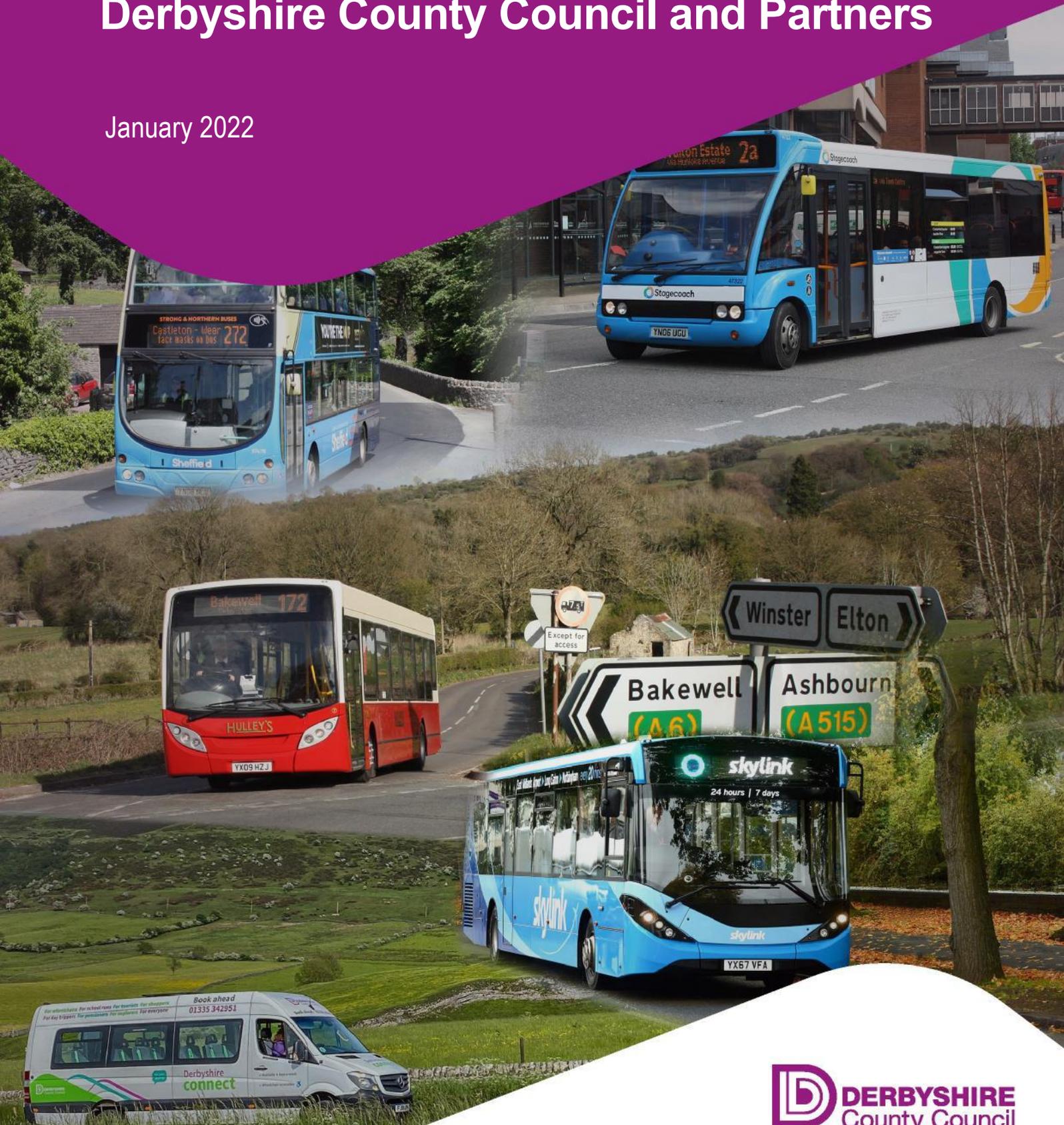


Enhanced Partnership Plan

Derbyshire County Council and Partners

January 2022



Document version

29.11.21	DY	First draft to Council for comments
1.12.21	DY	Revised for Council and Operator comments
8.12.21	DY	Proofread minor and typographical corrections
9.12.21	DY	Minor amends from Council
16.12.21	DY	Operator consultation amends
10.01.22	DY	Very minor amend to update on progress on EPP/EPS

Draft

Part 1 – EP Plan

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

Executive Summary

Derbyshire's local award-winning bus operators have a proud history of being industry leaders bringing forward innovative improvements in areas such as customer service, marketing, route branding and ticketing. We also have excellent examples of how Demand Responsive Transport (DRT) services, delivered by a variety of operators including third sector Community Transport groups, have been used to provide transport to more rural locations and for less mobile residents in Derbyshire, providing vital lifelines and helping to reduce social isolation.

Against the challenge of reducing passenger numbers, a situation exacerbated by the COVID pandemic. We are determined to grasp the

opportunity provided through the National Bus Strategy to build "Bus Back Better" and reverse this trend. The National Bus Strategy will help us to deliver the Vision for Countywide Co-ordinated Sustainable Transport Services through the delivery of a bold and ambitious Bus Service Improvement Plan (BSIP).

This Enhanced Partnership Plan, and the accompanying "Scheme" sets out the plans to transform bus services over the next 5-years.



Introduction

This Enhanced Partnership Plan has been developed by Operators, Derbyshire County Council (the "Council") and Stakeholders to drive bus improvements for passengers over the five-year period starting from 31 March 2022.

It fulfils the statutory requirements set out by the Bus Services Act 2017 of an Enhanced Partnership Plan (EPP) for Derbyshire, excluding Derby. In doing so, the EPP covers the following legally required aspects:

- it specifies the area and the period to which the plan relates,
- sets out an analysis of the local services provided in that area,
- sets out policies relating to local services in that area,
- sets out objectives as regards the quality and effectiveness of local services provided in that area by reference to that period,
- describes how the related enhanced partnership scheme or schemes is or are intended to assist in implementing those policies and achieving those objectives,
- describes the intended effect of the related enhanced partnership scheme or schemes on areas neighbouring the area to which the plan relates, and
- how and when the plan is to be reviewed.

At a Cabinet meeting on the 17 June 2021, it was agreed that the Council would enter into an Enhanced Partnership arrangement with all of the bus operators who provide services in the County.

This Enhanced Partnership Plan builds on our ambitions and far reaching Bus Service Improvement Plan (BSIP) submitted to the DfT on the 29th October 2021, and puts in place binding commitments on the Council and Operator Partners to provide the necessary enhancements to start the process to make buses increasingly attractive and easier to use, and contribute to delivery of the County's vision for buses, which is that buses are:

- The first-choice mode for existing and new customers for most journeys across Derbyshire
- Available for more journeys and grows to meet customer needs
- Affordable to use
- Environmentally sustainable
- Welcoming and friendly for existing and new passengers
- Part of a connected network that helps reduce social isolation

This Enhanced Partnership Plan will be a living document that will be reviewed and updated on a regular basis by the Enhanced Partnership Board in the years to come. We will report and publish successes to bus users, key stakeholders and partners, and highlight what actions we will take if things do not go quite to plan. We will work tirelessly throughout the life of the BSIP to deliver the measures on time to ensure that we meet the ambitious, challenging, yet achievable targets that we have set and agreed with our partners.

Alongside this EPP is a single Enhanced Partnership Scheme which sets out in greater detail the actions to be taken to deliver this EPP over the next 5 years.

In summary this EPP proposes the interventions set out in the **Table of Actions**, over the page.

Summary Table of Actions

<i>BSIP Building Blocks</i>	<i>Enhanced Partnership Approach to the measures – years 1-5</i>
a) Enhanced Service Provision	<ol style="list-style-type: none"> 1. Enhanced Frequencies & Corridor Improvements – deliver key corridors. The scale of delivery is subject to BSIP funds 2. Additional Bus Services including urban and rural Transport Hubs and integration with Demand Responsive Transport (DRT) subject to BSIP funding. 3. Set Service Change Dates – agree and implement 4 timetable change dates per annum, and interim steps to introduce. 4. Support Service Levels – maintain funding and seek further BSIP support to fund Covid-19 impacted marginal services 5. Serving Key Attractors – review improvement needs
b) Bus priority	<ol style="list-style-type: none"> 9. Traffic signal priority – Implement Scoot based Urban Traffic Management (UTM) system with bus vehicle detection 10. Addressing Network Pinch Points – review and address where practical on prioritised corridor basis, scale of improvement subject to BSIP funds 11. Roadwork Management – active management and improved communications 12. Car Parking Enforcement – targeted on street enforcement, increased enforcement is subject to BSIP funding 13. Bus Gates – implement vehicle detection hurry-call
c) Simplified and increased value ticketing	<ol style="list-style-type: none"> 15. Lower Fares for Key Groups – negotiate common discount with Operators for targeted users, subject to BSIP funding 16. Promotional Ticketing Offers – jointly agreed and promoted, subject to BSIP funding 17. Contactless Payment and Fare Capping – put in place fully contactless Electronic Ticket Machines (ETM's) subject to BSIP support for smaller operators, then roll out fare capping. 18. Introduction of Multi-Operator Bus Ticket- year 1 introduce bus only product and later local products. 19. Qualifying Agreements Introduced – agree operator acceptance of others products in key areas
d) Integration with other modes, specifically Rail	<ol style="list-style-type: none"> 20. Improving Connections – develop plans for Transport Hubs, promoting sustainable modes and implement subject to BSIP funding 21. Park and Ride – develop out of town rural hubs, and serving the Peak District National Park and implement subject to BSIP funding
e) Common identity and provision of infrastructure such as upgraded shelters	<ol style="list-style-type: none"> 6. Bus Shelter Provision – evaluate with Borough and District Councils future options to improve and better manage 7. Marketing Campaign – Joint marketing with operators 22. Brand for buses in Derbyshire – alongside route specific branding, agree and roll out a “One Derbyshire” network brand with operators. 23. One stop website – Implement under “One Derbyshire” brand 24. All Operator APP - Implement under “One Derbyshire” brand

BSIP Building Blocks	Enhanced Partnership Approach to the measures – years 1-5
f) Upgraded vehicles, especially with respect to engine types and wheelchair access	<p>28. Move towards Euro 6 bus fleet – Implement steps and programme to achieve 95% Euro 6 or better by end 2029/30, subject to passenger revenue returning or external funding.</p> <p>29. Fleet engine retrofit – implement retrofit programme with Measure 28</p> <p>30. Zero emissions buses – Develop plans for hydrogen and/or electric infrastructure. Initial hydrogen buses to be in operation within 4 years. This is subject to BSIP funding.</p> <p>31. Minimum vehicle specification – agree specification, set timeline and commence delivery of on-bus enhancements.</p> <p>38. Introduce Bus Rapid Transit (BRT) services – not planned as part of this EPP, but forward planning may take place.</p>
g) Upgrading and expansion of traditional and real-time information systems	<p>25. Realtime information provision – Increase Hubs/stops with displays</p> <p>26. Improved roadside information – Standardise and improve information under “One Derbyshire” brand</p> <p>27. Improved bus timetables – maintain paper and on-line timetables along with maps</p> <p>32. Establish customer charter – put Charter in place based on existing arrangements and compensation for things going wrong</p> <p>33. Communication strategy for disruptions – Agree and implement communications plan between partners and customers</p>
h) Supporting activities	<p>14. Planning Policies and Procedures – review how planning and public transport might be better integrated</p> <p>15. Review of Parking Charges working collaboratively with District and Borough Councils to encourage mode shift from car to bus and other sustainable modes.</p> <p>34. Annual survey – Commission Transport Focus to undertake annual surveys</p> <p>35. Community bus champions – subject to BSIP funding this team will support users and promote bus use as a viable option to car use under the “One Derbyshire” brand</p> <p>36. Additional resources – Subject to BSIP funding, resource will be put in place to deliver these actions.</p> <p>37. Regular updating – The BSIP and Enhanced Partnership will be annually reviewed and updated/varied as agreed by the EP Board.</p>

Overview and Governance

The Government has set out its plan to support Local Transport Authorities to improve bus services through the National Bus Strategy: Bus Back Better.

In response to the publication of the National Bus Strategy in March 2021, Derbyshire County Council confirmed its intention to use an Enhanced Partnership as the way of securing and facilitating further development and improvement of the bus network at its Cabinet meeting on the 17 June 2021.

As required and set out in section 138F of the Transport Act 2000, notification of intent to introduce an Enhanced Partnership Plan and Scheme was published by the Council on 21 June 2021. This Notice appeared on the Council's website and local newspapers.

This Enhanced Partnership builds on the longer-term strategy set out in the BSIP which sets out the Council's longer-term plans for buses and will evolve over the coming years.

BSIP was formally approved at the Council's Cabinet on 14 October 2021, and aims to make bus people's first-choice mode for most journeys across Derbyshire. To do this, buses will be available for more journeys, evolve to meet customer needs, affordable to use, environmentally sustainable, be welcoming and friendly for existing and new passengers and be part of a connected network that helps reduce social isolation.

Benefits of an Enhanced Partnership include the improvement of quality standards and access to funding for investment in public transport and related projects and activities which might not otherwise be available.

This Enhanced Partnership Plan has been prepared in accordance with S138A of the Transport Act 2000 as amended by Section 9 of the Bus Services Act 2017, as well as Guidance published by the Department for Transport. Supporting this Enhanced Partnership Plan is an Enhanced Partnership Scheme which sets out the steps to be taken to deliver the vision set out below and the supporting actions.

Duration

This Enhanced Partnership Plan sets out the high-level vision and objectives for bus services in the County over the 5-year period between 31 March 2022 and 31 March 2027, with the option to extend for up to a further 5 years. It is based on the 10 year BSIP, which itself was the subject of public consultation and was produced in accordance with guidance published by the Department for Transport on BSIP's. The timescale also aligns to the funding support requested from Government.

The Enhanced Partnership Plan should be read alongside the accompanying Enhanced Partnership Scheme which sets out in precise detail how the BSIP will be delivered, and commitments made by Derbyshire County Council and bus operators, as well as standards to be met by bus operators delivering services in the area.

Governance and Reviews

An Enhanced Partnership Board has already been formed to oversee the preparation of this Enhanced Partnership Plan and Scheme, and before that the BSIP. The Partnership Board is chaired independently by Professor Margaret Bell, Science City Professor of Transport and Environment at the University of Newcastle and former Derbyshire resident. Its membership includes Derbyshire County Council representatives (elected members and officers) responsible for transport; bus operators; and community transport providers and the chair of the Wider Stakeholder Group who will provide the link between the community and users to the Board.

Enhanced Partnership Board:

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

Wider Stakeholder Group

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

The BSIP is itself subject to an annual Review starting in Year 2, when a revised version of the BSIP will be produced, rolling forward the investment proposals and detailing the advances to be made in each subsequent year, the BSIP delivery and annual reviews will additionally be overseen by the Enhanced Partnership Board. This will be informed by the feedback from the Enhanced Partnership Board, the Wider Stakeholder Group, customers, and monitoring and evaluation of the effectiveness of measures implemented to date.

This Enhanced Partnership Plan and accompanying Scheme also will be reviewed annually and the results of the Review published within 6 months the anniversary date of the Enhanced Partnership Plan coming into effect. This approach will ensure that the three documents remain aligned.

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 is being 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.

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

If changes are required to the Enhanced Partnership this may necessitate triggering the legal processes to vary or revoke this Enhanced Partnership Plan and Scheme, replacing these with newer versions reflecting the new Policy.

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Area Covered by this Plan

This Enhanced Partnership Plan covers the whole of the Derbyshire County Council area, illustrated in Figure 1 below:

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



Derbyshire, with its extremely varied topography and economy, is served by a mixture of bus services. At its core is a network of commercial services. The types of commercial bus services operated in Derbyshire range from urban networks in towns such as Chesterfield, to longer routes that link market towns and villages within the county, to interurban services that link settlements in Derbyshire with towns and cities in neighbouring authorities such as Sheffield and Nottingham. Many services in the south of the county also serve Derby City itself. Filling the gaps in this commercial network are the Council’s supported bus services.

In discussion with neighbouring authorities it has been agreed that there is no compelling reason to join together to make a larger Enhanced Partnership, although ongoing close working and collaboration is

expected to continue and to this effect a Memorandum of Understanding has been agreed with all adjacent Authorities.

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Analysis of Local Bus Services

This chapter sets out what the is current and historic trend related to local bus services, the customer offer and use. For greater detail please refer to the BSIP.

Bus use

In 2019/20 bus operators carried **21.3 million passenger journeys**, of which 4.1million trips were on supported bus services and 7.5million trips were made by concessionary passengers. However, the underlying trend is of slow decline, at 2.2% per annum.

Since then Covid-19 has had a significant and detrimental impact on bus use, in October 2021 patronage was running at 64% of pre-Covid levels. The longer-term effects of this fall in patronage is unknown.

In Derbyshire 79.9% of households have access to at least a car or van. Of households that own a car, 42.4% have 1 car available, and a further 28.9% have 2 cars available. 20.1% of households have no vehicle according to the last published census data from 2011.

Travel to work is dominated by private car use. Only 3.1% of all residents aged 16 to 74 in work usually travel to work by bus according to the 2011 Census.

Enhanced Service Provision

The bus services across the County are provided by 18 operators, operating 14.1million miles commercially per annum, plus 2.5million miles of supported bus services. The dominant operators across Derbyshire are Stagecoach and Trent Barton who between them operate approximately two-thirds of the mileage.

In the more urban areas, for example Chesterfield and routes heading into Derby, bus frequency is typically higher, and access to a bus stop within 400m of a house is higher (Chesterfield 83% of the population are within 400m of a morning peak hour bus service), to the west in the very rural Derbyshire Dales and High Peaks areas access to buses is much lower as is service frequency (Derbyshire Dales only 49% of the population are within 400m of a morning peak hour bus service). The rural areas to the east of the County, located between Chesterfield and Derby sit between these two extremes.

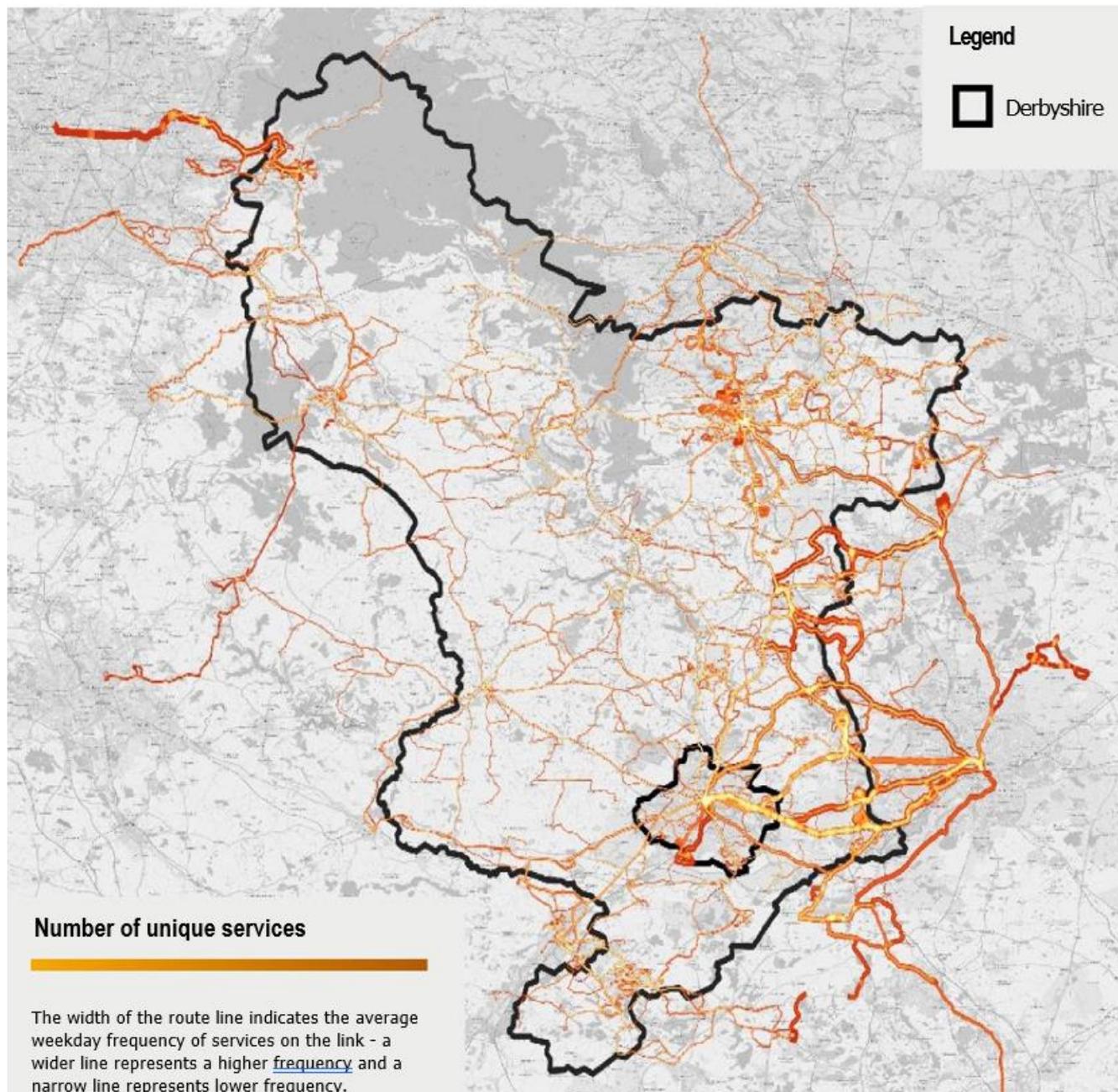
The network has seen new services and destinations introduced, including innovative express and late-night services. Joint working has provided improved connections between people and job opportunities. However, bus mileage has declined by 3.4% per annum between 2014/15 and 2019/20.

Figure 2, overleaf, illustrates the current bus network and service frequency. However, there are known gaps that need to be addressed including bus access to leisure attractions and serving rural communities, and on some corridors increased frequency is needed (with buses timetabled at regular intervals and bus operators accepting each others ticketing). Also, in the main town centres where investment is made in super-shelters, timetables will require coordination to manage stop capacity

Bus priority

There is currently limited bus priority across Derbyshire, passenger feedback is that punctuality is one area where bus users wish to see improvement. The areas where improvement could be made include priority at traffic signals, removing or reducing the delay caused by congestion pinch points on the network, delays caused by road works and also on-street parking allowed in the wrong locations.

Figure 2 – Derbyshire Bus Network and Frequency



Simplified and increased value ticketing

A key objective of the BSIP is to deliver a network that is “affordable to use”. In comparison with many other areas of England, satisfaction with value for money is relatively high in Derbyshire. The 2019 Passenger Focus survey showed that 72% of bus users in Derbyshire were fairly or very satisfied. This

compares to an England-wide average of just 63%, with only three areas enjoying a higher satisfaction score than Derbyshire.

Despite achieving these levels of satisfaction, we are not complacent. The County's own 2021 survey highlighted that amongst fare paying customers, delivering simpler and lower fares is one of the key improvements that they would most like to see.

These measures will build on the firm foundations set by operators and the platforms developed by the likes of Travelmaster (or others as Partners agree) through which the Wayfarer Day Rover tickets in Derbyshire are already delivered. This creates the platform to deliver multi operator bus only products, local area ticketing and potentially price capping which makes bus travel more affordable to users.

Integration with other modes

Buses do not integrate with rail very well, and congestion is a major issue in the Peak District National Park, as such there is the need to foster better communications and coordination of bus services and other transport modes including rail.

Common identity and provision of infrastructure such as upgraded shelters

Access to bus information, is often limited and not comprehensive, meaning that operators publish information on their services, from their own websites and branded in their corporate colours. This creates confusion in customers mind, especially those who are infrequent bus users or not yet bus users. Consequently, there is opportunity to pool resources and produce one set of timetable and mapping material, commonly branded and available through all channels, websites, apps etc. thereby reducing confusion, and selling the full Derbyshire bus offer.

Passenger feedback, especially from older people, is that they wish to retain paper timetables.

Upgraded vehicles, especially with respect to engine types and wheelchair access

The bus fleet has benefited from significant investment in new and newer buses in recent years. Currently 35% of the fleet operate using buses at Euro 6 standards and a further 41% at Euro 5.

Contactless ticket machines are available on the majority of buses operating in Derbyshire however, to allow fare capping and the smart products this needs to be available on all buses and integration with a common back-office ticketing system.

Alongside emissions standards the comfort and features on the bus are important to ensure inclusive, safe and comfortable passenger journeys. For example, 93% of Trent Barton's fleet are fitted with operational audio-visual announcements, information that's reassuring to people who do not use the bus regularly, but critical to people with visual and hearing disabilities. Several other operators are approaching this level.

Passenger feedback research undertaken by Transport Focus also suggests that CCTV, Wi-fi, USB charging and improved wheelchair/pushchair and luggage spaces are needed to meet customer needs in terms of perception of safety, vehicle space and to allow them to make best use of their time when on the bus all of which will make bus travel an attractive alternative to the car users.

Upgrading and expansion of real-time information systems

User and non-user feedback was that real-time information is seen as a valuable tool in encouraging new and more bus use. Displays should be extended to busy stops and locations, as along with promotional material explaining to passengers how best to access the information.

Supporting activities

Linked to the above activities is better integration with land use planning, car park charges, on-street parking enforcement and resources to monitor, report, consult and deliver the actions in the Enhanced Partnership Plan and scheme.

Consultation and giving passengers a say

The BSIP was itself the subject of extensive public consultation, including 1-2-1 user group meetings a survey undertaken in summer 2021 which attracted over 2,000 responses, engagement with stakeholders, including operators, adjoining authorities and other local authorities within Derbyshire. Use was also made of both operator and Transport Focus survey data too to help develop our ambitious BSIP.

This Enhanced Partnership does not itself change routes, alter frequencies or fundamentally change buses, therefore the immediate impact on passengers is modest and positive. However, if BSIP funding is provided this will have a very material impact for example by improving bus corridors, hubs and rural service provision, however public consultation on these changes would be more appropriate at the time the schemes are being planned when their impact can be more fully assessed and meaningful dialogue undertaken.

With this in mind the consultation undertaken on the Enhanced Partnership has been firstly focused around bus operators and Community Transport providers, statutory consultees and with invited user and community organisations who have been engaged with as a first step to putting in place the Wider Stakeholder Group.

Once in place this EPP, the Board and Wider Stakeholder Group, we want passengers and local employers to have the opportunity to influence the delivery of bus services across Derbyshire.

The Partnership will work with passenger advocacy groups and operators to agree a Passenger Charter, which once agreed obliges Operators to adhere to its commitments.

Summary

This analysis highlighted a number of gaps in the passenger offer. This EPP sets out the ambition to remove or reduce the gaps through the 38 measures summarised in the Table of Actions at the end of the Introduction, above. The Enhanced Partnership Scheme sets out in more detail how these interventions will be delivered.

Policies and Influences relating to Bus Services

This Enhanced Partnership Plan and the supporting Scheme will support local policy, informed by an assessment of local opportunities and risks, through timely action on the passenger and community areas of concern discussed above. Equally Policies are themselves supportive of bus use and will generate Section 106 funding and put in place measures such as Travel Plans to promote and encourage bus use, alongside other more sustainable travel options.

Local Policy

The BSIP has been compiled in the context of the Council's wider policy framework and emerging Local Transport Plan.

Developing the measures has required extensive partnership working across Derbyshire. There have been meetings with a range of stakeholders from Derbyshire's District and Borough Councils, the Peak District National Park Authority, neighbouring local transport authorities, bus operators including commercial and third sector providers, local interest groups and other groups. Passenger engagement has been undertaken to understand what is important to current bus users and non-users. This has all contributed to the development of the individual measures proposed below.

In developing the programme, we have also recognised the ambition which the National Bus Strategy is looking for in order to drive forward improvements. The measures we propose will fulfil the County's and Operators shared ambition to grow passenger numbers by making bus travel the first choice for most journeys across Derbyshire, achieved through improving standards to the very best in Derbyshire and then moving beyond these in a consistent manner.

Local influences on bus use

As well as considering the local Policy position it also is important to consider the other local factors which influence whether or not people choose to use the bus, beyond the initiatives set out in the BSIP.

Supporting more local bus trips are:

- New development in the area, increasing demand for trip making
- Development of Travel Plans linked to planning permissions granted
- On-street parking enforcement
- Population growth
- Road congestion making car use less attractive
- Increases in funding to maintain current and increased services and times of operation
- Improved information and whole network marketing, to raise awareness of bus travel opportunities.

Against the opportunities supporting increased bus use, are the following local risks:

- The availability of free car parking in town/village centres
- Online retail and other services
- Cost of bus use if making a journey using more than one bus, or as a group/family
- Taxi or car sharing, especially if traveling as a group
- The winter emergence of further Covid-19 restrictions in response to rising levels of hospitalisation, or new variants of the virus emerging, all of which limit or deter people from travelling communally by bus or train
- To restore patronage to pre-Covid levels, depends on maintaining the bus network. In order to do this we estimate that it will take 3 years to restore patronage to pre-pandemic levels and without this Operators will require funding support across this period to offset lost fare-box revenue, cuts to concessionary reimbursement due to reduced patronage, and the ability to fund services which are currently commercial but will cease to be once the Covid-19 support funding fully ends. The alternative to financial support is to raise fares or cut services, these options will undermine delivery of the BSIP.
- Growth in car use creates added congestion causing delay and bus timetable unreliability, and detriment to the environment.
- Roadworks are a known cause of bus network delay
- Perception of personal safety at and ease of use of bus stops – bus stop upgrades
- Understanding of the bus network – Through improved information
- Bus driver shortages



Consideration of Effect of the EPP

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 EPP 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 EPP 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.

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.

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

Competition

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

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

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 funding to deliver BSIP's possible.
Electronic Ticket Machines (ETM's)	As well as dispensing regular tickets and facilitating contactless payment, ETM's read smart cards, including concessionary passes, they can also allow more complex fare capping to be implemented when paired with a "back office". ETMs also report on passenger use.
Enhanced Partnership	A Partnership approach set out in the Transport Act 2000 and amended by the Bus Services Act 2017, where the Council can impose requirements on bus operators to be able to run services in the area.
Enhanced Partnership Plan (EPP)	EP Plan - this is a high-level vision and objectives for bus services in the local area and closely follows or replicates relevant sections of the BSIP
Enhanced Partnership Scheme (EPS)	EP Scheme - this sets out the precise detail of how the BSIP vision and objectives will be achieved, including any commitments made by the local authority or standards to be met by bus operators
Local Transport Authority	The local authority responsible for transport planning and certain public transport functions within an area
Local Transport Plan	A statutory document prepared by a local transport authority setting out its policies for the encouragement of safe, integrated efficient and economic transport within its area and its proposals for implementation of those policies.
National Bus Strategy - Bus Back Better (BBB)	This is the Governments Bus Strategy, published in 2021, setting out how the Government wish to see bus services improved and requiring Local Transport Authorities to either follow the bus Franchising Route or the Enhanced Partnership route to improve bus services. There is always the do-nothing option, but this has been discounted as it would result in the immediate loss of funding to support bus services in the area.
Section 106 developer funding	Funding secured by an obligation placed upon a developer under Section 106 of the Town & Country Planning Act 1990
Urban Traffic Management (UTM)	Using Scoot, this is the software and hardware that allows traffic signals to be actively managed to respond to differing traffic demand.