u>Off-street car park space nos. and cost for 2 hours parking in public car parks over 20 spaces</u>	• <u>TBC</u>  • <u>TBC</u>	• <u>Contextual no target</u> • <u>Contextual no target</u>
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