

Improving Derbyshire's Bus Network Bus Service Improvement Plan Update

February 2024

Bus market in Derbyshire pre-pandemic

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

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

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

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

National Bus Strategy

National Bus Strategy published March 2021

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

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

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



Bus Service Improvement Plan

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

Bus Service Improvement Plan

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

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

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

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

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

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

Funding was released in
Nov 2022 to DCC

What funding can be spent on

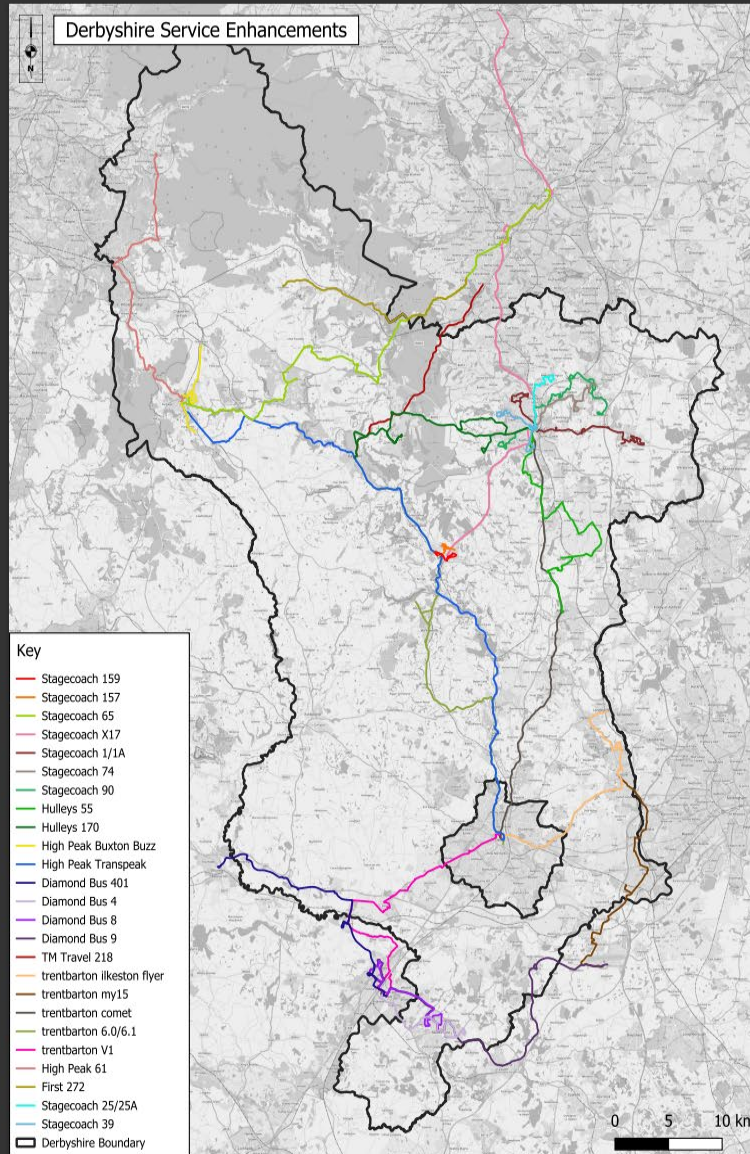
DfT have made clear £47m funding provided must be spent as follows -

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

Work started in last year

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

Examples improved Services





Examples RTI signs installed in

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



Service Enhancements promotions



Travel Derbyshire Branding



Bus Champions



Further Details

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[Public transport - Derbyshire County Council](#)

Thank you for listening

