

Enhanced Partnership Scheme

Derbyshire County Council and Partners



Funded by
UK Government

September 2025



Travel
Derbyshire

Part 2 – EP Scheme

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 – 29.03.22	DY	Amends prior to final approval
24.05.22 – 07.10.22	DY / LC	Amends from final approval to October vote
31.01.23	LC	Annual Update
24.10.23	LC	October Refresh
February 2024	KM	Additional appendices detailing schemes included
September 2025	LC	2025 Review, updated to reflect latest BSIP programme

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, the £51.5m allocated over 4 years by the Department for Transport (DfT) through BSIP and the £7.75m in capital allocated via East Midlands Combined County Authority (EMCCA) through the Bus Grant for 2025/26.



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 Bus 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 September 2025. 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 29th March 2022 and came into effect on the 31 March 2022, with subsequent milestone dates by which certain facilities and measures and Bus Operator obligations will be introduced. These are set out in the following two sections.

The Enhanced Partnership Plan and Scheme both came 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. The intention from the BSIP is to maintain this or a new EP for at least 10 years. The decision to extend or replace this EPS will be influenced by the return on the investment made by partners, the positive impact this has on patronage and whether there is additional investment funding that might lead to a further wave of interventions that needs to be bound into this (or a new) Enhanced Partnership Scheme. 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 four years and wider external circumstances.

The Council confirms that it has provided the required notice under S138F (1) providing the full details of the scheme to the parties directly affected by this Plan and Scheme. Derbyshire County Council gave approval and issued notice to proceed with the development of an Enhanced Partnership on 17 June 2021 and issued the notice of the preparation of an Enhanced Partnership Plan and Scheme preparation to Bus Operators on the 23 December 2021.

This EPS was last amended through the Bespoke Variation Process in September 2025. The next review of the EPP and EPS will be required in coordination with the East Midlands Combined County Authority (EMCCA), as local transport authority responsibilities transition from Derbyshire County Council to EMCCA in the near future.

Exempted Services

This Enhanced Partnership Scheme covers all registered Local Bus Services with one 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 under the provisions of Sections 89-91 of the Transport Act 1985, 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.

Any services procured after the making of the Enhanced Partnership Scheme must comply with these requirements, and this will be a condition of contract.

A list of qualifying local bus services is maintained by the Council and is available upon request.

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

Measure/Facility/location	Measures	Responsibility
<p>'Contraflow' Bus Lanes:</p> <ul style="list-style-type: none"> • Chesterfield, Beetwell Street from Hipper Street eastbound. Enables access to St Mary's Gate. • Chesterfield, Knifesmithgate. Full length westbound. Continues in to Rose Hill Bus Lane, q.v. • Chesterfield, Rose Hill from Glumangate to Rose Hill East. Continuation of Knifesmithgate Bus Lane, q.v. • St Augustines, St Augustines Avenue from Bacons Lane to St Augustines Road northbound. Not currently used by any local bus service. • Ilkeston, South Street from Coronation Street northbound. Enables access to Wharncliffe Road (Market Place) northbound bus stops. • Ilkeston, Albert Street. Full length northbound, Enables access to Wharncliffe Road (Market Place) eastbound and southbound bus stops. 	Retention of the contraflow bus lanes, maintenance and vehicle enforcement.	Derbyshire County Council
<p>Bus Gates:</p> <ul style="list-style-type: none"> • Chesterfield, Holywell Street at Saltergate / Cavendish Street junction. Enables access to Cavendish Street. • Chesterfield, Church Way from Church Lane northbound to Burlington Street. Enables access to Stephenson Place / Cavendish Street / Knifesmithgate. • Tupton, Brimington Road at Rother Way junction. Enables eastbound buses to right turn on to Chesterfield Road (A619) – all other traffic compulsory left turn here. • Loundsley Green, Bus Link Road. Allows buses through from Cheedale Close to Green Farm Close (across Loundsley Green Road). Operates both ways. 	Retention of the bus gates, maintenance and vehicle enforcement.	Derbyshire County Council

Measure/Facility/location	Measures	Responsibility
<ul style="list-style-type: none"> Chesterfield, Park Road at Markham Road (A619) junction, northside. Allows access for buses to / from New Beetwell Street. Operates both ways. 		
415 Realtime Information displays as of August 2025	Maintain at-stop Realtime information displays	Derbyshire County Council
Bus Service financial support	Continue to support services at the current levels (or as varied through the Bus Network Review), 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
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
Roadwork management	To report roadworks email highway.permits@derbyshire.gov.uk	Derbyshire County Council
Travel Derbyshire Brand	Maintain and promote	Derbyshire County Council working with Bus Operators
Bus Passenger Charter	Ongoing maintenance and updating as appropriate Cost – £2k per annum	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**, the development of schemes will involve bus operators as each work package impacts on individual operators' services, and similarly local communities and bus users.

Table 3.2 – Additionally Approved Facilities and Measures (to be read alongside BSIP)

Facility/location	Measures/interventions and status	Responsibility and delivery date and progress
Enhanced service provision	<p>1. Deliver information and other bus stop improvements.</p> <ul style="list-style-type: none"> • Extension of Realtime Information • Bus stop upgrades and accessibility improvements • Deliver Holistic Public Transport Hub and bus stop improvements at key locations agreed as part of the Hub Prioritisation study, and also linked to hubs arising from the Bus Network Review. <p>See Schedule B for plan of potential hub locations.</p>	<p>Derbyshire County Council in consultation with Bus Operators</p> <p>Cost £4,725k for bus stop Hubs improvements, including infrastructure investment, accessibility improvements and key stops/hubs in 2025/26.</p> <p>Cost £2,000k for RTI in 2025/26.</p> <p>For delivery by 31 March 2026</p>
	<p>2. Maintain the current DRT pilot service to better connect rural communities into Transport Hubs, with extended hours of operation and a modern booking system. This is expected to positively impact on patronage and reduce social exclusion, based on the "Demand for Public Transport Practical Guide".</p>	<p>Derbyshire County Council in consultation with Bus Operators, informed by the Bus Network Review and also the Countywide Transport Hub study completed in December 2021.</p> <p>Cost £4,340k to include the provision of new bus services and associated infrastructure at a number of locations in the County.</p> <p>Procurement for new DRT services was undertaken in June 2023 with a new pilot service introduced in February 2024.</p>
	<p>3. Supporting Service Levels and improving key locations, linked to the Bus Network Review, with a focus on access to jobs and the visitor economy.</p> <p>Led by the Bus Network Review, the funding will be used for new and improved services to provide better access to jobs, the National Park and essential services. This will contribute to a growth in bus trips.</p> <p>The Peak District National Park is a very important attractor, but the Measures also</p>	<p>Derbyshire County Council</p> <p>Cost £8,065k</p> <p>March 2023 to March 2026</p>

Facility/location	Measures/interventions and status	Responsibility and delivery date and progress
	include serving employment areas, schools, hospitals and similar establishments. The study associated with the Transport Hubs referred to above will incorporate the needs of Key Attractors and be supplemented by DRT as a means of connecting people, residents and visitors, to places.	
Bus Priority See Schedule B for plan	4. Fully roll out UTC SCOOT priority for buses across Derbyshire <ul style="list-style-type: none"> All signal controlled junctions to have bus priority detection added within the UTC area, but to include junctions operated under MOVA and VA modes of control in other locations 	Derbyshire County Council All existing junctions (on a bus route, as of April 2025) fitted and operational in a phased roll-out completed on site by 31 March 2026. 112 out of 122 junctions operating with priority for late running buses as of March 2025. Cost £2,279k in 2025/26
	5. To improve the experience of bus passengers and tackle known barriers to reliable travel, the Council and operators work together to identify and address "pinch points", these are locations where congestion, safety issues, or poor infrastructure hindered bus movement or accessibility. The Council adopted a corridor-based approach to identify and prioritise improvements. This work built on priorities set out in the original 2021 BSIP. The latest list of schemes are included within Appendix 2.	Derbyshire County Council in consultation with Bus Operators, and where relevant adjoining Authorities. Continuous pinch point and infrastructure improvements through to 31 March 2026 Cost £12,341k for 2025/26
	6. Roll out of the One Network Route Manager module to facilitate communication between Derbyshire County Council teams and bus operators. The software will allow all parties to view road works on the network in real time, receive notifications when there are new road works on their network and optimise route management.	Derbyshire County Council By 31 March 2026 Cost £145k
Simplified and increased value ticketing	7. Lower Fares for Key Groups – negotiate common discount with Bus Operators for targeted users with concessionary support if necessary <ul style="list-style-type: none"> Flat fares for young people (b_line) Companion passes for eligible older or disabled people 	Derbyshire County Council £1.50 flat fare for 11-18 year olds to continue until March 2026. Pilot for 19-21 year olds through to December 2025. Cost £1,050k for 2025/26

Facility/location	Measures/interventions and status	Responsibility and delivery date and progress
	8. Promotional Ticketing Offers – jointly agreed and promoted, including commitments to work with operators to promote concessionary bus travel and to proactively inform local residents when the authority becomes aware that they are eligible for such a concession. Also continuation of the discount on the bus only Wayfarer product and the High Peak area tickets until March 2026.	Derbyshire County Council Cost included in Measure 7.
	9. Contactless Payment and Fare Capping building on Mango to introduce easy access to best value simpler fares. Working with Bus Operator partners the funding will support an extension to the existing popular app based ‘Mango’ account-based ticketing product (or similar) so that additional operators can offer this payment method. The funding will also support the introduction of Derbyshire’s first contactless tap on tap off travel payments with automatic best value capping.	Derbyshire County Council Ilkeston trial to begin prior to December 2025. Fare capping to be aligned with national Project Coral. Cost included within Measure 7.
	10. Qualifying Agreements Introduced – where necessary, agree Bus Operator acceptance of others’ products in key areas and prepare associated Qualifying Agreement(s)	Derbyshire County Council working with Bus Operators Ongoing
Common identity and provision of infrastructure such as upgraded shelters	11. Bus Shelter Provision – evaluate with Borough and District Councils future options to improve provision and better manage maintenance	Derbyshire County Council in consultation with Borough and District Councils and EMCCA For delivery by 31 March 2027
	12. Marketing Campaign – develop and implement a joint marketing plan with Bus Operators centred on the “Travel 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. All marketing campaigns will follow HMG requirements linked to BSIP funding.	Derbyshire County Council working with Bus Operators Cost £1,177k for 2025/26
	13. One stop website and app – Implement under “Travel Derbyshire” branding with the objective to offer general travel advice, a journey planning tool, timetable look-up and real time journey information. Provision to be made for receiving customer feedback in line with the Customer Charter.	Derbyshire County Council working collaboratively with Bus Operators, Software Suppliers and the constituent authorities of EMCCA through the use of shared systems and data. Cost £172k for 2025/26 By 31 March 2026

Facility/location	Measures/interventions and status	Responsibility and delivery date and progress
Better customer communications and information	14. Bus timetables – maintain paper and on-line timetables and maps, subject to passenger demand for paper. Provide further network maps for bus stations and transport hub sites. Including sourcing a QR code link to real time information taken from the new journey planner software.	Derbyshire County Council Cost £230k for 2025/26 By 31 March 2026
Supporting activities	15. Planning Policies and Procedures – review how planning and public transport might be better integrated. This includes steps to put public transport at the heart of all new developments, with Bus Operator discussion on the methodology and better utilisation of S106 in new developments. Subject to being in line with National Planning Policy Framework.	Derbyshire County Council, working with Local Planning Authority partners in consultation with Bus Operators This subject area has been discussed within our Enhanced Partnership Board and consequently liaison has already taken with the Council's development control officers to assess where Bus Operators can be more involved in the process planning permission and the allocation of funds via Section 106 (Town and Country Planning Act 1990). The output is that a "Developers Contribution Protocol" has already been drawn up that incorporates the requirements of public transport.
	16. Review of Parking Charges to make buses more cost competitive to the car.	Derbyshire County Council in consultation with Borough and District Councils Review complete by 31 March 2027
	17. Annual survey – Commission Transport Focus to undertake annual surveys	Derbyshire County Council Cost £27k for 2025/26
	18. Bus Champions – appointment of champions to raise awareness of bus services, help people overcome barriers to use public transport and promote the benefits of funded improvements.	Derbyshire County Council, working with Operators Cost £800k for 2025/26

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, the above is conditional upon those processes being successfully completed.

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 are restricted to the following 5 service change dates set by the Council in consultation with Bus Operators and nearby Local Authorities:

- (a) Weekend of the last Sunday in January
- (b) Weekend of the last Sunday in March (start of British summer time)
- (c) Weekend of the first Sunday after 1st May bank holiday
- (d) Weekend of the Sunday before schools return for the new school year
- (e) Weekend of the last Sunday in October (end of British summer time)

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

Additional change dates can be agreed between the Council and operators by a decision of the EP Board to reflect the differing school term dates between Local Educational Authorities and Academies.

Also exempt are changes of a temporary nature linked to external events such as road closures and events etc.

Single fare change date

Bus Operators will collaborate with the Council on an agreement to limit fare increase dates after 1 April 2027 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 company vote (as defined) below will be required to support this specific variation, introduced via the Bespoke Variation Process described below. For clarity Derbyshire County Council shall not vote on this specific change but will be expected to express their view on the Bespoke Variation to the Enhanced Partnership proposed, prior to any Bus 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. This is subject to financial viability.

Where investment is made by the Council that speeds up or otherwise improves bus journey times to a level that delivers cashable operating cost savings for a period more than 12 months; for example, by releasing PVR from a route resource; this saving will be reinvested in the network in a way jointly agreed between the Council and the operator(s) benefitting. This could be (examples) in new services, increase frequency, route extensions or extended hours/days of operation, ticketing improvements or fleet investment. Bus Operators will continue to share data with the Council on a confidential basis, this will additionally include operational data to determine operational cash savings, to be reinvested as agreed with the Council.

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 of 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 Bus Operators the Council will be undertaken to improve system integration.
- All Bus Operators licenced with 10 or more “qualifying local services” 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.

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. Day and weekly tickets have been available from 1 April 2023. This shall be priced at a level no higher than existing operator equivalent fares for travel within (broadly) the same area.

Bus Operators will continue to offer, with funding from Derbyshire County Council, the b_line scheme, providing a capped fare to 11-19 year olds across Derbyshire. Joint evaluation is to take place to assess if the scheme is 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 31 March 2022 Contactless Payment (Tap-On) – 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 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 Bus Operators, and support Bus Operators own products should they wish. Additionally the Enhanced Partnership, subject to the national Project Coral, 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 from 1 December 2024 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.

As each of the following tickets are introduced, they shall become part of the obligations falling on Bus Operators, subject to the commencement dates and timespan set out above:

- Smart account based ticketing with fare capping.

Providing Information to the Public

From 31 March 2023, Bus Operators will:

- provide Derbyshire Wayfarer 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.

- Promote the “Travel Derbyshire” brand to a level not less than each Bus Operator’s own, this include on-bus, App, website and other collateral as appropriate and also comply with HMG requirements linked to BSIP funding as notified to the Council.

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 Bus Operator services in an area, through this Enhanced Partnership Bus 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.

The sharing of cost, savings and related operational information will continue to be subject to a confidentiality agreement between individual operators and the Council and their agents, such data will not be released to other Bus Operator’s or the public except in an agreed and aggregated form, such that individual operator data could not be disaggregated.

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 Bus Operator contribution to information and marketing is £650k per annum.

Customer Charter

In collaboration with the Council and bus user representatives, Bus Operators will commit to the Bus Passenger Charter covering as a minimum “qualifying local services”. This sets 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, recently retired 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 Bus 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
- East Midlands County Combined Authority
- 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 derbyshire-bsip@derbyshire.gov.uk¹. The Council will forward all requests onto all Enhanced Partnership Board members within 5 working days.

¹ 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. In line with Transport Act 2000 Section 138E(4) the voting process outlined below ensures that variations or revocation require at least 50% support of Bus Operator companies (participating in the vote by number) to agree a variation or revocation.

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 Bus 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 Bus Operators, measured by number, support the change the motion is carried. The exception of this is the agreement of the single fare change date, which requires 75% operator company agreement only, as discussed above, with the role of the Council being to undertake the Competition Test for this operator collaboration.

- Bus Operators of "Qualifying Local Services" are defined as companies of registered services, rather than owning groups. No owning group holds a majority, and at least one operating company is jointly owned, allowing the vote by operating company allows each to make their own decision and does not necessitate a group position to be reached.

- The first stage votes shall be split equally between the Council and the Bus Operators, with the Bus 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 Bus 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. This is to ensure that at least 50% of Bus Operator companies participating in the vote support the change, this is to align with Transport Act 2000 Section 138E(4).

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 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 Bus Operators of registered local services in the Council area. If the proposed variation passes the Bus 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

The monitoring data for the Enhanced Partnership Scheme targets will come from a variety of sources including the use of the DfT’s Bus Open Data Service (BODS). This interfaces with The Council’s new Traffic Management System (TMS) and regular surveys. Performance against targets will feed back into adjustments to our delivery plans whenever required. The targets have been developed through extensive stakeholder consultation. Each target has a baseline, based on objective data largely from 2018/19 or 2019/20.

Performance will be reported against targets every six months in the form of a clear and simple dashboard of indicators. At headline level the dashboard will comprise statistics on:

- Passenger journeys
- Journey times and reliability
- User satisfaction
- Punctuality

The delivery plan for BSIP funded works contains a specific Work Package for "Monitoring and Evaluation". External specialists are engaged to undertake this work on an independent basis. Each individual Work Package Terms of reference also contains a specific element to ensure that data will be collected to allow the monitoring of metrics against our stated and agreed targets, whether these be the original ones from the BSIP submission of October 2021, addendum of February 2022 or subsequently modified targets to reflect changes in background circumstances. These submission targets were derived from the discussions with Bus Operators, they will also be directly involved in the development of updated targets.

As agreed with Bus Operators in the BSIP submission, improvement to journey times is also key for customers who want faster journeys and Bus Operators who would be able to re-invest time savings to improve service delivery. This would include reinvesting bus vehicle savings to benefit the wider network, or alternatively reinvest such cashable savings into other passenger benefitting measures, as agreed with the Council.

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 Travel Derbyshire 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

As described above, 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, and also Transport Focus research undertaken for the Council and Bus Operators funded by BSIP funding, as well as 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 Travel Derbyshire website (<https://www.travelderbyshire.co.uk/>) through the latest published BSIP Progress Report.

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 (EPB) and the Wider Stakeholder Group (WSG).
- Twice yearly, 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 Travel Derbyshire website and in consultation with Bus Operators, 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 C.**

Baselines and targets may differ from those stated within the original BSIP and some measures which were planned to be monitored will not be progressed. This is due to:

- The change in travel behaviour since Covid-19 and the recovery since the pandemic.
- The BSIP funding being over 4 years, not the 5 years bid.
- The subsequent reduction in funding from the original bid, meaning that not all improvement measures submitted in the BSIP being supported.
- Further understanding of fare-paying and ENCTS patronage recovery and travel patterns post Covid-19

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 EPS 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, as confirmed within the BSIP settlement.

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 A** 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, without 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 £47m funding to help deliver interventions.
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
East Midlands Combined County Authority (EMCCA)	A devolved regional body established in February 2024 covering Derbyshire and Nottinghamshire, including Derby and Nottingham.
Enhanced Partnership (EP)	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 (LTA)	The local authority responsible for transport planning and certain public transport functions within an area
Local Transport Plan (LTP)	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
National Planning Policy Framework (NPPF)	Government Policy affecting land use development. NPPF and the supporting Planning Practice Guidance can be found at National Planning Policy Framework - GOV.UK (www.gov.uk)
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:

Competition Test

Reviewed without change for the Variations dated September 2025.

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:

- 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 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' 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 B:

Plan illustrating hub locations, corridor and signal improvements

Derbyshire BSIP Intervention Map



Key

Pinch Points June 2025

- Complete
- Incomplete

Hubs Locations June 2025

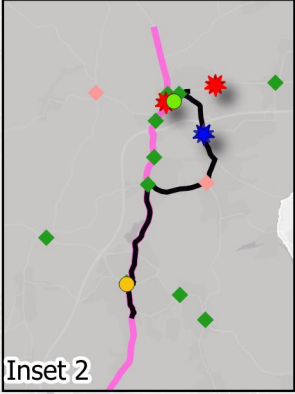
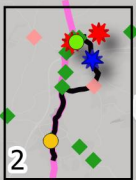
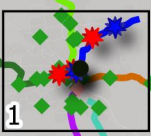
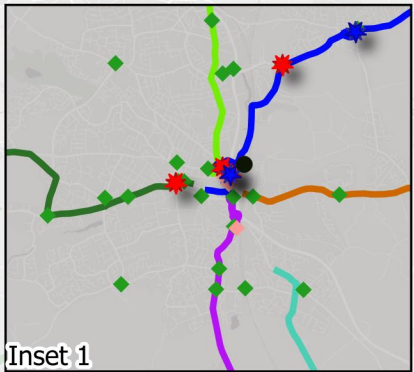
- Not Started
- Under Construction
- Completed
- On Hold

Traffic Signal Locations April 2025

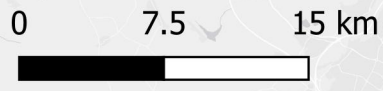
- Priority in Operation
- Priority not in Operation

Corridors for Monitoring

- 1 Hollingworth - Glossop
- 2- New Mills Newtown - Buxton
- 3 Bakewell - Matlock
- 4 Chesterfield - Hollingworth
- 5 Chesterfield - Clay Cross
- 6 Chesterfield - Clay Cross
- 7 Dronfield - Chesterfield
- 8 Chesterfield - Bolsover
- 9 Ripley - Alfreton
- 10 Derby - Stapleton
- 11 Woodville - Burton on Trent
- 12 Derby - Alfreton
- 13 Langley Mill to Ilkeston
- 14 Pleasley to Whaley Thorns
- 15 Chesterfield - Bakewell
- 16 Hathersage - Castleton
- 17 Derby - Burton on Trent
- 18 Ashbourne -Buxton
- Peak District National Park
- Derbyshire Boundary



Inset 2



Schedule C:

Measures, baseline data and targets

Measure	Source frequency of provision	Type of measure and frequency of reporting	Definition	Baseline	Targets 2024/25 & 2029/30 to be developed as explained above.
Patronage on all services operating within Derbyshire split by <ul style="list-style-type: none"> Full fare payer Discounted young person/scholar ENCTS Peak time (weekday 0700-0930 & 1500-1800) Off peak daytime (0930-1500) Weekend (Saturday & Sunday split) Evening (weekday post 1800) 	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, see BSIP/EP Progress Reports for detailed figures.	<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>	<p><u>Baseline 2019/20 (DfT Bus Statistics)</u></p> <ul style="list-style-type: none"> 20.9m <p><u>Baseline 2022/23 (Operator Data)</u></p> <ul style="list-style-type: none"> Q4: 6.2m, Q1: 6.4m, Q2:6.3m, Q3: 6.4m 	<p><u>DfT Bus Statistics</u> 2024/25 target: 20.9m 2029/30 target: 23.0m</p> <p><u>Operator Data</u> 2024/25 target: +5% for each quarter 2029/30 target: +10% on 2024/25 quarters</p>
Action on customer complaints Complaints are defined as dissatisfaction with the services offer and/or claims for compensation under the passenger charter.	<p>DCC and operators</p> <p>Annual</p>	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.	Not applicable.	<ul style="list-style-type: none"> Contextual indicator. No target set.
Customer Satisfaction	<p>Transport Focus</p> <p>Annual</p>	Reported annually in summary to WSG	This focuses on bus-user customer satisfaction across a range of measures when using the bus.	<p>Baseline satisfaction 2023 Transport Focus mid-year data.</p> <ul style="list-style-type: none"> Overall 81% Journey time 84% 	<p><u>2024/25 / 2029/30 targets:</u></p> <ul style="list-style-type: none"> Overall 90% / 95%

Measure	Source frequency of provision	Type of measure and frequency of reporting	Definition	Baseline	Targets 2024/25 & 2029/30 to be developed as explained above.
				<ul style="list-style-type: none"> Punctuality 72% Value for money 76% Bus driver 87% Interior cleanliness and condition 83% Availability of seating/space to stand 89% 	<ul style="list-style-type: none"> Journey time 90% / 95% Punctuality 80% / 85% Value for money 85% / 85% Bus driver 95% / 95% Interior cleanliness and condition 90% / 95% Availability of seating/space to stand 95% / 95%
Punctuality (% within Traffic Commissioner tolerances) overall on services by operator	DCC 4-weekly or monthly	Reported to WSG every 6 months, as a rolling annual average, with data for all operators combined	"services" is as defined above.	Baseline (Q4 2022) <ul style="list-style-type: none"> On-time or early 80.4% Late 19.6% Early 11.1% 	<u>2024/25 targets:</u> <ul style="list-style-type: none"> On-time or early 90% Late 10% Early 5% <u>2029/30 targets:</u> <ul style="list-style-type: none"> On-time or early 95% Late 5% Early 3%
Volume of registered bus miles And Percentage of miles operated services by operator against registered miles	Operators Registered miles 4-weekly or monthly Miles operated 4-weekly or monthly	Both reported to WSG every 6 months Volume as a rolling 6 monthly figure And miles operated as 6	"services" is as defined above. This is a measure of miles registered to be operated and lost miles.	Volume Baseline 2022/23 (Operator Data) <ul style="list-style-type: none"> Q4: 4.7m, Q1: 4.8m, Q2: 4.8m, Q3: 5.0m Reliability Baseline (Q4 2022) <ul style="list-style-type: none"> 96.5% 	Volume contextual, no target Reliability <u>2024/25 Target:</u> <ul style="list-style-type: none"> 98% <u>2029/30 Target:</u> <ul style="list-style-type: none"> 98%

Measure	Source frequency of provision	Type of measure and frequency of reporting	Definition	Baseline	Targets 2024/25 & 2029/30 to be developed as explained above.
		month average, by operator			
Delay to buses due to road works	DCC monthly	Reported to WSG every 6 months, as a rolling annual average	Reduction in the time buses are delayed at roadworks where temporary traffic signals are installed.	<ul style="list-style-type: none"> To be evaluated on a site by site basis 	<ul style="list-style-type: none"> To be evaluated on a site by site basis
Bus fleet used on "qualifying local services" (Euro engine/CCTV/AIL/ audio/visual)	Operators annually	Reported to WSG annually	Bus fleet data as STATS 100 form	<u>2019/20 Baseline</u> <ul style="list-style-type: none"> 35% Euro VI 41% Euro V 13% Euro IV 9% Euro III 2% Euro II 	<u>2024/25 target:</u> <ul style="list-style-type: none"> 65% Euro VI <u>2029/30 target:</u> <ul style="list-style-type: none"> 95% Euro VI
Bus stops fitted with Realtime displays	DCC annually	Annual to WSG	Quantity count only within DCC area	<u>2019/20 Baseline</u> <ul style="list-style-type: none"> 192 	<u>2024/25 target:</u> <ul style="list-style-type: none"> 500 <u>2029/30 target:</u> <ul style="list-style-type: none"> 750
Bus stops fitted with Timetable cases	DCC annually	Annual to WSG	Quantity count only within DCC area	<u>Q4 2022 Baseline</u> <ul style="list-style-type: none"> 1,800 	<u>2024/25 target:</u> <ul style="list-style-type: none"> 1,900 <u>2029/30 target:</u> <ul style="list-style-type: none"> 2,000
Parking tickets issued on primary bus corridors	DCC monthly	Reported to WSG every 6 months	Number of fines issued by DCC civil enforcement	<ul style="list-style-type: none"> TBC by April 2026 	<ul style="list-style-type: none"> Contextual no target
Car park cost (2 hours) by town centre Car park numbers by town centre	DCC annual DCC annual	Reported to WSG annually	Off-street car park space nos. and cost for 2 hours parking in public car parks over 20 spaces	<ul style="list-style-type: none"> See April 2023 BSIP/EP Progress Report 	<ul style="list-style-type: none"> Contextual no target

Appendix 1

TSP Live Scheduling Tool

Appendix 1 - Traffic Signal Priority Schemes

Site (SCN & Address)	SCN RAG	TSP Applied
A61/High St - Alfreton	A001	March 24
WP2 Ashbourne: Sturstone Rd / Compton St	A002	07/02/2025
A003. A517 Church St/Dig St	A003	on-hold
Alfreton, A61 New Street	A004	
Alfreton B600/Chapel Street	A006	
A014 Eachwell Lane, Alfreton	A014	26/02/2025
A015. Ashbourne A515/King Edward St/Ent to Sainsburys	A015	07/02/2025
A018. Arkwright Town A632/Deepsick Ln	A018	05/03/2025
WP2 Alfreton: King St / Hall St	A020	March 24
Alfreton, Hall Street/Bus Station	A021	
Alfreton, B600/Cressy Road - Alfreton	A022	March 24
A026. Ambergate, A610/Bullbridge Hill	A026	12/03/2025
WP2 Ashbourne: Station Rd / Church St	A027	07/02/2025
WP2 Ashbourne: Sturston Rd / Park Rd	A028	26/02/2025
B001. Beeley Bridge/B6012	B001	26/11/2024
B004. Buxton A515/B5059 London Rd	B004	06/03/2025
B006. Buxton A53/B5059 Burbage	B006	16/01/2025
B008. Belper, A6/A517 Triangle	B008	21/08/2024
B023. Belper, A609/Strutt St	B023	21/08/2024
B026. Buckland Hollow A610/B6013	B026	10/09/2024
B027. A610 Nottingham Rd/A6007 Heanor. Codnor	B027	21/08/2024
B029. Bamford A6187/A6013	B029	14/11/2024
B036. Bradwell Church St/Netherside B6049 Buxton	B036	03/02/2025
B047. A632/Mansfield Rd, Hillstown Bolsover	B047	18/09/2024
B048. Bolsover, A632/B6417 Bolsover	B048	13/03/2025
B060. A632 Town End/Hornscroft Rd, Bolsover	B060	23/12/2024
B065. Bolsover A632 Market Pl/Morrisons	B065	03/03/2025
C001. A623/B6001 Crossroads Calver	C001	16/01/2025
C003. A61/Storforth Ln	C003	July 2024
C004. Hollis Ln	C004	03/03/2025
C005. A61 Derby Rd/St Augustines Rd	C005	July 2024
C006. A61 Derby Rd Ped	C006	
C008. A61/Clay Ln, Clay Cross Chesterfield	C008	16/10/2024
C018. A610 Nottingham Road/A6007 Heanor	C018	05/09/2024
C024. A632 Royal Hospital/Chesterfield rd, Chesterfield	C024	03/10/2024
C025. Derby Rd, Cromford A6/A5012	C025	26/02/2025
C029. A61 Derby Rd/Alma Leisure Park	C029	12/03/2025
C036. A616/A618 Rotherham Rd Crossroads, Clowne, Chesterfield	C036	23/12/2024
C048. Market St/Howe Gr, Clay Cross	C048	06/02/2025
CB101. Saltergate/Foljambe	CB101	05/03/2025
CB102. West Bars/Clarence Rd	CB102	13/02/2025
CB103 Storforth Lane Bridge, Chesterfield	CB103	05/03/2025
CB105. A619 Markham Rd	CB105	
CB106. A619 Chatsworth Rd/Chester St	CB106	

CB108. Saltergate/Surgery Puffin	CB108	
CB113. Saltergate/Elder Way	CB113	
CB116. B6015 Newbold Rd/Loundsley Green Rd, Chesterfield	CB116	27/02/2025
CB130. Spa Ln/Hollis Ln (should be Vicar Lane/St Mary's)	CB130	
CB002. St Mary's Gate/Spa Ln	CB002	20/03/2025
WP2 Chesterfield: Holywell St / Cavendish St	CB131	work ongoing
CB132. Cavendish St/Stephenson Pl	CB132	not suitable
CB133. A619 Markham Rd/Park Rd	CB133	05/03/2025
CB138. Old Rd/Old Hall rd, Chesterfield	CB138	26/11/2024
CB139. Dunston rd./Racecourse Rd, Brimington	CB139	27/02/2025
CB140. Saltergate/Glumangate/Soresby St	CB140	20/03/2025
CB141. Hall Ln/Barrow Hill Staveley, Chesterfield	CB141	27/02/2025
CB144. Hady Hill/Piccadilly rd	CB144	06/02/2025
CB145. A632 Walton Rd/Whitecotes Ln, Chesterfield	CB145	05/03/2025
CB147. A619/Wheatbridge Rd	CB147	
CB148. A619 Wheatbridge Rd/Clarence St	CB148	
CB150. Duke St/Inkersall Rd, Staveley Chesterfield	CB150	27/11/2024
CB151. Ringwood Rd/High St, Brimington Chesterfield	CB151	12/02/2025
CB153. Mansfield Rd/Calow Ln, Hasland, Chesterfield	CB153	26/11/2024
CB154. Worksop Rd/Norbriggs Rd, Chesterfield	CB154	06/02/2025
CB155. Worksop Rs/Bolsover Rd, Chesterfield	CB155	09/04/2025
CB156. A619 Chatsworth Rd/Storrs Rd, Chesterfield	CB156	12/03/2025
CB162. West Bars	CB162	13/02/2025
CB163. A61/Tesco Roundabout	CB163	27/02/2025
CB165. B6543 Brimington rd/A619 Chesterfield Rd	CB165	27/02/2025
CB173.A619 Chatsworth Rd/Old Rd, Chesterfield	CB173	13/02/2025
WP2 Chesterfield: Holywell Cross Ped	CB182	
CB183. A61 Derby Rd Toucan	CB183	
CB184. A61 Jaw Bones Hill	CB184	
CB193. Sheffield Rd/Site Access	CB193	03/10/2024
CB194. Lockoford Rd/Ernie Moss Way	CB194	27/02/2025
WP2 Chesterfield: Boythorpe Rd (Toucan)	CB119	
WP2 Chesterfield: Holywell St / Stephenson Place	CB205	work ongoing
D037. B6057 Sheffield Rd/B6056 Stubley Hollow, Dronfield	D037	18/09/2024
D038. A6/B5023 Broadway, Belper	D038	20/11/2024
D041. A632/Staveley Rd, Duckmanton, Chesterfield	D041	03/10/2024
D050. A632/Megz	D050	07/03/2025
D051. A6/Station Rd Dove Holes	D051	16/01/2025
D053. Derby Rd/Ryknield Hill, Ripley, Denby	D053	19/08/2024
E001. Atco Crossroads/A6135 Church St	E001	06/02/2025
E009. B6056/B6052 Eckington	E009	27/11/2024
G001.Norfolk Sq, High St/Victoria St, Glossop	G001	14/11/2024
G006. Grindleford Bridge	G006	07/04/2025
G007. Wrens Bones Hill	G007	06/03/2025
G009. Plough Inn	G009	06/03/2025
G010. Arundel St	G010	06/03/2025
G011. New Shaw Ln. A57/Shaw Ln, Glossop	G011	16/01/2025

H005. Church Sq	H005	12/03/2025
H008. Salt Box, A511 Uttoxeter Rd/Station Rd	H008	16/10/2024
H017. A6187 Hope Rd/B6049 Stretfield Rd	H017	14/11/2024
H021. New Rd	H021	14/11/2024
I002. Bath St/Station Rd	I002	03/02/2025
I004. Derby Rd/Oakwell Dr	I004	20/02/2025
I015. Kedleston Dr	I015	20/02/2025
K001. Toll Bar, Derby Rd, Rawson Green	K001	09/08/2024
L010. Langwith Railway Bridge	L010	26/11/2024
L027. Main St/Station Rd	L027	28/11/2024
L028. Tamworth Rd/Salisbury St	L028	28/11/2024
L032. A57/A6013	L032	07/03/2025
L033. Greenhill Ln	L033	work ongoing
L034. A608 Access 26 Ind Est	L034	19/03/2025
L036. Station rd/Lower Dunstead Rd	L036	03/02/2025
L041. Rykneld Rd	L041	24/01/2025
M008. A608/A609 Rose & Crown	M008	20/02/2025
M010. A6 Diversion Snitterton Rd	M010	12/03/2025
M011. A6 Diversion Sainsbury's	M011	26/02/2025
M019. Main St/Porter Ln, Middleton	M019	06/11/2024
N001. A6/A6015 Newtown	N001	14/11/2024
N003. Union Rd	N003	24/10/2024
N007. Stanton/A444/Park Rd	N007	16/10/2024
O002. A615/B6013, Oakerthorpe	O002	work ongoing
O003. Lullington Rd/A444 Burton Rd/Woodville Rd	O003	16/10/2024
P005. Town St/Brookhill St/Victoria Rd	P005	03/03/2025
P006. Church Ln	P006	14/11/2024
R001. Ripley Market Pl	R001	19/03/2025
R007. A610 Brittain Dr	R007	14/04/2025
R015. Sheffield Rd/Barbers Row/Spinkhill Rd	R015	07/03/2025
R016. A52 Ashbourne Rd/Radbourne Ln, Radbourne	R016	04/09/2024
S001. Town Street/Station Road Sandiacre	S001	21/08/2024
S003. A517/B5023 Railway Inn	S003	26/02/2025
S004. B6179/B6016, Swanwick	S004	07/08/2024
S007. B5010 Bostocks Ln	S007	20/11/2024
S022. B600/Cotes Pk	S022	05/09/2024
S024. B6179/Sleetmoor Ln	S024	07/08/2024
S034. Derby Rd/Morrison's	S034	24/01/2025
S041. A511 Burton Rd/Midway Rd	S041	20/11/2024
S051. Alfreton rd/Birchwood Ln	S051	19/03/2025
W002. A5004/B5470 Horwich End	W002	work ongoing
W013. B5008 Etwall Rd/Findern Ln	W013	24/01/2025
W015. Lincoln Way/Midway, Swadlincote	W015	20/11/2024

Appendix 2

Pinch Point Schemes

Appendix 2: Bus Priority - Pinch Point Schemes

Schemes	Town	Description	Current stage
A61 King St / Hall St	Alfreton	Refurbishment of traffic signals	4. Scheme complete
B6019 Mansfield Rd / Salcombe Rd	Alfreton	New traffic signals	4. Scheme complete
Church St / Station Rd	Ashbourne	New traffic signals	4. Scheme complete
Sturston Road / Compton Street	Ashbourne	Refurbishment of traffic signals	4. Scheme complete
Sturston Rd / Park Rd	Ashbourne	Refurbishment of traffic signals	4. Scheme complete
Ashbourne SCOOT (UTC SCOOT TSP Regions for coordinated traffic signal control in Ashbourne)	Ashbourne	UTC and SCOOT is being applied to coordinate signals in Ashbourne. This will assist with traffic control during the Ashbourne Reborn project that is about to commence.	3. Construction
A619 Baslow Road / Station Road, Bakewell	Bakewell	Junction modification for right turn	Unfeasible scheme removed from programme
Holywell Cross (Triple Puffin)	Chesterfield	Full signal refurbishment	4. Scheme complete
Holywell St / Cavendish St	Chesterfield	Full signal refurbishment	4. Scheme complete
Holywell St / Stephenson Place	Chesterfield	Full signal refurbishment	4. Scheme complete
West Bars Roundabout (Full Refurbishment of Traffic Signals SCN CB162)	Chesterfield	Refurbishment of signals at a six-arm roundabout.	4. Scheme complete
Boythorpe Rd Puffin	Chesterfield	Refurbishment of an existing Toucan Crossing.	4. Scheme complete
St Marys Gate / Church Way (Full Refurbishment of Traffic Signals SCN CB002)	Chesterfield	Refurbishment of traffic signal junction and local link to remote Puffin Crossing. Replacement of block paving at Church Way.	4. Scheme complete
Chesterfield St Mary Gate / Corporation St (New Traffic Signal Site, SCN CB206)	Chesterfield	Upgrade Zebra crossing to be converted to a controlled crossing (Puffin) in order to coordinate signals with others in the area and improve traffic flow.	3. Construction
A619 Church St/Brimington Gyratory (Proposed UTC SCOOT TSP Region – Refurbishment of Traffic Signals (SCN CB151, CB121 & Possible new signal controller junction)	Chesterfield	Refurbishment of a Puffin crossing on Church St, and Ringwood Rd / High St junction. New signals at Church St / High St and Hall Rd / Chesterfield Rd / Devonshire St / Church St crossroads.	2. Design

A619 - Brimington: Chesterfield Rd / Brimington Rd Bus Gate (Full Refurbishment of Traffic Signals SCN CB165)	Chesterfield	Refurbishment of traffic signals	4. Scheme complete
A632/A61/A619/A617 Corridor Improvements	Chesterfield	Bus stops have been identified along the named corridors in BSIP that would benefit from realigning to improve the time it takes for buses to rejoin the main flow of traffic and improve punctuality	4. Scheme complete
A61 / Harris Way, Clay Cross Phase 1	Clay Cross	New traffic signals	4. Scheme complete
A61 / Holmgate Phase 2	Clay Cross	New traffic signals	2. Design
A61 / Thanet Street	Clay Cross	Refurbishment of traffic signals	2. Design
A608 / A6007 Church St / Ilkeston Rd (Heanor Church)	Heanor	Refurbishment of traffic signals	4. Scheme complete
A6007 Nottingham Road/A609 Derby Road roundabout	Ilkeston	Co-ordinate the pedestrian stages at pedestrian signals to minimise adverse effects of offside priority at the roundabout (a sign-about)	2. Design
A609 Derby Rd / South Street, Ilkeston	Ilkeston	New traffic signals	2. Design
A6005 Derby Rd / College St, Long Eaton	Long Eaton	New traffic signals	2. Design
Belmont Street Swadlincote (Full Refurbishment of Traffic Signals SCN S015)	Swadlincote	Refurbishment of Puffin crossing	4. Scheme complete
Stanton / A444 / Park Road	Newhall	Refurbishment of three arm traffic signal T junction with pedestrian facilities and implementation of Traffic Signal priority and other road improvement measures where possible within budget and timeframes and constraints of the roadspace.	2. Design
B600 Nottingham Road / Cotes Park Lane, Somercotes	Somercotes	Refurbishment of three arm traffic signal T junction with pedestrian facilities and implementation of Traffic Signal priority and other road improvement measures where possible within budget and timeframes and constraints of the roadspace.	2. Design
Duke Street/Inkersall Road, Staveley. (SCN CB150)	Staveley	Refurbishment of traffic signal junction with pedestrian facilities and implementation of Traffic Signal priority and other road improvement measures where possible within budget and timeframes and constraints of the	2. Design

		roadspace.	
A5004 / B5470 Horwich End, Whaley Bridge (SCN W002)	Whaley Bridge	Refurbishment of five arm traffic signal staggered crossroads junction with pedestrian facilities and implementation of Traffic Signal priority and other road improvement measures where possible within budget and timeframes and constraints of the roadspace.	2. Design
A6 Buxton Rd / Station Rd, Dove Holes (SCN D051)	Dove Holes	Refurbishment of four arm traffic signal crossroads junction with pedestrian facilities and implementation of Traffic Signal priority and other road improvement measures where possible within budget and timeframes and constraints of the roadspace.	2. Design

KEY	
Stage 1	Feasibility /Surveys
Stage 2	Design
Stage 3	Construction
Stage 4	Scheme complete

Appendix 3

Transport Hubs

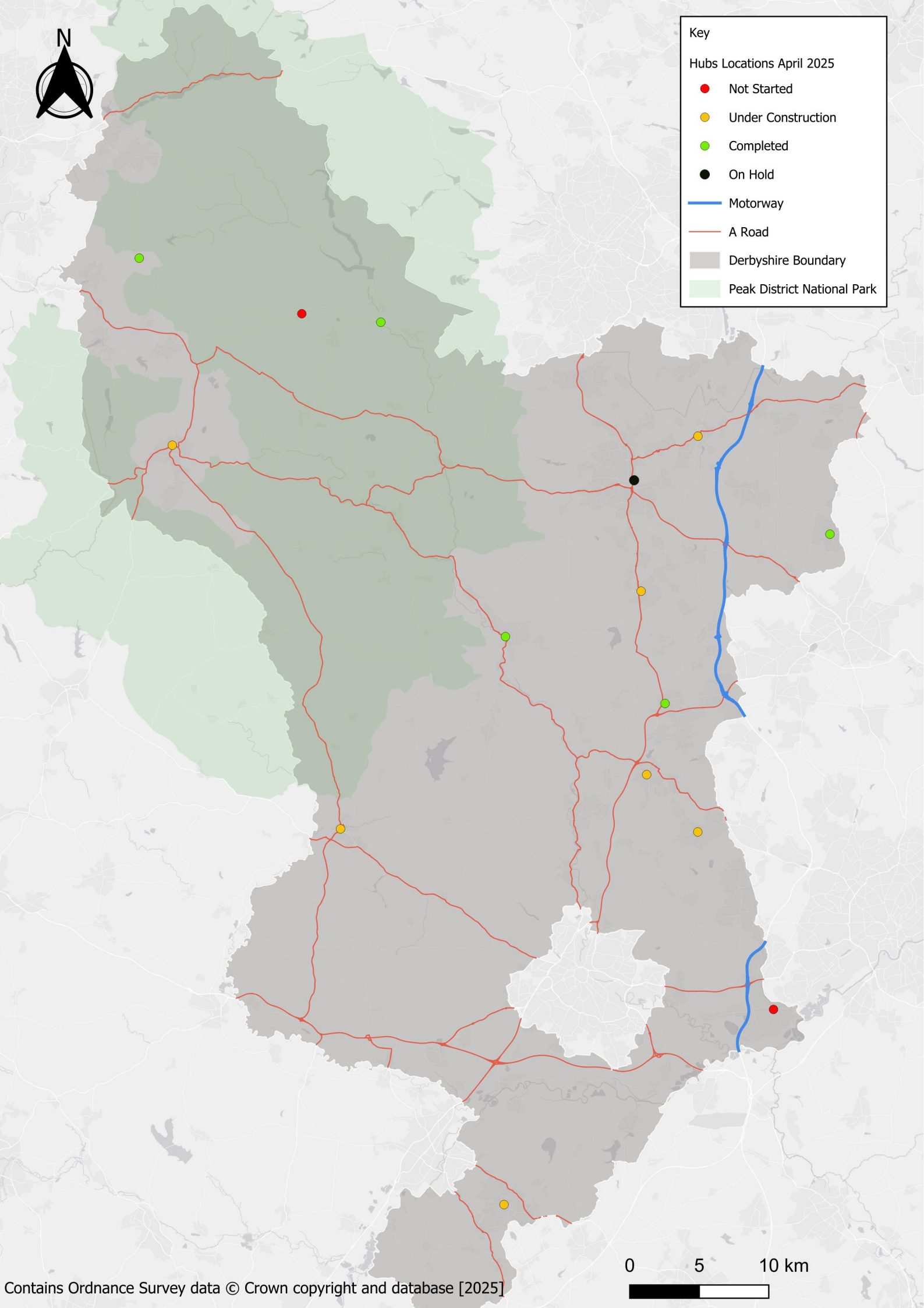
Location	Details	Timescale for delivery
Long Eaton	Nottingham Road/ Station Road (towards Derby). Civils delivered and shelter in place.	Complete apart from electrical connections and RTI installation.
	Nottingham Road/ Station Road (towards Nottingham). Dependent on Highway works to deliver a bus lane – stop will be provided after this.	Project removed from programme
	2 / 3 stops in vicinity of Town Hall.	TBC
Bamford, Mytham Bridge	Building on an earlier Local Bus initiative (2021/22) which delivered some improvements to the site, BSIP works have further improved the passenger access and waiting environment. A new shelter has been installed with improved facilities. The operational bus area / cycle lane access has been re-aligned to remove the regular over-running of the island area which was damaging the verge.	Complete
Castleton, Bus Terminus	Improvements to the passenger infrastructure will see a new shelter, Real-Time Information and an improved waiting and circulation area. Improved accessibility will see improvements to the uncontrolled pedestrian crossing point at the exit from the bus terminus.	Due to be completed in 2026
Hayfield, Countryside Centre, Sett Valley Trail	To improve facilities for bus passengers at this important key network bus location. Will result in improved accessibility and waiting facilities for passengers along with improved operations at the site.	Complete
Buxton Station Road	This project is intended to improve access to bus services for passengers using Buxton Station. In conjunction with Northern Railways we are developing design options to deliver improved bus access in to the Station forecourt area. Works here would also be in conjunction with partners Network Rail. Along with this we are looking to improve the level of accessibility and passenger facilities at the two nearby bus stops on Station Road.	The forecourt works have been removed due to difficulties. The two bus stops will be upgraded between the end of 2024 and beginning of 2025.
Alfreton, Bus Station	A project to bring the facilities here for passengers up to date with improved accessibility, waiting areas and enhanced RTI. From an operational point of view changes would be made to improve bus access and circulation. The bus stop area on Marshall Street would be upgraded to provide for additional operational flexibility.	Complete
Swadlincote, Bus Station	A partnership project with South Derbyshire District Council using BSIP funding. Work to primarily improve passenger accessibility and infrastructure which will include new shelters and RTI. Changes to the site would require the car park entrance to be combined with the exit at the western end of the site.	Work in ongoing with aims of reopening in early 2026
Shirebrook, Market Street	To follow Bolsover District Council (BDC) project which is to deliver improvements to the Market Place . Shelters will be replaced, RTI provided and there are to be improvements to the accessibility and passenger circulation areas.	Completed.
Heanor, Market Place	Amber Valley Borough Council are using Government Future High Street Funding to deliver an improved Market Place in the heart of Heanor. This will include improvements to the accessibility, passenger waiting facilities and enhanced RTI at the two stops adjacent to the site. Derbyshire County Council is working closely with AVBC on this project. Following on from this we will be delivering complementary improvements to the two stops on Wilmot Street and also the one adjacent to The King of Prussia pub.	Market place completed but there are upgrades to 3 stops on Market Street/ Wilmot Street to be delivered by an associated project.
Heanor Wilmot Street & Market Street	In conjunction with Amber Valley Borough Council. Improvements to the two bus stops on Wilmot Street and Market Street for better accessibility and waiting areas. To include new shelters.	Targeted for a Q4 2024 start.
Staveley, Market Street	In conjunction with a Chesterfield Borough Council Market Place redevelopment. Improvements to passenger accessibility and waiting facilities with enhanced RTI. Shelters to be replaced with enhanced RTI.	Works are due to begin in 2025 with hopes of completion early 2026
Clay Cross, Bus Station	Deliver new infrastructure in the Bus Station Scale and scope of what will be delivered is consequent upon progress of the North East Derbyshire District Council (NEDDC) Town Deal redevelopment proposals.	Works have started on Bridge Street as part of the NEDDC Town Deal Project
Grich, Market Place	Consideration being given to possibly delivering works here via more appropriate funding streams.	Project removed from programme
Ripley, Market Place	Area next to Town Hall to have accessibility improved and improved passenger waiting facilities and upgraded RTI	Works are due to begin within 2025/26
Chesterfield Station	A reduced project (from that originally envisaged) to provide for a much improved bus passenger facility within the station frontage. To create an accessible bus boarding area which will include a shelter and RTI. Project would also include improved cycle storage facility.	Concept design completed and delivered to EMR. Now awaiting decision on whether this can move to the procurement stage. Subject to confirmation
Chesterfield, New Beetwell Street/ Coach Station	New Beetwell Street infrastructure upgrade for 2 (or possibly 4) shelters, improvements to bus kerblane access and passenger circulation. Improvements at the Coach Station are likely to be deferred for non BSIP delivery.	Cancelled
Ashbourne	The 'Ashbourne Reborn' project, led by Derbyshire Dales District Council, aims to deliver improvements around Ashbourne using the Government's Levelling Up fund. Part of this is an upgrade to the Methodist Church to create 'The Link' hub and DCC are looking to contribute to this by providing a RTI installation within the site. Consideration is to be given to the possibility of a new bus stop on Station Road for bus services travelling towards Buxton.	Subject to progress on development of The Link Community Hub, a part of Ashbourne reborn.
Matlock, Bus Station/ Bakewell Road	A project to improve bus facilities within the 'Market Hall' Bus station and at the main Bakewell Road bus stop. Working in partnership with Derbyshire Dales District Council as part of their commercial development proposals for the site.	Complete except RTI summary display
Dronfield Civic Centre	Newly added in conjunction with NEDDC regeneration project. Would involve upgrade to existing bus stop for better passenger accessibility and facilities.	Project will now have no BSIP funding



Key

Hubs Locations April 2025

- Not Started
- Under Construction
- Completed
- On Hold
- Motorway
- A Road
- Derbyshire Boundary
- Peak District National Park



0 5 10 km