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Our Ref  
Your Ref

Date: 23<sup>rd</sup> February 2022

Dear Councillor,

### **Environmental and Development Services Committee**

A Meeting of the **Environmental and Development Services Committee** will be held at **Council Chamber**, Civic Offices, Civic Way, Swadlincote on **Thursday, 03 March 2022** at **18:00**. You are requested to attend.

Yours faithfully,

Chief Executive

To:- **Labour Group**  
Councillor Taylor (Chair), Councillor Pegg (Vice-Chair) and  
Councillors Heath, Singh and Southerd.

**Conservative Group**  
Councillors Brown, Corbin, Haines, Redfern and Smith.

**Independent Group**  
Councillors Fitzpatrick and MacPherson.

**Non-Grouped**  
Councillor Wheelton



## **AGENDA**

### **Open to Public and Press**

- |          |   |                      |
|----------|---|----------------------|
| <b>1</b> | Apologies and to note any substitutions appointed for the meeting                             |                      |
| <b>2</b> | To note any declarations of interest arising from any items on the Agenda                     |                      |
| <b>3</b> | To receive any questions by members of the public pursuant to Council Procedure Rule No.10.   |                      |
| <b>4</b> | To receive any questions by Members of the Council pursuant to Council procedure Rule No. 11. |                      |
| <b>5</b> | CORPORATE PLAN 2020-24 PERFORMANCE REPORT (2021-2022<br>QUARTER 3 – 1 APRIL TO 31 DECEMBER)   | <b>3 - 33</b>        |
| <b>6</b> | DERBYSHIRE ENHANCED PARTNERSHIP   | <b>34 - 106</b>      |
| <b>7</b> | COMMITTEE WORK PROGRAMME  | <b>107 -<br/>110</b> |

### **Exclusion of the Public and Press:**

- |           |  |  |
|-----------|--|--|
| <b>8</b>  | The Chairman may therefore move:-<br><br>That in accordance with Section 100 (A)(4) of the Local Government Act 1972 (as amended) the press and public be excluded from the remainder of the Meeting as it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that there would be disclosed exempt information as defined in the paragraph of Part I of the Schedule 12A of the Act indicated in the header to each report on the Agenda. |  |
| <b>9</b>  | To receive any Exempt questions by Members of the Council pursuant to Council procedure Rule No. 11.   |  |
| <b>10</b> | TRANSPORT OPERATOR LICENCE, PROPOSED CHANGES TO<br>DEPOT AND STAFFING ARRANGEMENTS   |  |
| <b>11</b> | ORGANIC WASTE CONTRACT   |  |

REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM:6
DATE OF MEETING:	3 MARCH 2022	CATEGORY: DELEGATED
REPORT FROM:	LEADERSHIP TEAM	OPEN DOC:
MEMBERS' CONTACT POINT:	FRANK MCARDLE (EXT. 5700) ALLISON THOMAS (EXT. 5775)	
SUBJECT:	CORPORATE PLAN 2020-24 PERFORMANCE REPORT (2021- 2022 QUARTER 3 – 1 APRIL TO 31 DECEMBER)	
WARD (S) AFFECTED:	ALL	TERMS OF REFERENCE: G

## 1.0 Recommendations

- 1.1 That the Committee approves progress against performance targets set out in the Corporate Plan 2020 - 2024.
- 1.2 That the Risk Register for the Committee's services are reviewed.

## 2.0 Purpose of the Report

- 2.1 To report progress against the Corporate Plan under the priorities of Our Environment, Our People and Our Future.

## 3.0 Executive summary

- 3.1 The Corporate Plan 2020 – 2024 was approved following extensive consultation into South Derbyshire's needs, categorising them under three key priorities: Our Environment, Our People and Our Future. The Corporate Plan is central to the Council's work – it sets out its values and vision for South Derbyshire and defines its priorities for delivering high-quality services.
- 3.2 This Committee is responsible for overseeing the delivery of the key priorities and the following key aims:

### **Our Environment**

- *Improve the environment of the District*
- *Tackle climate change*
- *Enhance the attractiveness of South Derbyshire*

### **Our People**

- *Supporting and safeguarding the most vulnerable*



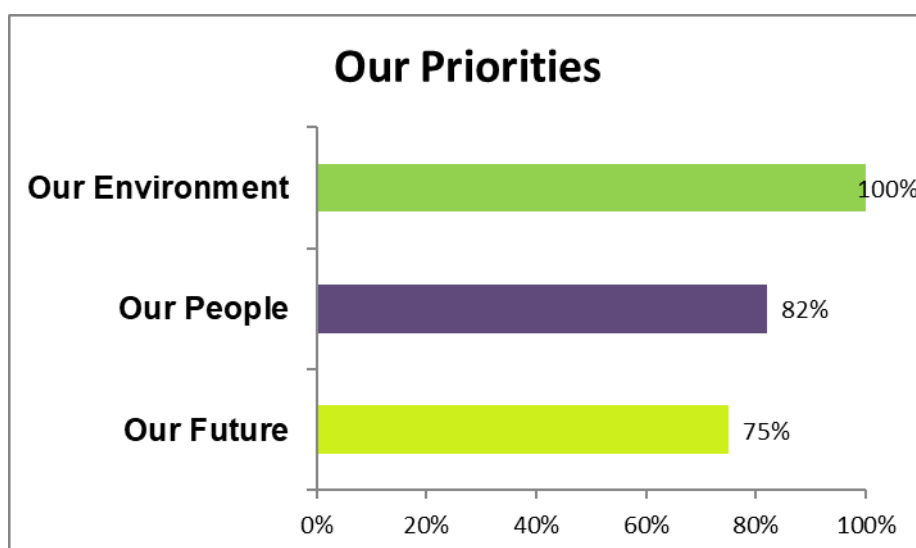
## Our Future

- *Support economic growth and infrastructure*

### 4.0 **Performance Detail**

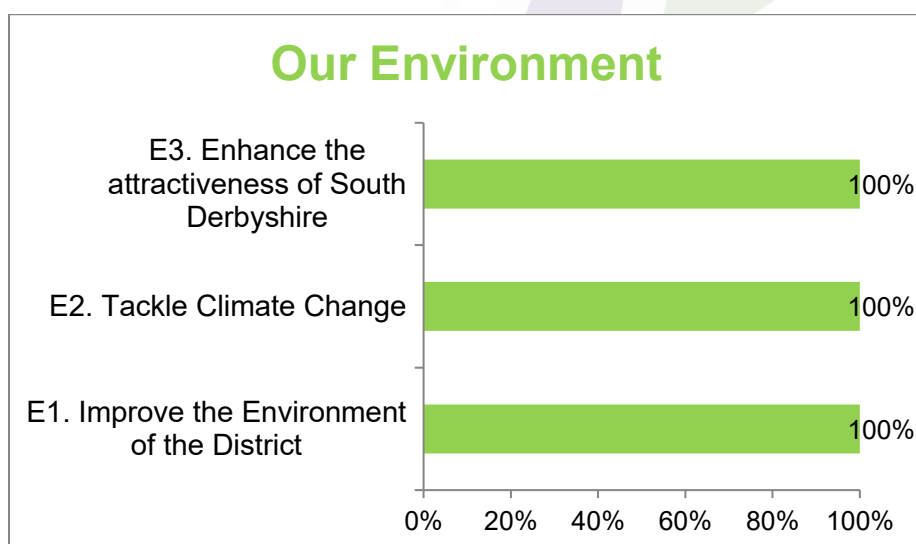
#### 4.1 Overall Council performance against the priorities – Quarter three 2021-2022.

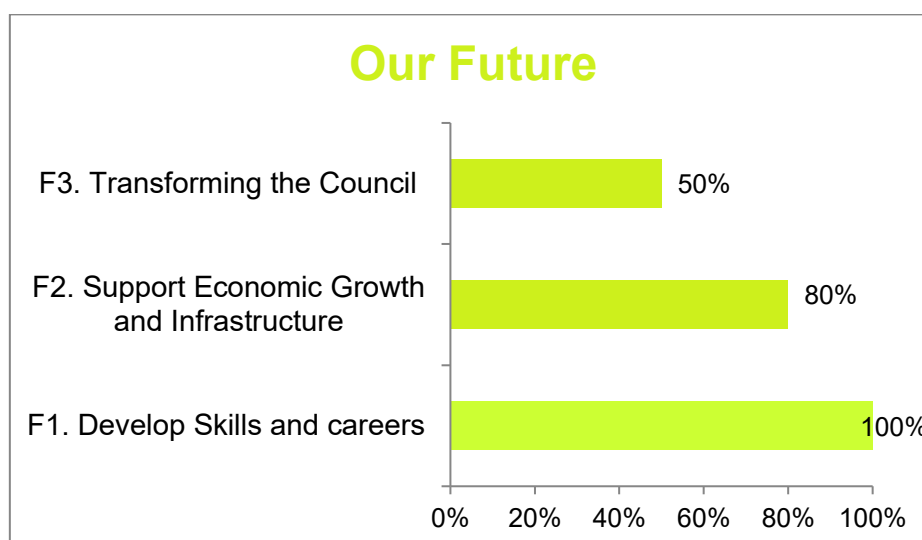
The below chart provides an overview for the percentage of measures that are on track to achieve the annual target.



#### 4.2 Overall Council performance against key aims – Quarter three 2021-2022.

The below charts provide an overview for the percentage of measures that are on track to achieve the annual target within each key aim of the Corporate Plan.





- 4.3 Of the 35 measures which support the progress of the Corporate Plan 20-24, 16 are green, five are amber, five are red and nine are grey, of which two are proxy measures and seven are annual indicators to be reported in quarter four.

Overall, 86% of the key aims within the Corporate Plan are on track. It should be noted that this includes nine annual measures where the outturn figure will be reported in quarter four. Depending on the performance of these measures, this will affect the final performance for the year. In the meantime, as at quarter 3, 100% of indicators are on track for Our Environment, 82% are on track for Our People and 75% are on track for Our Future.

- 4.4 This Committee is responsible for overseeing the delivery of 12 Corporate measures.

Below outlines the 11 measure(s) for this Committee that are on track (green, amber or grey) for the quarter:



- Household waste collected per head of population
- % of collected waste recycled and composted
- Number of fly tipping incidents.
- Improve the quality of the District through the Local Environmental Quality Survey
- Reduce South Derbyshire District Council carbon emissions
- % of new homes to meet water efficiency targets as set out in the Part G optional standard of 110 litres of potable water usage per person per day
- Proportion of good quality housing development schemes
- % of eligible new homes and commercial developments to achieve net gain in Biodiversity by a minimum of 10% compared to the site's predevelopment baseline.
- % of planning applications determined within the statutory period
- Secure new facilities and contributions through Section 106 to mitigate impacts of development. Achieve all necessary highway, education, healthcare, and recreation contributions.
- Continue to undertake interventions per year to keep families out of fuel poverty

4.5 Below outlines the one measure for this Committee that is not on track (red) for the quarter:

- Speed of decision on discharging conditions for housing applications.

For more detailed information please refer to **Appendix B**, Performance Measure Report Index.

4.6 An overview of performance can be found in the Performance Dashboard in **Appendix A**. A detailed update on the quarterly outturn of each performance measure including actions to sustain or improve performance is included in the detailed Performance Measure Report Index in **Appendix B**.

4.7 Questions regarding performance are welcomed from the Committee in relation to the Corporate performance measures that fall under its responsibility and are referenced in the detailed Performance Measure Report Index in **Appendix B**

## 5.0 **Financial and Implications**

None directly.

## 6.0 **Corporate Implications**

### 6.1 **Employment Implications**

None directly.



## 6.2 Legal Implications

None directly.

## 6.3 Corporate Plan Implications

This report updates the Committee on the progress against the key measures agreed in the Corporate Plan and demonstrates how the Council's key aims under the priorities, Our Environment, Our People and Our Future contribute to that aspiration.

## 6.4 Risk Impact

The Risk Register for the Committee's services is detailed in **Appendix C**. This includes the register, risk mitigation plans and any further actions required for the relevant departmental risks. Each risk has been identified and assessed against the Corporate Plan aims which are considered to be the most significant risks to the Council in achieving its main objectives. The Risk Register details a risk matrix to summarise how each identified risk has been rated.

The following risks have been updated for quarter three on the Service Delivery Risk Register.

- SD7 - mitigating actions have been updated.
- SD14 – mitigating actions have been updated.

## 7.0 Community Impact

### 7.1 Consultation

None required.

### 7.2 Equality and Diversity Impact

Not applicable in the context of the report.

### 7.3 Social Value Impact

Not applicable in the context of the report.

### 7.4 Environmental Sustainability

Not applicable in the context of the report.

## 8.0 Appendices

Appendix A – Performance Dashboard 2020-2024  
Appendix B – Performance Measure Report Index  
Appendix C – Service Delivery Risk Register







Priority	Key Aim	Outcome	Ref	How success will be measured	Q1: Apr-Jun	Q2: Apr-Sept	Q3: Apr-Dec	Q4: Apr-Mar	Q1: Apr-Jun	Q2: Apr-Sept	Q3: Apr-Dec	Annual Target 21-22	Plan Target 2020 2024	Head of Service	Strategic Lead	Committee
Our Environment	Keeping a clean, green District for future generations	E1. Improve the environment of the District	E1.1A	Household waste collected per head of population	126kgs	250 kgs	355kgs	460kgs	123kgs	245kgs	324kgs	Sustain Current levels	Sustain during Y1 and Y2. See a downward trend in Yrs3 and 4	Head of Operational Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			E1.1B	% of collected waste recycled and composted	53%	52%	49%	47%	50%	50%	48%*	>45%	Sustain during Y1 and Y2. See an upward trend in Yrs. 3 and 4	Head of Operational Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			E1.2A	Number of fly tipping incidents	260	528	732	1003	211	366	484	Downward trend as a 4-year mean <764	Downward trend over 4 years	Matt Holford, Head of Environmental Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			E1.2B	Improve the quality of the District through the Local Environmental Quality Survey	Report in Q4	Report in Q4	Report in Q1 21/22	Report in Q1 21/22	94.74% (Grade C or above)	94.74% (Grade C or above)	94.74% above grade C+	>95% (Grade C or above)	>90%	Head of Operational Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			E1.3A	% of eligible new homes and commercial developments to achieve net gain in Biodiversity by a minimum of 10% compared to the sites pre development baseline.	First Report due December 2020. No qualifying decisions in Q1.	66.7%	66.7%	66.7%	66.7%	66.7%	66.7%	85% (4-year target)	85%	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
		E2. Tackle climate change	E2.1A	Reduce South Derbyshire District Council carbon emissions	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Produce and implement a Head of Service Q4 Climate and Environment report that tracks performance against quantified targets and outturns	Achievement of Actions contained in the South Derbyshire Climate and Environment Action Plan 2020-24 (C&EAP)	Matt Holford, Head of Environmental Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			E2.2A	% of new homes to meet water efficiency targets as set out in the Part G optional standard of 110 litres of potable water usage per person per day	78%	89%	100%	100%	70.5%	79.3%	86%	85%	85%	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
		E3. Enhance the attractiveness of South Derbyshire	E3.1A	Increase Swadlincote Town Centre visitor satisfaction	Reported Annually in Q3	Reported Annually in Q3	55%	55%	Reported Annually in Q3	Reported Annually in Q3	60%	58%	National small towns average 72%. Target to be above the National average by 2023/24	Mike Roylance, Head of Economic Development and Growth	Frank McArdle, Chief Executive	F&M
			E3.2A	The number of Green Flag Awards for South Derbyshire parks	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Four Year Target - 4	Increase from two green flag park awards to four by 2024	Head of Cultural and Community Services	Allison Thomas, Strategic Director, Service Delivery	H&CS
			E3.2B	Proportion of good quality housing development schemes	Reported Annually in Q4	Reported Annually in Q4	Reported Annually in Q4	Out turn unavailable	Data unavailable	Reported Annually in Q4	Reported Annually in Q4.	90%	% of schemes which score high	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
Our People	meeting the future needs of the District	P1. Engage with our communities	P1.1A	Number of new and existing Community Groups supported	28	66	113	153	24	65	112	Proxy	Year 1-2 (Proxy)- collate baseline data. Year 3-4 we will show either an increase or decrease	Head of Cultural and Community Services	Allison Thomas, Strategic Director, Service Delivery	H&CS
			P1.2A	Number of ASB interventions by type	Minimal	Minimal	Minimal	Minimal	Moderate	Moderate	Moderate	'Moderate' or 'High'	'Moderate' or 'High'	Matt Holford, Head of Environmental Services	Allison Thomas, Strategic Director, Service Delivery	H&CS
		P2. Supporting and safeguarding the most vulnerable	P2.1A	Number of households prevented from Homelessness	64 cases	127 cases	203 casesf	265 cases	85 cases	164 cases	233 cases	Proxy	Proxy Measure to show service activity	Paul Whittingham, Head of Housing	Allison Thomas, Strategic Director, Service Delivery	H&CS
			P2.1B	Continue to undertake interventions per year to keep families out of fuel poverty	111	216	247	276	30	102	172	210 interventions	300 interventions (2020-21) Target to be reviewed thereafter.	Matt Holford, Head of Environmental Services	Allison Thomas, Strategic Director, Service Delivery	E&DS
			P2.2A	Deliver the objectives identified in the South Derbyshire Health & Wellbeing Group	Action plan developed and adopted	Ongoing delivery of the action plan by partners	Ongoing delivery of the action plan by partners	Ongoing delivery of plan	Draft action plan to be ratified	Action Plan adopted at SDP Co ordinating Group and Board Meeting	100% of actions delivered	100% of actions delivered	100% of actions identified delivered	Head of Cultural and Community Services	Allison Thomas, Strategic Director, Service Delivery	H&CS
			P2.3A	Deliver the Planned Maintenance Housing programme over four years	35% (£ 594,406)	88.95% (£ 1,188,813)	95.6% (£ 1,783,219)	114.10% (£ 2,377,625)	111.5% (£662,477.87)	105.6% (£1,255,878.1	77.5% (£1,841,719.16)	100% against the annual plan 2020-21	100% against the annual plan	Paul Whittingham, Head of Housing	Allison Thomas, Strategic Director, Service Delivery	H&CS
			P2.3B	Develop and deliver the Public Buildings programme over four years	Software tested and calibrated	Condition surveys on the five largest assets have	Carry out further surveys on 12 more of the Public	Carry out further surveys on 12 more of the Public	9.1% (11 Surveys)	16% (11 Surveys)	22.5% (11 Surveys)	30% of surveys to be undertaken.	100% of surveys to be undertaken	Steve Baker, Head of Corporate Property	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
			P2.3C	Average time taken to re-let Council homes	206 days average	209 days average	192 days average	200 days average	190 days average	174 days average	160 days	Median Quartile Performance (Benchmark via Housemark)	Median Quartile Performance (Benchmark via Housemark)	Paul Whittingham, Head of Housing	Allison Thomas, Strategic Director, Service Delivery	H&CS
			P2.4A	P2.4A Deliver the objectives identified in the South Derbyshire Partnership Social Mobility Action Plan	Reported in Q4	Reported in Q4	Reported in Q4	Research and data analysis	Reported in Q4	Research and Data analysis	Preparation of Action Plan	Develop the Social Mobility Action Plan	Upward Trend	Mike Roylance, Head of Economic Development and Growth	Frank McArdle, Chief Executive	F&M

People	Working with communities and	P3. Deliver Excellent Services	P3.1 Ensuring consistency in the way the Council deal with service users	P3.1A	Increase the number of customers who interact digitally as a first choice	Total: 4,474	Total: 10,174	Total: 16,103	Total: 22,242	Total: 5,301	Total: 10,491	Total: 15,379	>22,242 (upward trend year on year)	Upward Trend	Elizabeth Barton, Head of Customer Services	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
			P3.2 Have in place methods of communication that enables customers to provide and receive information.	P3.2A	Reduce face-to-face contact to allow more time to support those customers who need additional support	No visitors due to Covid-19	No visitors due to Covid-19	No visitors due to Covid-19	0	0	0	0	Downward trend (based on 2019 pre-Covid-19)	Downward trend in Face to Face interactions	Elizabeth Barton, Head of Customer Services	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
			P3.3 Ensuring technology enables us to effectively connect with our communities.	P3.3A	Number of customer telephone calls answered by Customer Service	Total: 22,387	Total: 44,701	Total: 69,812	Total: 98,099	Total: 26,756	Total: 51,866	Total: 74,981	Downward trend <95,896	Downward Trend	Elizabeth Barton, Head of Customer Services	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
				P3.3B	Increase digital engagement (Twitter, Instagram, Facebook)	34,340	39,924	42,723	43,850	44,989	46,853	48,409	upward trend	Upward Trend	Fiona Pittam, Head of Organisational Development & Performance	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
			P3.4 Investing in our workforce	P3.4A	Increase the level of staff engagement	Reported annually in Q4	Reported annually in Q4	Survey postponed until 21-22	Survey postponed until 21-22	Survey postponed until 22-23	Survey postponed until 22-23	254 staff attended staff briefing sessions in September 2021	Annual Increase in the % of Staff completing the survey	Annual Increase in the % of Staff completing the survey	Fiona Pittam, Head of Organisational Development & Performance	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
				P3.4B	Number of apprenticeships	4 (1.2% of head count)	4 (1.2% of head count)	5 (1.5% of head count)	5 (1.5% of head count)	3 (0.9% of head count)	6 (1.84% of head count)	6 (1.84% of head count)	>2.3%	>2.3% of head count	Fiona Pittam, Head of Organisational Development & Performance	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
				P3.4C	Average number of staff days lost due to sickness	3.68	8.01	11.6	12.93	2.11	4.79	7.55	Downward trend	Downward Trend	Fiona Pittam, Head of Organisational Development & Performance	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
				P3.4D	% of employees that consider that the Council has a positive health and safety culture	Reported annually in Q4	Reported annually in Q4	Reported annually in Q4	Postponed until early 22/23	Postponed until early 22/23	Postponed until early 22/23	Postponed until early 22-23	No annual target	Upward Trend	Fiona Pittam, Head of Organisational Development & Performance	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
	Our Future	F1. Develop skills and careers	F1.1 Attract and retain skilled jobs in the District	F1.1A	Increase the number of employee jobs in South Derbyshire	Reported in Q4	Reported in Q4	Reported in Q4	32,000 Impacted by Covid-19	Reported in Q4	Reported in Q4	Reported in Q4	>32,000	Upward Trend	Mike Roylance, Head of Economic Development and Growth	Frank McArdle, Chief Executive	F&M
		F2. Support economic growth and infrastructure	F2.1 Encourage and support business development and new investment in the District	F2.1A	Annual net growth in new commercial floorspace (sqm)	Reported in Q4	Reported in Q4	Reported in Q4	4,140 sqm	Reported in Q4	Reported in Q4	Reported in Q4	net annual growth in commercial floorspace of 12,269.5 sqm	Upward Trend	Mike Roylance, Head of Economic Development and Growth	Frank McArdle, Chief Executive	F&M
				F2.1B	Total Rateable Value of businesses in the District	£67,528,690	£67,316,577	£67,379,221	£67,341,926	£67,150,426	£67,133,764	£67,199,282	>£67,486,786	Upward Trend	Mike Roylance, Head of Economic Development and Growth	Frank McArdle, Chief Executive	F&M
			F2.2 Enable the delivery of housing across all tenures to meet Local Plan targets	F2.2A	Speed of decision on discharging conditions on housing applications	100%	100%	100%	100%	93.7%	71.8%	47.9%	90% within 8-13 weeks or as agreed with the applicant	90% within 8-13 weeks or as agreed with the applicant	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
				F2.2B	% of planning applications determined within the statutory period	94%	99%	98%	98%	91%	93.1%	93%	>90%	>90%	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
			F2.3 Influence the improvement of infrastructure to meet the demands of growth.	F2.3A	Secure new facilities and contributions through Section106 to mitigate impacts of development. Achieve all necessary highway, education, healthcare, and recreation contributions	Reported annually in Q4	Reported annually in Q4	Reported annually in Q4	94%	Reported annually in Q4	Reported annually in Q4	Reported annually in Quarter 4.	>90%	>90%	Steffan Saunders, Head of Planning and Strategic Housing	Allison Thomas, Strategic Director, Service Delivery	E&DS
		F3. Transforming the Council	F3.1 Provide modern ways of working that support the Council to deliver services to meet changing needs.	F3.1A	Deliver against the Transformation Action Plan	On target	On target	On target	On target	On target	Quarterly target not achieved	Continue to deliver the annual transformation plan including the emerging Future Service Delivery	Deliver 100% against action plan	Deliver 100% against action plan	Anthony Baxter, Head of Business Change and ICT	Kevin Stackhouse, Strategic Director, Corporate Resources	F&M
			F3.2 Source appropriate commercial investment opportunities for the Council	F3.2A	Develop our approach towards the commercialisation of services which include grants, sponsorship, fees and charges and operating models and increase the income generated from these activities	On target	On target	On target	On target	Quarterly outcome not achieved	Quarterly outcome not achieved	No change from last quarter	Deliver 100% against action plan	Y1 – Form a working group & Action Plan Y2 – deliver against action plan and sustain an upward trend in revenue	Head of Operational Services	Allison Thomas, Strategic Director, Service Delivery	F&M

# Corporate Plan 2020-2024

## Performance Measure Report Index

### Environmental and Development Services Committee

**Team: Organisational Development and Performance**

**Date: February 2022**



# Performance Measure Report Index

## Corporate Plan 2020-2024

### Summary

The Corporate Plan 2020-2024 has 35 Corporate Measures which underpin the Council's three priorities Our Environment, Our People, Our Future.

The following Committees are responsible for overseeing the delivery of the following key aims and outcomes:

**Environmental and Development Services Committee (E&DS) are responsible for 12 Corporate measures under the key aims:**

- E1. Improve the environment of the District
- E2. Tackle climate change
- E3. Enhance the attractiveness of South Derbyshire
- P2. Supporting and safeguarding the most vulnerable
- F2. Support economic growth and infrastructure

**Housing and Community Services Committee (H&CS) are responsible for seven corporate measures under the key aims:**

- E3. Enhance the attractiveness of South Derbyshire
- P1. Engage with our communities
- P2. Supporting and safeguarding the most vulnerable

**Finance and Management Committee (F&M) are responsible for 16 corporate measures under the key aims:**

- E3. Enhance the attractiveness of South Derbyshire
- P2. Supporting and safeguarding the most vulnerable
- P3. Deliver Excellent Services
- F1. Develop skills and careers
- F2. Support economic growth and infrastructure
- F3. Transforming the Council



# Environmental and Development Services Committee (E&DS) is responsible for the following 12 Corporate measures

## Our Environment

### Measure

- Household waste collected per head of population
- % of collected waste recycled and composted
- Number of fly tipping incidents
- Improve the quality of the District through the Local Environmental Quality Survey
- % of eligible new homes and commercial developments to achieve net gain in Biodiversity by a minimum of 10% compared to the site's predevelopment baseline.
- Reduce South Derbyshire District Council carbon emissions
- % of new homes to meet water efficiency targets as set out in the Part G optional standard of 110 litres of potable water usage per person per day
- Proportion of good quality housing development schemes

## Our People

### Measure

- Continue to undertake interventions per year to keep families out of fuel poverty

## Our Future

### Measure

- Speed of decision on discharging conditions on housing applications
- % of planning applications determined within the statutory period
- Secure new facilities and contributions through Section 106 to mitigate impacts of development. Achieve all necessary highway, education, healthcare, and recreation contributions

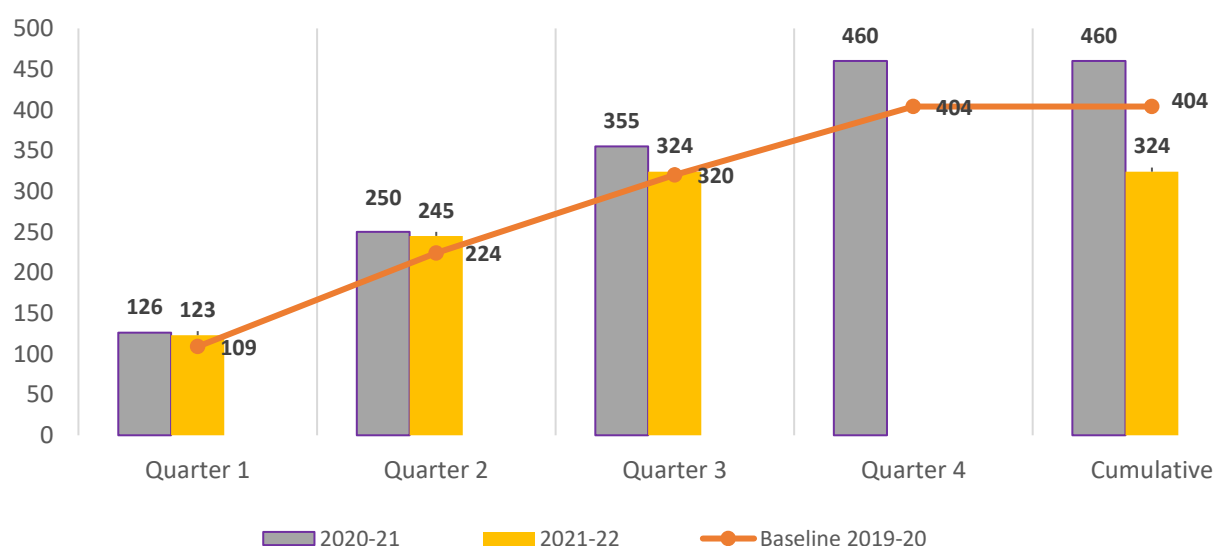


## Priority: Our Environment

### E1.1 Reduce waste and increase composting and recycling

Measure and Reference	E1.1A Household waste collected per head of population		Committee	E&DS	
Definition	This indicator is the number of kilograms of household waste collected per head of population. 'Household waste' means those types of waste which are to be treated as household waste as defined by the Environmental Protection Act 1990.		Why this is Important	To measure the change in household waste disposal levels as a result of householders' waste reduction and recycling activities	
What Good Looks Like	Top performing authorities outturn <400kgs per year				
History of this Indicator	The Council employs 40 staff and utilises 15 vehicles and a number of external contractors to deliver waste collection services.				
2019/20 Baseline Data	The estimated figure reported in Q4 was 407 kgs. This figure has now been validated and the confirmed out turn for Q4 is 404 kgs.				
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	Sustain during Yr1 (404kgs)	126kgs	250kgs	355kgs	460kgs
2021/22	Sustain Current levels	123kgs	245kgs	324kgs	
Performance Overview - Quarterly Update			Actions to sustain or improve performance		
The population figure has been updated and this reflects in the figure reported, thus showing a reduction in waste sent to landfill from this time last year.			By updating the population figure the out turn for quarter three has improved from last year.		

#### E1.1A Household waste collected per head of population (kgs)



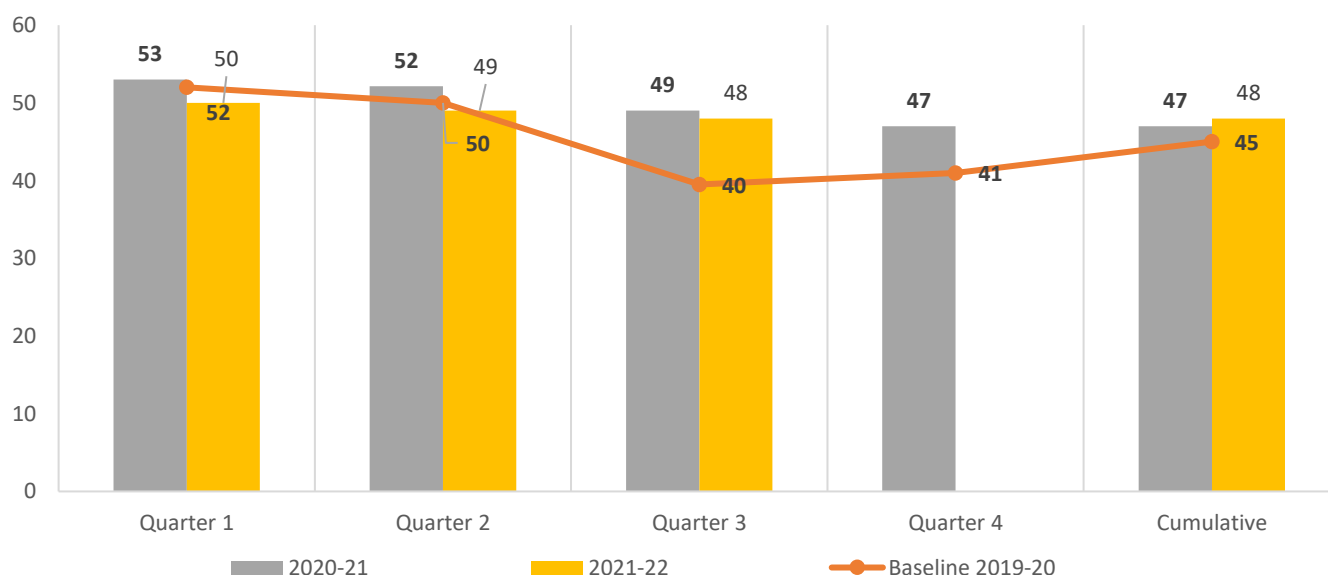


## Priority: Our Environment

### E1.1 Reduce waste and increase composting and recycling

Measure and Reference	E1.1B % of collected waste recycled and composted	Committee	E&DS		
Definition	Kerbside collected household waste is waste presented for collection by households in the black, green and brown bins and the normal alternate week collections. Recycled or composted is waste presented in the green and brown bins.	Why this is Important	To establish the success of the Council's recycling scheme and to ensure the compost scheme continues to perform		
What Good Looks Like	The top performing authorities achieve >60%, the top 25% achieve >50%				
History of this Indicator	Currently on a downward trend, the tonnages collected have remained stable, however increasing residual waste is pushing the percentage down.				
2019/20 Baseline Data	The estimated figure reported in Q4 was 46%. This figure has now been validated and the confirmed out turn for Q4 is 45%.				
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	Sustain during Yr1 (45% or>)	53%	52%	49%	47%
2021/22	>45%	50%	50%	48%*	
Performance Overview - Quarterly Update			Actions to sustain or improve performance		
Estimated figure not all tonnage data from recycling activities is available. The outturn for Q3 of 48% is slightly down on the same period last year.			The removal of bring sites has slightly increased the recycling rates in Q3 and decreased the residual waste, however, due to recycling rate being down in Q1 this has had an impact on Q3 outturn.		
The actual figure for quarter two has now been confirmed as 50% (from an estimated figure of 49%)					

#### E1.1B % of collected waste recycled and composted



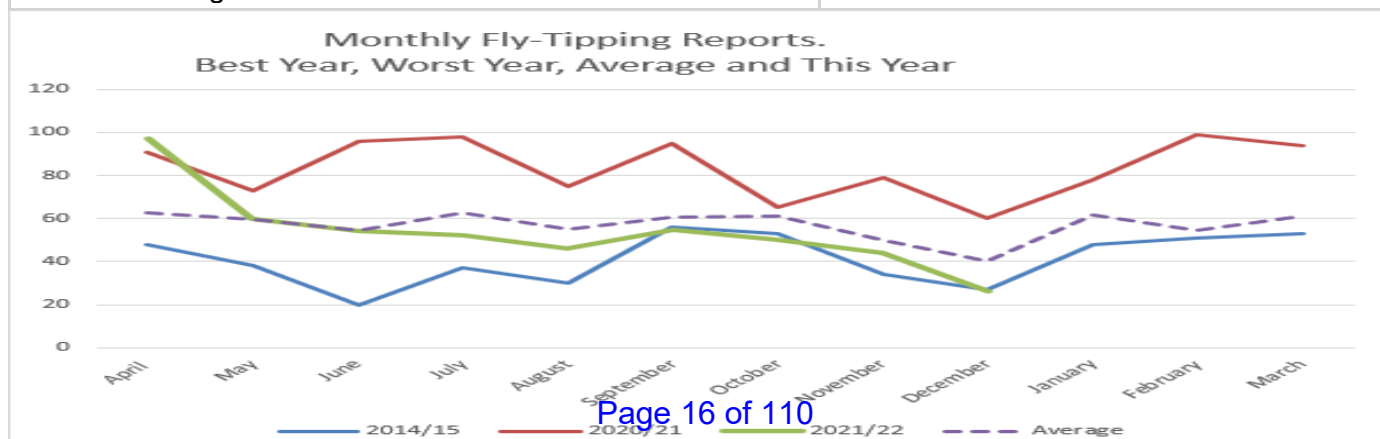
## Priority: Our Environment

### E1.2 Reduce fly tipping and litter through education, engagement and zero tolerance enforcement action where appropriate

Measure and Reference	E1.2A Number of fly tipping incidents	Committee	E&DS
<b>Definition</b>	A reduction in fly-tipping incidents is defined as a numerical reduction in the sum of the number of fly tipping incidents reported to the Council, plus the number of fly tips proactively collected by Council staff while performing their duties, compared to the reference period.	<b>Why this is Important</b>	Prevent an increase in fly-tipping incidents through education, engagement and enforcement action where appropriate
<b>What Good Looks Like</b>	The purpose of this Indicator is to see a downward trend in fly tipping incidents as a rolling average over the four-year period of the Corporate Plan.		
<b>History of this Indicator</b>	There have been long term reductions in fly tipping incidents both nationally and locally since 2000, however this trend has reversed in very recent years. Between 2016 and 2019 fly tipping incidents nationally have increased.		
<b>2019/20 Baseline Data</b>	714 reported incidents (total figure for 2019/20)		

Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	Downward Trend	260	528	732	1003
2021/22	Downward trend as a 4-year mean <764	211	366	484	

Performance Overview - Quarterly Update	Actions to sustain or improve performance
<p>In 2020/21 fly tipping incidents nationally were at their highest level for 14 years, and in South Derbyshire were at their highest level for 13 years. This trend continued into the early part of 2021/22 financial year, however since then fly tipping levels have dropped very significantly, to such an extent that reported incidents of fly tipping for the month of December 2021 were the lowest monthly number for five years and the third lowest monthly number in the last eleven years. During the latter part of 2021 a number of successful prosecutions were taken by the Community Safety Enforcement Team in Environmental Services against repeat offenders following complex and challenging investigations. Officers believe that this very significant downturn in incidents is as a direct result of the robust legal action taken.</p>	<ol style="list-style-type: none"> <li>1. Continued pursuit of fly tipping offenders when evidence becomes available</li> <li>2. Continued use of press releases and Facebook content to highlight that this behaviour is entirely unacceptable</li> <li>3. Development of partnership arrangements with Parish Councils and other community groups to maximise intelligence and acquisition of evidence</li> <li>4. Continued rapid clearance of fly tipped material by the Clean Team.</li> </ol>





## Priority: Our Environment

### E1.2 Reduce fly tipping and litter through education, engagement and zero tolerance enforcement action where appropriate

Indicator more appropriate						
<b>Measure and Reference</b>		<b>E1.2B Improve the quality of the District through the Local Environmental Quality Survey</b>		<b>Committee</b>	E&DS	
<b>Definition</b>		Percentage of inspected areas above a grade C for cleanliness as defined in the government code of Practice for Litter and refuse.		<b>Why this is Important</b>	Gives assurance that the cleansing regimes and resources deployed are delivering the Council’s service standards.	
<b>What Good Looks Like</b>		<p>&gt;95% above grade C</p> <p>This information below provides an overview of the grading:</p> <p>Grade A No issues present Grade B+ No formal description Grade B Predominantly free with some minor instances of the issue Grade B- No formal description Grade C Widespread with some accumulations of the issue Grade C- No formal description Grade D Heavily affected by the issue</p> <p>In order to present a fair picture plus and minus grades are used where a location is better than the lower grade but not sufficiently to attain the higher grade.</p>				
<b>History of this Indicator</b>		New indicator				
<b>2019/20 Baseline Data</b>		89.67% above grade C				
<b>Reporting Year</b>	<b>Annual Target</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>	
2020/21	>95%	Report in Q4	Report in Q4	Report in Q1 21/22	Reported in Q1 21/22	
2021/22	>95% (Grade C or above)	94.74% (Grade C or above)	94.74% (Grade C or above)	94.74% above grade C+		
<b>Performance Overview - Quarterly Update</b>			<b>Actions to sustain or improve performance</b>			
A survey is scheduled to take place mid-February and a second survey will take place at the end of August/early September.			The outturn of 94.74% on the previous survey is very promising and reflects improvements over the previous year’s outturn (of 89.67%.) Focus will be maintained on areas of concern which are principally detritus.			



## Priority: Our Environment

### E1.3 Enhance biodiversity across the District

Measure and Reference	E1.3A % of eligible new homes and commercial developments to achieve net gain in Biodiversity by a minimum of 10% compared to the sites predevelopment baseline.		Committee	E&DS	
Definition	Policy BNE3 of the Local Plan and Chapter 15 of the National Planning Policy Framework seeks to ensure that the impacts of development on biodiversity are minimised and preferably provide net gains. This would be negotiated during the application process		Why this is Important	It is likely that soon this will be a statutory requirement. It demonstrates that the Council is being proactive in delivering an aspiration of the Local Plan.	
What Good Looks Like	The purpose of the PI is to see the pursuit of net biodiversity gains on all eligible sites otherwise suffering a net loss.				
History of this Indicator	Notwithstanding the Council's 'encouragement' of biodiversity gains in the Local Plan, this will be a new government initiative that would make it a statutory requirement.				
2019/20 Baseline Data	Insufficient baseline data available				
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	85%	First Report due December 2020. No qualifying decisions in Q1.	66.7%	66.7%	66.7%
2021/22	85% (4-year target)	66.7%	66.7%	66.7%	
Performance Overview - Quarterly Update			Actions to sustain or improve performance		
No qualifying applications have been determined within this time period.			Legislation now issued but not active until summer 2023. The Biodiversity Officer has been recruited and will commence on 31 January 2022 they will be able to provide support to officers. Work may be required with other authorities across Derbyshire to find a solution due to the amount of work this will create in the long term.		



## Priority: Our Environment

### E2.1 Strive to make South Derbyshire District Council carbon neutral by 2030

Measure and Reference	E2.1A Reduce South Derbyshire District Council carbon emissions	Committee	E&DS			
Definition	Achievement of Actions contained in the South Derbyshire Climate and Environment Action Plan 2020-24 (C&EAP)	Why this is Important	To enable emissions from all relevant identified Council sources to be controlled over the Corporate Plan timeframe			
What Good Looks Like	Achievement of Actions contained in the South Derbyshire Climate and Environment Action Plan 2020-24 (C&EAP)					
History of this Indicator	No previous targets to achieve carbon neutrality have been set					
2019/20 Baseline Data	2,500 tonnes of carbon dioxide equivalent in 2018/19					
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4	
2020/21	Achievement of Actions contained in the South Derbyshire Climate and Environment Action Plan 2020-24.	Achieved	Achieved	Achieved	Achieved	
2021/22	Produce and implement a Head of Service Q4 Climate and Environment report that tracks performance against quantified targets and outturns	Achieved	Achieved	Achieved		
Performance Overview - Quarterly Update		Actions to sustain or improve performance				
The 2021/22 tracking of carbon reduction activities is based on meeting a number of milestones, all of which have been met 1. Obtain approval of a 2021-30 Climate and Environment Action Plan (C&EAP) 2. Establish an overall performance tracking system for the committed actions in the C&EAP for each Head of Service 3. Produce a Head of Service C&EAP report that tracks performance against quantified targets and outturns.		The Performance tracking system to assess and promote progress against our C&EAP actions attracted particular praise from the external auditors following our recent ISO14001 environmental management systems audit.				



## Priority: Our Environment

### E2.2 Work with residents, businesses and partners to reduce their carbon footprint

Measure and Reference	E2.2A % of new homes to meet water efficiency targets as set out in the Part G optional standard of 110 litres of potable water usage per person per day		Committee	E&DS	
Definition	Part G of the Building Regulations sets out an optional standard for potable water conservation which is reiterated in Policy SD3 of the Local Pan. A planning condition will be attached to all new permissions to pursue adherence to this standard (where relevant).		Why this is Important	Local infrastructure and environmental constraints require the need for the Council to contribute to the suppression of water demand and hence waste water discharges across the District.	
What Good Looks Like	This is designed to ensure that going forward all new developments comply with the optional Part G standard				
History of this Indicator	No History				
2019/20 Baseline Data	Baseline figure of 50% based on 18 qualifying decisions in Q4.				
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	85%	78%	89%	100%	100%
2021/22	85%	70.5%	79.3%	86%	
Performance Overview - Quarterly Update			Actions to sustain or improve performance		
Target met for this quarter. Continue to remind colleagues of the need to attach condition to qualifying permissions and signing officers to ensure they are checked for such.			Ongoing training of new officers and awareness of corporate objectives.		



## Priority: Our Environment

### E3.2 Improve public spaces to create an environment for people to enjoy

<b>Measure and Reference</b>		<b>E3.2B Proportion of good quality housing development schemes</b>		<b>Committee</b>	E&DS
<b>Definition</b>		The % of new residential developments that score well against the Council’s quality criteria based on latest Building for Life standards and the National Design Guide, which measure several aspects of the quality of a development (including the provision and quality of public spaces).		<b>Why this is Important</b>	This PI directly measures how good the quality of developments are and therefore whether it is more likely to result in an improvement to the quality of open and other spaces.
<b>What Good Looks Like</b>		The purpose of this PI is to see an upward trend in higher quality developments and their immediate environment.			
<b>History of this Indicator</b>		This PI will differ from the similar PI which only looked at an earlier Building for Life standard. In previous years, the 90% target was often met and where not, only marginally missed.			
<b>2019/20 Baseline Data</b>		Annual score of 92% based on old methodology – to be reported annually in Q4			
<b>Reporting Year</b>	<b>Annual Target</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>
2020/21	90%	Reported Annually in Q4.	Reported Annually in Q4.	Reported Annually in Q4.	Out turn unavailable.
2021/22	90%	Data unavailable	Reported Annually in Q4.	Reported Annually in Q4.	
<b>Performance Overview - Quarterly Update</b>				<b>Actions to sustain or improve performance</b>	
Senior Design Officer has been in post since August. However, in this time we have lost two Senior Officers and have ongoing high numbers of applications. One Senior Officer has been appointed and one position remains vacant. The Design Officer has thus been focused on application caseload this quarter.				n/a	



F2.2 Enable the delivery of housing across all tenures to meet Local Plan targets

<b>Measure and Reference</b>		<b>F2.2A Speed of decision on discharging conditions on housing applications</b>	<b>Committee</b>	<b>E&amp;DS</b>	
<b>Definition</b>		The purpose of the performance indicator is to measure the percentage of planning condition applications determined in the statutory period of eight or 13 weeks or as may be otherwise agreed with applicants.	<b>Why this is Important</b>	Unnecessary delays in the determination of applications holds up the delivery of development and therefore a potential disincentive to inward investment	
<b>What Good Looks Like</b>		All applications determined as soon as possible without compromising quality.			
<b>History of this Indicator</b>		New indicator			
<b>2019/20 Baseline Data</b>		80% based on Q4 (up to 85% if including first 27 days of 2020/21 Q1, following new procedure with team)			
<b>Reporting Year</b>	<b>Annual Target</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>
2020/21	90% within 8-13 weeks or as agreed with the applicant	100%	100%	100%	100%
2021/22	90% within 8-13 weeks or as agreed with the applicant	93.7%	71.8%	47.9%	
<b>Performance Overview - Quarterly Update</b>			<b>Actions to sustain or improve performance</b>		
There was only one qualifying application during this timeframe, and it was determined outside of the statutory time period which has resulted in a significant reduction in performance. Despite pressures on Planning Delivery resources including; ongoing high planning application numbers and five staff vacancies, the team is still striving to determine applications with agreed extensions to determination periods in the majority of instances.			Key staff to see indicator feature in annual performance development reviews and in monthly departmental meetings. Team Leaders regularly monitoring performance. Agency staff recruited to help process applications in a timely manner.		



## Priority: Our Future

### F2.2 Enable the delivery of housing across all tenures to meet Local Plan targets

Measure and Reference	F2.2B % of planning applications determined within the statutory period	Committee	E&DS		
Definition	The purpose of the performance indicator is to measure the percentage of planning applications determined in the statutory period of eight or 13 weeks or as may be otherwise agreed with applicants.	Why this is Important	Unnecessary delays in the determination of planning applications holds up the delivery of development and therefore a potential disincentive to inward investment		
What Good Looks Like	All applications determined as soon as possible without compromising quality.				
History of this Indicator	Generally, the Council has performed well for most recent years against a notional target of 90%				
2019/20 Baseline Data	93%				
Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	>90%	94%	99%	98%	98%
2021/22	>90%	91%	93.1%	93%	
Performance Overview - Quarterly Update			Actions to sustain or improve performance		
Despite continuing shortages in staffing levels and a significant number of planning applications, the service continues to work just above the annual target.			Continued performance management of individual staff and workloads. Resourcing of the Development Management Team continues to be an issue with four vacancies, although two new members of staff have been recruited and should start within the next month.		



## Priority: Our Future

### F2.3 Influence the improvement of infrastructure to meet the demands of growth.

<b>Measure and Reference</b>	<b>F2.3A Secure new facilities and contributions through Section106 to mitigate impacts of development. Achieve all necessary highway, education, healthcare, and recreation contributions</b>			<b>Committee</b>	E&DS
<b>Definition</b>	Statute allows the Council to seek financial and other contributions from developments to mitigate the impact of the development on public infrastructure subject to viability of individual developments.			<b>Why this is Important</b>	Without some contribution towards mitigating the impact of new developments, infrastructure would have to accommodate the extra load without direct funding to bear the burden
<b>What Good Looks Like</b>	Securing all proven necessary mitigation to accommodate new developments				
<b>History of this Indicator</b>	New indicator				
<b>2019/20 Baseline Data</b>	New indicator, data will be collected from April 2020 onwards as retrospective data is not possible to collect.				
<b>Reporting Year</b>	<b>Annual Target</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>
2020/21	90%	Reported annually in Q4	Reported annually in Q4	Reported annually in Q4	94%
2021/22	90%	Reported annually in Q4	Reported annually in Q4	Reported annually in Q4.	
<b>Performance Overview - Quarterly Update</b>			<b>Actions to sustain or improve performance</b>		
N/A			N/A		





## Priority: Our People

### P2.1 With partners encourage independent living and keep residents healthy and happy in their homes.

<b>Measure and Reference</b>	<b>P2.1B Continue to undertake interventions per year to keep families out of fuel poverty</b>	<b>Committee</b>	E&DS
<b>Definition</b>	Number of interventions made by the Council (and partners over whom the Council has influence) to improve fuel efficiency in residential properties.	<b>Why this is Important</b>	Fuel poverty is a public health observatory key performance indicator and reflects both the thermal efficiency of housing stock and the affluence of the population
<b>What Good Looks Like</b>	Increasing the numbers of fuel efficiency interventions to directly contribute to reductions in the numbers of families in fuel poverty.		
<b>History of this Indicator</b>	The Council has never previously collated data on the different measures taken to take families out of fuel poverty.		
<b>2019/20 Baseline Data</b>	7.9% (3,393 households) estimated to be in fuel poverty. In 2019/20 an estimated 90 interventions were made to help residents reduce fuel poverty		

Reporting Year	Annual Target	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2020/21	300 interventions	111	216	247	276
2021/22	210 interventions	30	102	172	

Performance Overview - Quarterly Update	Actions to sustain or improve performance
<p>This PI is based on the total number of interventions made across a number of different workstreams namely: enforcement actions to deal with sub-standard private sector housing, enforcement actions for failures by landlords to achieve energy efficiency standards, different forms of funding for private sector housing provided under the Council's Private Sector Housing Assistance Policy.</p> <p>Interventions across all of these workstreams have been above target with the exception of completed Green Homes Grant (GHG) property improvements where the applications for funding have been much lower than originally projected and the completion of property improvements has been delayed due to workforce and supply chain problems with the appointed contractor.</p> <p>A further difficulty relates to the new requirement (as of 14 Nov 2021) that all GHG works must be inspected by a Retrofit Coordinator and a Retrofit Assessor (two separate roles/persons). This new requirement has added two further stages to the process which not only results in application delays of 4-6 weeks but can result in an application being declined by the Retrofit Coordinator even before the LA has an opportunity to certify the application.</p>	<p>The delays to the GHG project mean that improvements will be delivered later in the financial year than were forecast when the target for this indicator was drafted. Officers have doubled the number of project monitoring meetings with the appointed installer in order to identify the detail of the causes for delays and strategies to overcome them. The target outcome remains achievable.</p>

2020/21 Actual					
<b>Nature of Intervention</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>Total</b>
Health Homes grant	5	0	5		10
Regulatory Intervention	19	6	5		30
Healthy Homes Assistance Fund		47	12		60
Hospital Discharge Fund		0	19	4	23



EPC enforcement	0	0	25		25
Green Homes Grant / HUG	0	0	10		10
Flood Resilience Grant	5	3	6		14
Other					0
SUM	30	75	67	0	172



## Quarter 3, 2021-2022 Service Delivery Risk Register

REF	RISK TITLE & DESCRIPTION	RISK CAUSE	RISK IMPACT	RISK CATEGORY  Strategic Operational Financial Knowledge management Compliance, Partnership	Current Risk Rating (See table below for guidance)			CONTROLS IN PLACE TO MITIGATE THE RISK	Risk Rating after mitigations (See table below for guidance)			FURTHER ACTION REQUIRED	SUMMARY OF CHANGE SINCE LAST QUARTER	RISK OWNER
					LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING			
SD1	Loss of income to the Housing Revenue Account (HRA)	Reduction of income through the Impact of: Universal Credit (UC) (increase rent arrears) Void Properties (rent loss) Right to buy properties (rent loss)	Loss of income into the (HRA)	Financial	4	2	8	<ul style="list-style-type: none"> <li>A revised Income Management Policy has been approved by Housing and Community Services Committee and new operational/ IT procedures implemented.</li> <li>New dwellings mitigate revenue lost through Right to Buy (RTB). New Builds can still be purchased under (RTB) after three years for Secure Tenancies.</li> <li>Daily monitoring of UC, and income management.</li> <li>The Housing Service has made operational changes to deal with this increase which have been subject to a successful audit review.</li> <li>Programme in place to reduce the void rent loss.</li> <li>Council House Development Group is in place</li> </ul>	3	1	3	<ul style="list-style-type: none"> <li>Increased focus on collection of rent and other housing debt.</li> <li>Monitoring and review of arrears, evictions and rent loss due to voids</li> <li>Council House development group to develop a pipeline of development schemes.</li> <li>Essential Living Fund Grant received via Derbyshire County Council to provide support for tenants and others affected by the removal of the £20.00 per week Universal Credit Supplement.</li> </ul>	Further actions updated for Q3, no change to risk rating.	Head of Housing Services
SD3	Safety standards	Failure to comply with basic safety standards in flats/blocks with communal areas.	Risk to property and life	Compliance	2	4	8	<p>Housing Safety policies are now in place for:</p> <ul style="list-style-type: none"> <li>➤ Fire</li> <li>➤ Lift</li> <li>➤ Electrical</li> <li>➤ Gas</li> <li>➤ Asbestos</li> <li>➤ Legionella</li> </ul> <ul style="list-style-type: none"> <li>A recent Internal Audit of Housing Safety has confirmed that the systems in place provide "reasonable assurance" in this area.</li> <li>Contracts are in place to deliver property improvements for all aspects of property safety.</li> <li>Recruited an Asset and compliance Post</li> </ul>	2	4	8	<ul style="list-style-type: none"> <li>Monitoring and carrying out safety checks as per the Housing Safety Policies.</li> <li>Reconfiguring software (lifespan) to manage this</li> </ul>	No change.	Head of Housing Services

REF	RISK TITLE & DESCRIPTION	RISK CAUSE	RISK IMPACT	RISK CATEGORY  Strategic Operational Financial Knowledge management Compliance, Partnership	Current Risk Rating (See table below for guidance)			CONTROLS IN PLACE TO MITIGATE THE RISK	Risk Rating after mitigations (See table below for guidance)			FURTHER ACTION REQUIRED	SUMMARY OF CHANGE SINCE LAST QUARTER	RISK OWNER
					LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING			
SD5	Reduction in funding for Cultural and Community Services	Reduction of Council funding into Cultural and Community Services. Unable to source external funding to service.	There is likely to be additional funding needed to replace income lost through Covid-19.	Financial	3	3	9	<ul style="list-style-type: none"> <li>Forward budget planning over several years, to cover the medium-term- up to and including 2023/24. Approvals received for reserve spend to secure staffing initially for Active Communities.</li> <li>The Council receives an annual Community Safety funding allocation from the Police and Crime Commissioner (PCC) of £25,000. In December 2021, the new PCC confirmed that this level of funding will continue for a further three years.</li> <li>The Council receives an annual Basic Command Unit funding allocation of £35,000 from the Chief Superintendent. This annual allocation, currently with no long-term commitment.</li> <li>A new three-year sponsorship of the Environmental Education Project with Rolls Royce has been confirmed.</li> <li>Successful partnership funding has been achieved with the Green Social Prescribing Programme.</li> <li>Government Funding via the National leisure Recovery Fund (NLRf) for the Leisure Centres has been received.</li> </ul>	3	3	9	<ul style="list-style-type: none"> <li>Maintain current funding contribution that the Council makes towards the Active Communities service</li> <li>Continue to seek and secure relevant external funding opportunities to continued support service delivery.</li> <li>Monthly assessment of income and expenditure.</li> </ul>	Mitigating actions updated, no change to risk rating for Q3.	Head of Cultural and Community Services
SD6	Ageing infrastructure at Rosliston Forestry Centre	Need to upgrade infrastructure at Rosliston Forestry Centre	Unable to deliver services at Rosliston.	Strategic	2	3	6	<ul style="list-style-type: none"> <li>Condition survey updated as part of future procurement exercise for new contractor, informed by a wider strategic review (SOPM).</li> <li>Focus on implementing infrastructure requirements identified in external consultant's report, informed by a wider strategic review (SOPM).</li> <li>Capital Programme bid successful with most projects supported.</li> <li>Engage tenants and keep Senior Leadership Team informed</li> <li>Covid-19 pandemic has enabled an opportunity to do some minor health and safety works whilst the site was closed to the public.</li> <li>Vision for site to be reviewed considering the pandemic, informed by a wider strategic review (SOPM)</li> </ul>	2	3	6	<ul style="list-style-type: none"> <li>Work commenced on the delivery of capital projects.</li> <li>Collaboration with Head of Corporate Property on improvements to the Planned Preventative Maintenance (PPM).</li> <li>Regular meetings held at operational and strategic levels with Forestry England.</li> </ul>	No change.	Head of Cultural and Community Services

REF	RISK TITLE & DESCRIPTION	RISK CAUSE	RISK IMPACT	RISK CATEGORY  Strategic Operational Financial Knowledge management Compliance, Partnership	Current Risk Rating (See table below for guidance)			CONTROLS IN PLACE TO MITIGATE THE RISK	Risk Rating after mitigations (See table below for guidance)			FURTHER ACTION REQUIRED	SUMMARY OF CHANGE SINCE LAST QUARTER	RISK OWNER
					LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING			
SD7	Failure to meet housing delivery targets set out in the five-year supply	Economic slowdown, material or labour shortages, supply chain issues. There has been a small decrease in housing completions during the COVID pandemic.	A loss of control of new developments and reduced likelihood of achieving the necessary section 106 contributions and the potential for developments to the approved in unsustainable locations	Strategic	4	3	12	<ul style="list-style-type: none"> <li>Local Plan is in place which sets out the five-year supply. In August E&amp;DS Committee approved that the local plan should have a review undertaken which will identify sufficient sites to provide an up-to-date five-year housing land supply.</li> <li>Active pursuit of schemes and opportunities. Increased focus on facilitating prompt commencement of development.</li> <li>Current five-year housing land supply rate at 6.15 years- most sites started are building at a rate above that originally anticipated such that 1029 were completed in 2020/21. Despite a small reduction on the previous year the council has maintained its five-year housing land supply and a strong bounce back from COVID is already occurring.</li> <li>Support government proposals to offer flexibility in supply and delivery requirements in light of COVID-19 effects.</li> </ul>	2	3	6	<ul style="list-style-type: none"> <li>Develop action plan(s) where necessary.</li> <li>Monitoring/review of performance ongoing.</li> </ul>	Mitigating actions updated; Supply rate and completion figure amended for Q3.	Head of Planning and Strategic Housing
SD9	Melbourne Sports Park	Failure to deliver against external funder requirements at the Melbourne Sports Park (MSP). Ongoing discussions with external funders.	MSP negatively affected by Covid-19 with no income generation for several months. Some external grants success to support this impact but not all.	Financial	2	3	6	<ul style="list-style-type: none"> <li>Scheme to deliver additional car parking on site completed.</li> <li>Drainage scheme on MSP site and adjacent landowners complete. Improved rugby pitches playability should increase income generation from bar and catering.</li> <li>Work on three new tennis courts completed. Improvements to third rugby pitch and training area underway. These projects will aid future viability.</li> <li>Development sub-committee to be re-established to look at future works/developments at the site. Council representative on the Sub-Committee.</li> </ul>	2	3	6	<ul style="list-style-type: none"> <li>Regular Artificial Grass Pitch (AGP) Steering Group meetings.</li> <li>Matter under regular review at MSP Board meetings. Key funder in attendance at AGP steering group meetings.</li> <li>MSP Board meeting business plan income targets, however close monitoring is required.</li> </ul>	No change.	Head of Cultural and Community Services
SD11	Tree Management	Failure to manage the Council's tree stock in line with adopted Tree Management policy.	Breach of tree policy and/or accident/incident involving trees.	Strategic	4	3	12	<ul style="list-style-type: none"> <li>Review of approved Tree Management Policy completed.</li> <li>Zurich Municipal has provided support to assess the Council's risk on its Tree Policy and Strategy.</li> <li>The Council's current Policy, attributes timescales for when tree works must be undertaken, has in-part created a backlog of tree maintenance works that must now be resolved.</li> <li>A recent review of the Policy by the Council's insurers - Zurich Municipal, has suggested an alternative way of recording required tree works which would assist in mitigating the Council's risk. The Policy is in the process of being revised in</li> </ul>	4	3	12	<ul style="list-style-type: none"> <li>The current Policy is in the process of being revised. In the short term there are tree works that need to be prioritised, appropriately resourced and managed to address the backlog.</li> </ul>	Risk rating increased from 9 (amber) to 12 (red) Mitigating actions and further actions updated for Q3.	Head of Cultural and Community Services



REF	RISK TITLE & DESCRIPTION	RISK CAUSE	RISK IMPACT	RISK CATEGORY  Strategic Operational Financial Knowledge management Compliance, Partnership	Current Risk Rating (See table below for guidance)			CONTROLS IN PLACE TO MITIGATE THE RISK	Risk Rating after mitigations (See table below for guidance)			FURTHER ACTION REQUIRED	SUMMARY OF CHANGE SINCE LAST QUARTER	RISK OWNER
					LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING			
								the light of the Zurich recommendations and will be the subject of a future report to the Committee in Spring 2022.						
SD12	Ageing Infrastructure at Greenbank Leisure Centre	Infrastructure at Greenbank Leisure Centre including pipework to pool and roof structure needs investment.	Unable to deliver services at Greenbank Leisure Centre	Strategic	3	3	9	<ul style="list-style-type: none"> <li>Building condition survey is being updated and a planned preventative maintenance (PPM) programme put in place by Head of Corporate Property.</li> <li>Complete the necessary works identified in external consultant's report, informed by a wider strategic review (SOPM)</li> <li>Improvements made to pool pipework and roof.</li> <li>Ensure that there is sufficient capital funding to complete the necessary works and revenue funding for on-going PPM.</li> </ul>	3	3	9	<ul style="list-style-type: none"> <li>Review of the operational management and deliverability of PPM</li> </ul>	Risk rating increased from 6 (amber) to 9 (amber).	Head of Cultural and Community Services
SD14	Performance of kerbside recycling contractor	The sub-contractor collecting materials on behalf of the recycling contractor went into liquidation in February.	The Council implemented contingency plans and the collections are now being delivered by the Council. The recycling contractor continues to deal with the collected materials and is committed to undertake this role until the contract end date.	Operational	4	3	12	<ul style="list-style-type: none"> <li>The Council is now delivering both the recycling, composting and residual waste collection elements of the service in-house as part of a blend of new contractual arrangements which commenced at the start of October 2021.</li> <li>Additional vehicles have been hired and agency workers employed. Further vacancies will be advertised on an ongoing basis. Additional second-hand vehicles have been purchased to reduce the cost of vehicle hire.</li> <li>All recycling services have now been retendered and contractors have been appointed. The reprocessing contracts are currently delivering an income to the Council which is being monitored.</li> <li>A reserve has been created to protect the Council from fluctuations in recycle prices over the life of the contracts.</li> </ul>	1	3	3	<ul style="list-style-type: none"> <li>Conclude recruitment of permanent staff to deliver the recycling service reducing reliance on agency workers.</li> <li>Continue to source further second-hand vehicles to reduce hire costs.</li> </ul>	Mitigating actions updated for Q3, no change to risk rating.	Head of Operational Services

REF	RISK TITLE & DESCRIPTION	RISK CAUSE	RISK IMPACT	RISK CATEGORY  Strategic Operational Financial Knowledge management Compliance, Partnership	Current Risk Rating (See table below for guidance)			CONTROLS IN PLACE TO MITIGATE THE RISK	Risk Rating after mitigations (See table below for guidance)			FURTHER ACTION REQUIRED	SUMMARY OF CHANGE SINCE LAST QUARTER	RISK OWNER
					LIKELIHOOD	IMPACT	RISK RATING		LIKELIHOOD	IMPACT	RISK RATING			
SD15	Leisure Centres	Due to the National Lockdowns and control of coronavirus measures.	The Council's Leisure Contractor can no longer sustain its business	Strategic Financial	2	3	6	<ul style="list-style-type: none"><li>Application to Government for National Leisure Recovery Fund (NLRF) successful and distribution being arranged.</li></ul>	2	3	6	<ul style="list-style-type: none"><li>Monthly assessment of Leisure Contractor finances and assessment of Council support through monthly contract meetings.</li><li>Contingency plans are also being developed should the contractor not be able to deliver the contract at short notice.</li><li>Final settlement of financial negotiations during Covid closure is almost complete.</li></ul>	No change.	Head of Cultural and Community Services
SD16	Voluntary and Community Sector	A reduction in resources for partners who deliver services for or on behalf of the Council.	Evidence that this is occurring with CVS and Citizens Advice having core funding reduced in recent years	Strategic Financial	2	3	6	<ul style="list-style-type: none"><li>It is considered that the Council is undertaking as much action as is reasonably possible at this stage to mitigate the risk.</li><li>The Council's current grant funding has been maintained and is being proposed increased in 2022/23.</li><li>The Council employs a dedicated Community Partnership Officer to support the voluntary sector and local organisations.</li><li>Capacity in the sector is being tested in the light of Covid-19 and the Council is working to support the relevant organisations.</li></ul>	2	3	6	<ul style="list-style-type: none"><li>The Council continues to work with the Voluntary and Community sector to ensure its funding delivers the Council's Corporate Plan objectives.</li></ul>	No change.	Head of Community and Cultural Services

Risk Matrix Template

The table below outlines how the impact and likelihood of the risk is scored using the threshold and description as guidance.

1.1

Impact	Very High (4)	4	8	12	16	<div>12-16</div> <div>6-9</div> <div>1 - 4</div>	Significant Risk Medium Risk Low Risk
	High (3)	3	6	9	12		
	Medium (2)	2	4	6	8		
	Low (1)	1	2	3	4		
		Remote (1)	Possible (2)	Probable (3)	Highly Probable (4)		
		Likelihood					

Impact	Thresholds and Description
1 – Low	Limited impact on service objectives if any, section objectives unlikely to be met, financial loss less than £10,000, no media attention
2 – Medium	Slight delay in achievement of service objectives, minor injuries, financial loss over £50,000k, adverse local media attention, breaches of local procedures
3 – High	Significant threat to Council objectives. Non-statutory duties not achieved, permanent injury, financial loss over £100,000, negative national media attention, litigation expected, serious issues raised through inspection, breakdown of confidence of partners.
4 – Very high	Objectives cannot be delivered. Statutory duties not achieved, death, financial loss over £500,000 adverse national media attention, litigation almost certain, prosecutions, breaches of law, inspection highlights inadequate service, Council unable to work with partner organisation
Likelihood	Thresholds and Description
1 – Remote	May occur only in exceptional circumstances (e.g. once in 10 years)
2 – Possible	Unlikely to occur but could at some time (e.g. once in three years)
3 – Probable (in two years)	Fairly likely to occur at some time or under certain circumstances (e.g. once in two years)
4 – Highly probable (in 12 months)	Will probably occur at some time or in most circumstances (e.g. once in 12 months)

Service Delivery Risk Matrix

The below table summarises the risk likelihood and impact for risks after controls have been put in place to mitigate the risk.

Impact	Very High (4)		SD3, SD9		
	High (3)	SD14	SD6, SD7, SD15, SD16	SD5, SD12	SD11
	Medium (2)				



<b>Low (1)</b>			<b>SD1</b>	
	<b>Remote (1)</b>	<b>Possible (2)</b>	<b>Probable (3)</b>	<b>Highly Probable (4)</b>
	<b>Likelihood</b>			

SD1	Loss of income to the Housing Revenue Account (HRA)	Reduction of income through the Impact of: Universal Credit (UC) (increase rent arrears) Void Properties (rent loss) and right to buy properties (rent loss)
SD3	Safety standards	Failure to comply with basic safety standards in flats/blocks with communal areas.
SD5	Reduction in funding for Cultural and Community Services	Reduction of Council funding into Cultural and Community Services. Unable to source external funding to service.
SD6	Ageing infrastructure at Rosliston Forestry Centre	Need to upgrade Infrastructure at Rosliston Forestry Centre
SD7	Failure to meet housing delivery targets set out in the five-year supply	Economic slowdown, material or labour shortages, supply chain issues. There has been a small decrease in housing completions during the COVID pandemic.
SD9	Melbourne Sports Park	Failure to deliver against external funder requirements at the Melbourne Sports Park (MSP). Ongoing discussions with national funders.
SD11	Tree Management	Failure to manage the Council's tree stock in line with adopted Tree Management policy.
SD12	Ageing Infrastructure at Greenbank Leisure Centre	Infrastructure at Greenbank Leisure Centre including pipework to pool and roof structure needs investment.
SD14	Performance of kerbside recycling contractor	The sub-contractor collecting materials on behalf of the recycling contractor went into liquidation in February.
SD15	Leisure Centres	Due to the National Lockdowns and control of coronavirus measures.
SD16	Voluntary and Community Sector	A reduction in resources for partners who deliver services for or on behalf of the Council

<b>REPORT TO:</b>	<b>ENVIRONMENT AND DEVELOPMENT SERVICES COMMITTEE</b>	<b>AGENDA ITEM:6</b>
<b>DATE OF MEETING:</b>	<b>3 MARCH 2022</b>	<b>CATEGORY: DELEGATED</b>
<b>REPORT FROM:</b>	<b>ALLISON THOMAS, STRATEGIC DIRECTOR (SERVICE DELIVERY)</b>	<b>OPEN</b>
<b>MEMBERS' CONTACT POINT:</b>	<b>RICHARD GROVES (01283) 595738</b> <a href="mailto:richard.groves@south-derbys.gov.uk">richard.groves@south-derbys.gov.uk</a>	<b>DOC:</b> S:/Local Plans/Committee Reports/EDS42
<b>SUBJECT:</b>	<b>DERBYSHIRE ENHANCED PARTNERSHIP</b>	<b>REF:</b>
<b>WARD(S) AFFECTED:</b>	<b>ALL WARDS</b>	<b>TERMS OF REFERENCE: EDS17</b>

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## 1.0 Recommendations

1.0 It is recommended that the Council:

- (i) express general support for the Enhanced Partnership Plan (EPP) and Enhanced Partnership Scheme (EPS);
- (ii) request that references in the EPP and EPS to the local bus network being self-contained in the County as a whole, be amended to reflect the fact that the start and/or end points of all bus services operating in South Derbyshire lie outside the County and/or within Derby City.
- (iii) advise that the proposed review of parking charges should take account of the need to maintain the vitality and viability of town/village centres and that any proposals should be based upon clear evidence of positive overall sustainability outcomes.

## 2.0 Purpose of Report

2.1 To seek a Committee resolution in regard to the Enhanced Partnership Plan (EPP) and Scheme (EPS) prepared by Derbyshire County Council (DCC) and Partners and circulated for consultation.

## 3.0 Executive Summary

3.1 The report explains that the EPP sets the policies and objectives for improving bus services in Derbyshire over a five-year period and that the EPS identifies the respective obligations of DCC and the bus operators to achieve this end.

- 3.2 It explains that preparation and implementation of the EPP and EPS are the responsibility of the Enhanced Partnership Board (EPB) comprising DCC elected members and officers and representatives of bus and community transport operators.
- 3.3 The community will be represented by the Wider Stakeholder Group (WSG) of which the borough and district councils, among other organisations, will form a part. The EPB will consult the WSG on potential investment projects and changes to the EP.
- 3.4 The report refers to the proposed EPP actions and the respective obligations of DCC and the bus operators, as set out in the EPS, drawing attention to proposed measures of particular interest to South Derbyshire.
- 3.5 It goes on to recommend that the District Council express general support for the EPP and EPS whilst requesting changes to reflect the cross-boundary nature of all conventional bus services operating in South Derbyshire and advising that proposed reviews of car park charging should take account of the need to maintain the vitality and viability of town/village centres.

#### **4.0 Detail**

- 4.1 The Department for Transport (DfT) published the National Bus Strategy in March 2021. This required all Local Transport Authorities (LTAs) to commit to establishing Enhanced Partnerships (EPs) across their entire areas and stated that access to new streams of discretionary Government bus funding would be dependent upon this.
- 4.2 An EP is a statutory arrangement under the 2017 Bus Services Act which allows the LTA to take over the role of registering bus services from the Traffic Commissioners and establishes binding commitments on the LTA and bus operators to provide necessary enhancements to make buses increasingly attractive and easy to use.
- 4.3 DCC duly published notification of its intent to pursue an EP in June 2021, following which it worked with bus operators and other stakeholders to prepare its Bus Service Improvement Plan (BSIP), a long-term strategy to enhance bus services, which is also a bidding document for DfT funding. The BSIP identifies investment programmes and sets out details of advances to be made in coming years. This was submitted to the DfT in October 2021.

##### Enhanced Partnership Plan

- 4.4 The EPP provides an analysis of local services and sets out policies and objectives concerning the quality and effectiveness of services for the five-year period beginning 31 March 2022. It contributes to DCC's vision for buses, which is that they should be:

- The first-choice mode for existing and new customers for most journeys across Derbyshire
- Available for more journeys and grow 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.

4.5 The Draft EPP is included at Annexe A.

#### Enhanced Partnership Scheme

4.6 The EPS sets out the respective obligations and requirements on DCC as the LTA and Local Highway Authority and on the operators of local bus services, with the aim of delivering the objectives of the EPP.

4.7 The Draft EPS is included at Annexe B. The County Council's obligations are set out in Tables 3.1 and 3.2, whilst the bus operators' obligations are set out on pages 16-19.

#### Governance Arrangements

4.8 An Enhanced Partnership Board (EPB) has been formed to oversee the preparation and implementation of the EPP and EPS and before that the BSIP. It is independently chaired and comprises DCC elected members and officers, bus operators and community transport providers. The EPB also includes the Chair of the Wider Stakeholder Group (WSG - see para 4.9) who will provide the link between the community and users on the Board.

4.9 The WSG reviews the performance of the Partnership, considers potential investment projects when asked to do so by the EPB and considers potential changes to the EP. It is independently chaired and meets twice annually. It comprises representatives of Derbyshire borough and district councils, Derby City Council and other neighbouring LTAs, wider bus and community transport operators, the Local Enterprise Partnership, the East Midlands Chamber, university and further education colleges, transport user groups, the Confederation of Passenger Transport, rail operators, disability groups and ethnic community groups.

4.10 The BSIP, EPP and EPS will be reviewed and updated annually by the EPB, informed by feedback from the WSG, customers and the monitoring and evaluation of the effectiveness of measures implemented to date.

## **5.0 Financial Implications**

5.1 None identified at this stage, but any funding requests in support of specific measures will be the subject of further reports to Committee as necessary.

## **6.0 Corporate Implications**

### Employment Implications

- 6.1 None specifically identified, but individual measures may potentially impact staffing resources depending on the outcome of consultations and collaboration between DCC and the District Council. Any such proposals will be the subject of further reports to Committee as necessary.

### Legal Implications

- 6.2 The EPP and EPS have been prepared in accordance with the Transport Act, 2000 and the Bus Services Act 2017.

### Corporate Plan Implications

- 6.3 The EPP and EPS have implications for the following key aims of the Corporate Plan:

- 'Tackle Climate Change' insofar as modal shift from the private car to public transport can assist in reducing CO<sub>2</sub> emissions.
- 'Enhance the attractiveness of South Derbyshire' in regard to potential infrastructure improvements, e.g. bus shelters, the bus station.
- 'Supporting and safeguarding the most vulnerable' in that bus services can help to reduce social isolation for those without access to other means of travel.
- 'Develop skills and careers' insofar as public transport can provide access to employment for those who are unable to travel by other means
- 'Support economic growth and infrastructure' in regard to potential improvements e.g. to bus shelters, the bus station

### Risk Impact

- 6.4 None identified

## **7.0 Community Implications**

### Consultation

- 7.1 This is a consultation exercise being conducted by Derbyshire County Council and Partners.

### Equality and Diversity Impact

- 7.2 Public transport can improve accessibility for those unable to travel by other means.

### Social Value Impact

- 7.3 Improved bus services can help to reduce highway congestion and social isolation.

### Environmental Sustainability

- 7.4 Modal shift from the private car to public transport can help to reduce CO<sub>2</sub> emissions.

## **8.0 Conclusions**

- 8.1 The EPP and EPS present an opportunity to improve bus infrastructure and bus services with potential for reductions in highway congestion, transport related CO<sub>2</sub> emissions and social isolation for those unable to travel by other means. The District Council will be a consultee on the rolling forward and implementation of the programme of measures through the WSG.
- 8.2 The sections of the EPP and EPS that consider the effects of the proposals (pages 18 and 26 respectively) indicate that for the County as a whole the '*local bus network is largely self-contained, with some limited cross boundary services providing links to adjacent towns and cities*'. This is not the case in South Derbyshire where every conventional bus service begins and/or ends in an adjoining district or in Derby City. The cross-boundary nature of the local bus network has a significant bearing on the ways in which local public transport needs are addressed. It is therefore proposed to ask that these references be amended to better reflect circumstances in this part of the County.
- 8.3 The EPS identifies a number of potential County-wide measures that could potentially help to improve public transport in South Derbyshire, subject to confirmation of funding. These include the introduction of new Demand Responsive Transport (DRT) services; the fixing of timetable change dates; improvement of services to key attractors; the introduction of lower fares for key groups; fare capping; the development of plans for transport hubs; the establishment of an all-operator one stop website and app and the review of planning policies and procedures in relation to public transport.
- 8.4 Of particular interest to South Derbyshire is the provision of real time information at Swadlincote Bus Station at a cost of some £36,000, subject to DCC Local Transport Plan funding approval. If implemented this will clearly improve the local bus user experience.
- 8.5 The proposed evaluation of future options to improve provision and better manage bus shelters is also a matter of direct interest, as the District Council is responsible for their cleaning and maintenance. Any new arrangements arrived at though consultation may have District Council staffing and budgetary implications although these cannot be quantified at this point. The proposal will involve a County-wide £150,000 DCC maintenance contribution to Borough and District Councils, subject to County Council LTP funding approval.
- 8.6 One of the supporting activities identified in the list of measures is the review of parking charges. This relates to the summary of 'risks' included on page 17 of

the EPP which identifies the availability of free parking in town/village centres as a risk to increased bus use.

- 8.7 At the present time the District Council does not charge for the use of any of its car parks. Free parking has for many years been considered essential to the maintenance of the vitality and viability of Swadlincote town centre, enabling it to compete with the nearby centres of Burton and Ashby, which lie within some 9km and 7.5km respectively. A reduction in custom at Swadlincote town centre could lead to loss of shops and services thus potentially encouraging local residents to meet their needs by travelling greater distances to the other centres, including by private car.
- 8.8 Therefore, whilst the review of parking charges is not opposed in principle, it is recommended that the District Council should advise that any proposal to introduce parking fees at any particular town/village centre should be based upon clear evidence of positive overall sustainability outcomes.

## **9.0 Background Papers**

National Bus Strategy for England	Department for Transport, 2021
Bus Service Improvement Plan	Derbyshire County Council and Partners, October 2021
Enhanced Partnership Plan	Derbyshire County Council and Partners, January 2022
Enhanced Partnership Scheme	Derbyshire County Council and Partners, January 2022

## **ANNEXE A**

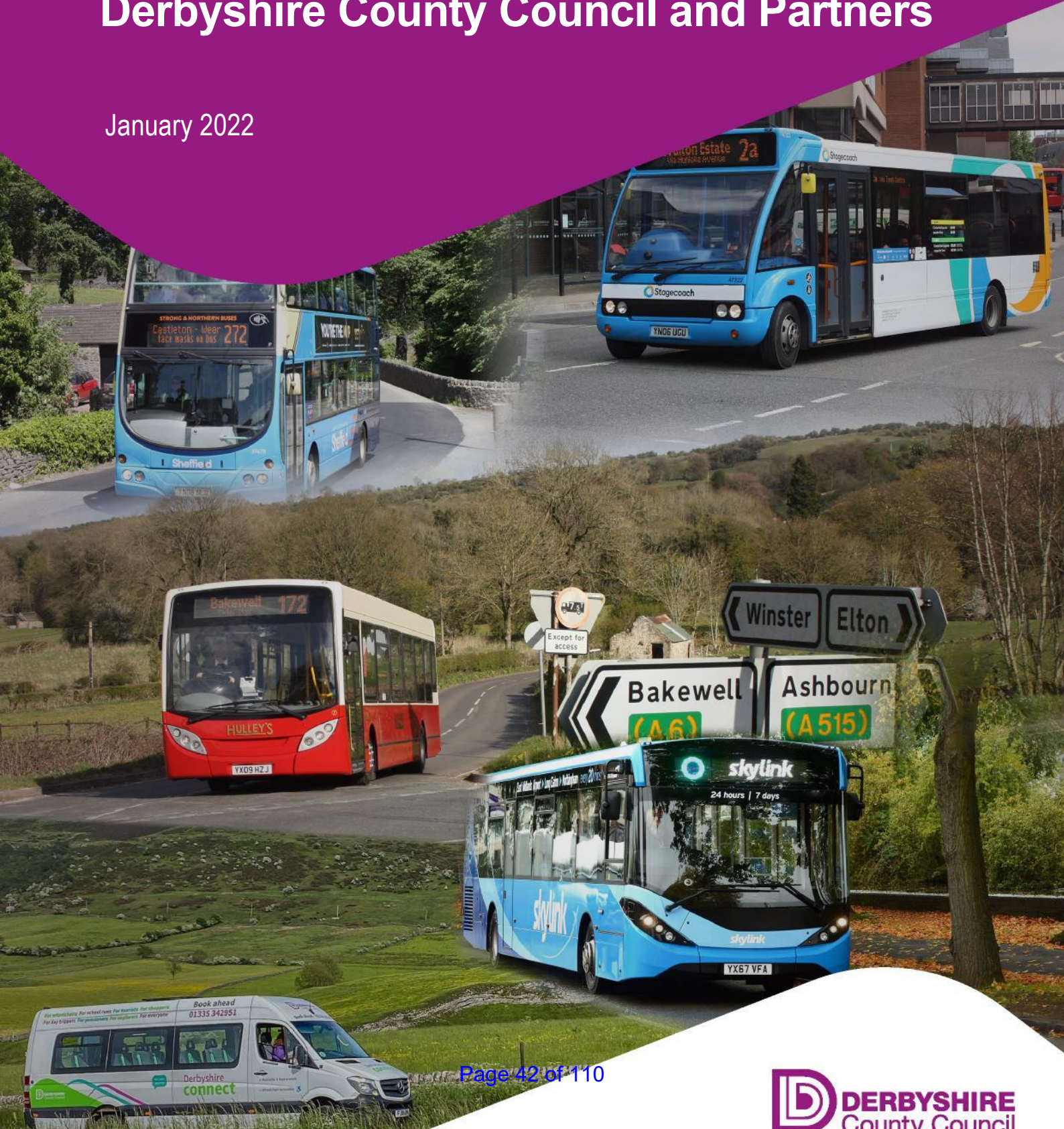


## **ANNEXE B**

# 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



## 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 29<sup>th</sup> 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

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

<b><i>BSIP Building Blocks</i></b>	<b><i>Enhanced Partnership Approach to the measures – years 1-5</i></b>
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.

Draft

## 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.

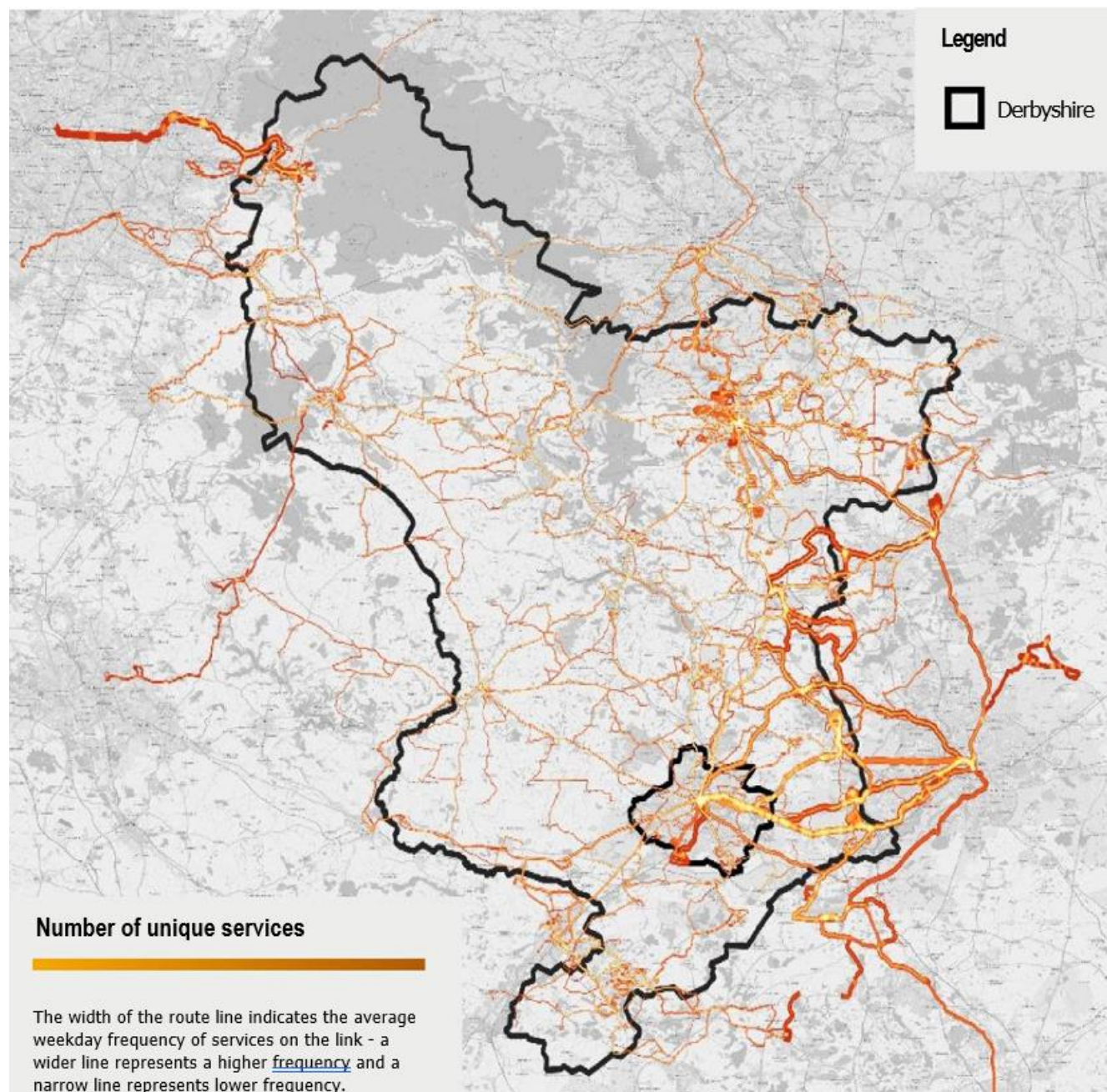
Figure 2, overleaf, illustrates the current bus network and service frequency. However, there are known gaps that need to be addressed including bus access to leisure attractions and serving rural communities, and on some corridors increased frequency is needed (with buses timetabled at regular intervals 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 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

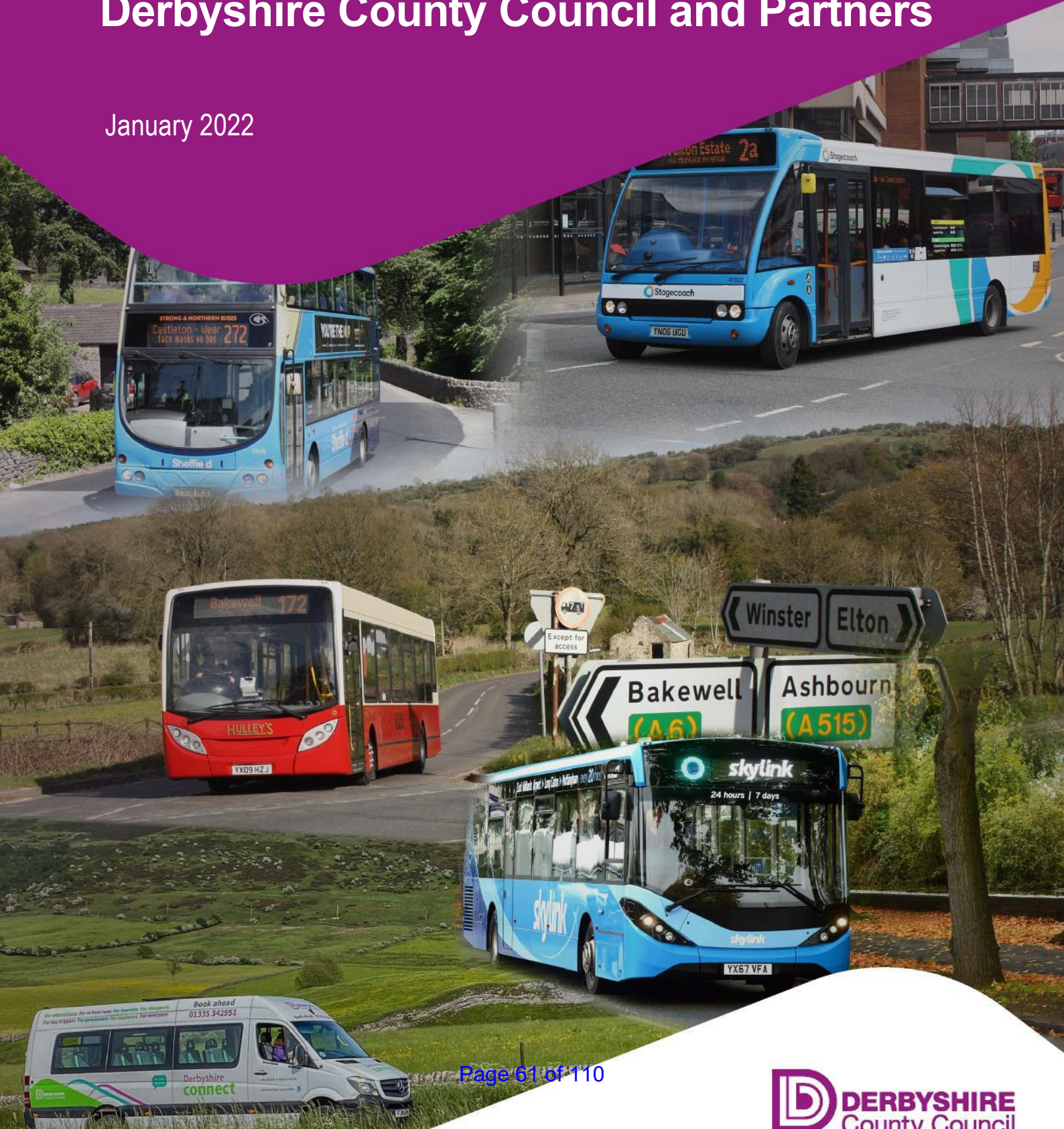
Term	Definition
Bus Rapid Transit (BRT)	Higher capacity bus based transit system, typically operating on dedicated "roads" with priority given to the buses where they interact with other vehicular road users
Bus Service Improvement Plan (BSIP)	A document setting out how buses are to be improved in Derbyshire over the next decade and beyond. This is prepared in line with Guidance published by the DfT and is linked to the Council's 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 Government's Bus Strategy, published in 2021, setting out how the Government wish to see bus services improved and requiring Local Transport Authorities to either follow the bus Franchising Route or the Enhanced Partnership route to improve bus services. There is always the do-nothing option, but this has been discounted as it would result in the immediate loss of funding to support bus services in the area.
Section 106 developer funding	Funding secured by an obligation placed upon a developer under Section 106 of the Town & Country Planning Act 1990
Urban Traffic Management (UTM)	Using Scoot, this is the software and hardware that allows traffic signals to be actively managed to respond to differing traffic demand.



# Enhanced Partnership Scheme

## Derbyshire County Council and Partners

January 2022





## Part 2 – 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**

### **Document version**

2.12.21	DY	First draft to Council for comments
8.12.21	DY	Revised following Council comments and new data
9.12.21	DY	Final Council amendments
10.1.22	DY	Exempt schedule updates
25.1.22	DY	Revised following Operator Consultation and EP Board meeting

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.



# Enhanced Partnership Scheme Content

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

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

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

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

# 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 [date to be inserted] and will start on 31 March 2022, with subsequent milestone dates by which certain facilities and measures and bus service operator obligations will be introduced. These are set out in the following two sections.

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

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

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

### **Exempted Services**

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

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

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

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

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



# Obligations of Derbyshire County Council

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

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

## Summary of obligations on Derbyshire County Council

Through this Enhanced Partnership Scheme the Council will continue to provide and maintain the facilities and undertake the measures as outlined in **Table 3.1**, for the duration of the Enhanced Partnership Scheme, subject to any enhancement detailed in **Table 3.2**:

**Table 3.1 – existing facilities and measures**

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



Facility/location	Measures	Responsibility
<ul style="list-style-type: none"> <li>Loundsley Green, Bus Link Road. Allows buses through from Cheedale Close to Green Farm Close (across Loundsley Green Road). Operates both ways.</li> <li>Chesterfield, Park Road at Markham Road (A619) junction, northside. Allows access for buses to / from New Beetwell Street. Operates both ways.</li> </ul>		
214 Realtime Information displays	Maintain at-stop Realtime information displays	Derbyshire County Council
Bus Service financial support	Continue to support services at the current levels, nett of Parish Council and S106 support, and reimburse concessionary travel in line with DfT Guidance and related legislation.  Funding £14m pa	Derbyshire County Council
Street lighting	Maintain street lighting at current levels in the vicinity of bus stops	Derbyshire County Council
19 Bus shelter clusters, hubs and stations - provision and upkeep	Maintain and repair	Derbyshire County Council
Parking and traffic offence enforcement	The Council will use its powers and resources to enforce Traffic Regulation Orders, to improve compliance and make journey times for bus reliable.	Derbyshire County Council
Bus timetable information	Website– timetable information for all registered local bus services will continue to be provided.	Derbyshire County Council
Bus Service Mapping	Website - maps will continue to be made available, showing all bus services in Derbyshire, including summary information on service frequencies.	Derbyshire County Council
Roadwork management	To report roadworks see <b>Schedule B</b>	Derbyshire County Council

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

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

Facility/location	Measures/interventions	Responsibility and delivery date
Enhanced service provision	1. Deliver corridor shelter, real-time and wider improvements. On the following corridors: <ul style="list-style-type: none"> <li>• £2m in 2022/23 provisionally allocated to A632 and A619 from Chesterfield, but this may vary.</li> <li>• Bus stop accessibility improvements £110,000</li> <li>• Countywide bus stop infrastructure improvements – including timetable display cases, signage and bus shelter lighting £58,500</li> <li>• Belper bus station £35,000</li> <li>• Buxton Market Place bus hub upgrade £121,000</li> </ul>	Derbyshire County Council in consultation with Bus Operators  <b>Subject to BSIP funding from DfT</b>  <b>Subject to Council LTP funding approval</b> By April 2023 <b>Subject to Council LTP funding approval</b> By April 2023  <b>Subject to Council LTP funding approval</b> By April 2023  <b>Subject to Council LTP funding approval</b> By April 2023
	2. Introduce new DRT services to better connect rural communities into Transport Hubs	Derbyshire County Council in consultation with Bus Operators  <b>Subject to BSIP funding from DfT</b>
	3. The County will consult with and seek to agree 4 timetable change dates, being the only dates on which qualifying local services may change, subject to consideration of adjacent authority change dates	Derbyshire County Council in consultation with Bus Operators  To come into effect from the first service change date 70 days after January 2024
	4. Supporting Service Levels	Derbyshire County Council  <b>Subject to BSIP funding from DfT</b>

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

Facility/location	Measures/interventions	Responsibility and delivery date
	Information displays and pedestrian accessibility improvements £302,000	<ul style="list-style-type: none"> <li>By April 2023</li> </ul> <b>Subject to Council LTP funding approval</b> <ul style="list-style-type: none"> <li>By April 2023</li> </ul>
	11. Roadwork management modify the Permit system to better manage non-emergency works on major bus routes to reduce impact on buses and allow better planning and passenger communications via Operators  Where emergency works occur the Council will notify Operators as soon as practicable after the Council has been made aware of the works.	Derbyshire County Council
	12. Increased parking enforcement	Derbyshire County Council <b>Subject to BSIP funding from DfT</b>
Simplified and increased value ticketing	15. Lower Fares for Key Groups – negotiate common discount with Bus Operators for targeted users with concessionary support via BSIP if necessary	Derbyshire County Council <b>Subject to BSIP funding from DfT</b>
	16. Promotional Ticketing Offers – jointly agreed and promoted	Derbyshire County Council <b>Subject to BSIP funding from DfT</b>
	17. Contactless Payment and Fare Capping – put in place fully contactless Electronic Ticket Machines (ETMs) subject to BSIP support for smaller Bus Operators in line with the BSIP bid, then agree how and when to roll out fare capping.	Derbyshire County Council <b>Subject to BSIP funding from DfT for smaller Bus Operators</b>
	19. Qualifying Agreements Introduced – agree operator acceptance of others' products in key areas and prepare associated Qualifying Agreement(s)	Derbyshire County Council working with Bus Operators  January 2023

Facility/location	Measures/interventions	Responsibility and delivery date
Integration with other modes, specifically Rail	20. Improving Connections – develop plans for Transport Hubs, especially to improve rural community connectivity. Derbyshire County Council are currently undertaking a study to inform this work.	Derbyshire County Council <b>Subject to BSIP funding from DfT</b>
	21. Park and Ride – develop out of town hubs the location and details to be agreed, but including serving the Peak District National Park.	Derbyshire County Council <b>Subject to BSIP funding from DfT</b>
Common identity and provision of infrastructure such as upgraded shelters	6. Bus Shelter Provision – evaluate with Borough and District Councils future options to improve provision and better manage maintenance <ul style="list-style-type: none"> <li>Council contribution to support Borough and District partners fund and maintain shelters £150,000</li> </ul>	Derbyshire County Council in consultation with Borough and District Councils 31 March 2027  <b>Subject to Council LTP funding approval</b> By April 2023
	7. Marketing Campaign – develop and implement a joint marketing plan with Bus Operators	Derbyshire County Council working with Bus Operators  <b>The scale of the campaign will be subject to BSIP funding</b>
	22. Brand for buses in Derbyshire – agree and roll out “One Derbyshire” with Bus Operators, a bus network brand that supports bus route branding.	Derbyshire County Council working with Bus Operators  <b>Subject to BSIP funding</b>
	23. One stop website – Implement under “One Derbyshire” brand	Derbyshire County Council working with Bus Operators  <b>Subject to BSIP funding</b>
	24. All operator APP - Implement under “One Derbyshire” brand	Derbyshire County Council working with Bus Operators  <b>Subject to BSIP funding</b>
Upgrading and expansion of traditional and real-time information systems	25. Realtime information provision – Increase Hubs/stops with displays to achieve 60% coverage <ul style="list-style-type: none"> <li>Installation of more electronic Real Time Information screens</li> </ul>	Derbyshire County Council <b>Subject to BSIP funding</b>

Facility/location	Measures/interventions	Responsibility and delivery date
	<p>at key stops along the route in Borrowash, Draycott, Breaston, Long Eaton, Sawley and Sandiacre, adjacent to Chatsworth House car park £192,000</p> <ul style="list-style-type: none"> <li>Swadlincote bus station £36.000</li> </ul>	<p><b>Subject to Council LTP funding approval</b> By April 2023</p> <p><b>Subject to Council LTP funding approval</b> By April 2023</p> <p><b>Subject to Council LTP funding approval</b> By April 2023</p>
	26. Improved roadside information – Standardise and improve information under Implement under “One Derbyshire” brand	Derbyshire County Council <b>Subject to BSIP funding to purchase and install poster cases at stops</b>
	27. Bus timetables – maintain paper and on-line timetables and maps	Derbyshire County Council
Supporting activities	14. Planning Policies and Procedures – review how planning and public transport might be better integrated	Derbyshire County Council, working with Local Planning Authority partners in consultation with Bus Operators
	15. Review of Parking Charges	Derbyshire County Council in consultation with Borough and District Councils Review complete by 31 March 2027
	34. Annual survey – Commission Transport Focus to undertake annual surveys	Derbyshire County Council

The measures in 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.



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

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

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

# Requirements relating to Bus Operators

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

## Network and Frequencies

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

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

## Single fare change date

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

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

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

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

## Bus Network

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

## Vehicle Standards

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

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

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

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

- 35% Euro 6 (or certified equivalent retrofit emission system) as at June 2021
- 95% Euro 6 or better (or certified equivalent retrofit emission system) by end 2029/30
- For Bus Operators with a depot fleet of under 10 buses and operating in the Derbyshire County Council area, these dates will be extended by 12 months, with a requirement to achieve 100% Euro 6 or better by end 2030/31.
- Notwithstanding the above, from 1 April 2023 all registered buses above 22 seat capacity shall have digital recording CCTV installed for safety and security. This will provide images of all passenger areas inside the vehicle for safety and security and also forward facing images from the vehicle to help identify traffic issues.
- Notwithstanding the above, Automatic Vehicle Location equipment will be installed and will feed into the Council real time information system. Joint work between operators the Council will be undertaken to improve system integration.

All Bus Operators licenced with 10 or more “qualifying local services”, and operating in the “Enhanced Partnership Scheme Area” will be required to work with the Council to develop investment plans to move to a non-fossil fuel fleet.

- No later than April 2026 the first hydrogen buses will be introduced onto agreed route(s) between the Council and the Operator(s) introducing the vehicles, subject to a meaningful level of funding being provided to contribute to both vehicle purchase and recycling facilities. **This is subject to BSIP funding.**

## Ticketing Schemes

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

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

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

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

During the first 5 years of the Enhanced Partnership Scheme, the Council will work with Bus Operators to put in place smart ticketing which supports the Derbyshire Wayfarer and Bus Operators own products should they wish. Additionally the Enhanced Partnership will work to put in place fare capping to allow passengers to use their smart card, or other contactless travel options, and only be charged up to the maximum fare for day, week or 4-week (or monthly) travel.

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

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

From 31 March 2023, Bus Operators will:

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

So that a more complete bus offer is communicated in a way which is readily understood by the public, where Bus Operators provide their own publicity mapping and information to promote their bus network, they must also provide details all other “qualifying local services” operating in the same area, to a broadly comparable level of detail in terms of route and summary timetable with details provided of the operator(s) at their own expense and where detailed timetable information can be found. This information must be kept under review and changes, as notified to the Bus Operators by Derbyshire County Council, must be accurate and updated at least every 6 months.

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

Bus Operators producing maps and timetables must also include a prominently text box explaining about the real-time system operating across the Enhanced Partnership Scheme Area and how the

public can access the public facing information, using text provided by the Council and agreed at the Enhanced Partnership Board no later than 1 December 2022.

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

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

### **Customer Charter**

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

### **Exceptions**

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

# EP Scheme Management and Governance

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

## Governance

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

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

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

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

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

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



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

The **Wider Stakeholder Group** will:

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

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

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

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

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

#### **Wider Stakeholder Group**

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

## **Dispute Resolution**

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

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

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

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

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

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

Variations could cover one or more of the following:

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

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

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

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

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

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

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

### **Voting and votes**

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

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

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

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

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

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

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

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

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

**Failure to agree**

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

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

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

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

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

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

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

### **Performance Review/Reporting**

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

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

# Consideration of Effect of the EPS

## Neighbouring areas

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

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

## Small and medium-sized operators

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

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

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

## Competition

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



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

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

## Glossary of terms

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

## Schedule A:

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

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

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

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

Operator	Service no.	Route description	Exempted	Reason
D&G	16	Buxton - Leek - Hanley	Yes	Cross-Boundary Services
D&G	108	Ashbourne - Waterhouses - Leek	Yes	Cross-Boundary Services
First South Yorks/Hulleys	271 272	Sheffield - Hathersage - Bradwell - Castleton	No	
Glovers Coaches	001	Cross o Hands - QEGS	Yes	School and Work Services
Glovers Coaches	005	Great Cubley -Queen Elizabeth Grammar School	Yes	School and Work Services
Glovers Coaches	007	Boylestone - QEGS	Yes	School and Work Services
Glovers Coaches	008	Ashbourne QEGS - Ashbourne Osmaston school	Yes	School and Work Services
Glovers Coaches	411	Parwich, Dam Lane adj The Green - Ashbourne, Queen Elizabeth's School Bus Park	Yes	School and Work Services
Glovers Coaches	735	Long Lane - QEGS	Yes	School and Work Services
Glovers Coaches	443	Dovedale - QEGS	Yes	School and Work Services
Glovers Coaches	411	Parwich - QEGS	Yes	School and Work Services
Harpurs	205	Kings Newton, Pack Horse Road adj Nettlefold Crescent - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	207	Kings Newton, Main Street opp Old Packhorse Inn - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	209	Melbourne, Robinsons Hill, E-bound adj Shaw House - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	210	Barrow upon Trent - Chellaston Academy	Yes	School and Work Services
Harpurs	218	Findern, Rykneld Road, SW-bound adj Micklemeadow - Etwall, John Port School Bus Park	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Harpurs	219	Barrow upon Trent, Twyford Road adj School - Etwall, John Port School Bus Park	Yes	School and Work Services
Harpurs	230	Hatton, Appletree Road opp Coopers Croft - Etwall, John Port School Bus Park	Yes	School and Work Services
Harpurs	242	Weston-on-Trent, Main Street adj The Green - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Harpurs	276	Normanton Hotel - Littleover School	Yes	School and Work Services
Harpurs	285	Derby, Radbourne Lane - Ecclesbourne School, Wirksworth	Yes	School and Work Services
Harpurs	286	Coxbench, Alfreton Rd opp Holbrook Rail Crossing - Duffield, Wirksworth Rd opp Ecclesbourne School	Yes	School and Work Services
Harpurs	322	Shardlow - Long Eaton School	Yes	School and Work Services
Harpurs	335	Mugginton, Church Lane adj Taghole Lane - Duffield, Wirksworth Rd adj Ecclesbourne School	Yes	School and Work Services
Harpurs	360	Duffield, Town Street adj Co-op - Belper, Belper School Bus Park	Yes	School and Work Services
Hawkes Tours	11	Stanley - Kirk Hallam College	Yes	School and Work Services
Hawkes Tours	208	Melbourne, Market Place, N-bound opp Church Street - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Hawkes Tours	216	Repton - John Port Academy	Yes	School and Work Services
Hawkes Tours	222	Willington - John Port Academy	Yes	School and Work Services
Hawkes Tours	229	Church Broughton - John Port Academy	Yes	School and Work Services
Hawkes Tours	243	Shardlow, Aston Lane, NE-bound adj West End Drive - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services
Hawkes Tours	247	Weston-on-Trent, Main Street adj The Green - Chellaston, Chellaston Academy adj Bus Park	Yes	School and Work Services



Operator	Service no.	Route description	Exempted	Reason
Hawkes Tours	444	Draycott, Square, Victoria Road adj Market Street - Sandiacre, Friesland School Bus Park	Yes	School and Work Services
Hawkes Tours	892	Mickleover, Ladybank Road opp Westhall Road - Etwall, John Port School Bus Park	Yes	School and Work Services
Hawkes Tours	428	Hilton - John Port Academy	Yes	School and Work Services
Hawkes Tours	891	Mickleover - John Port Academy	Yes	School and Work Services
Hawkes Tours	Spondon Matchday Shuttle	Spondon - Derwent Parade, Derby	Yes	Excursion and Tour
Hawkes Tours	Pride Park Matchday Shuttle	Morledge - DCFC ground	Yes	Excursion and Tour
High Peak Buses	030	Dove Holes (Brick row) to Buxton Community School	Yes	School and Work Services
High Peak Buses	4	Buxton (Sylvan Park) to Edensor (for Chatsworth House)	Yes	School and Work Services
High Peak Buses	440	Hangingbridge (Dove Garage) - Parkside Junior School, Ashbourne	Yes	School and Work Services
High Peak Buses	58	Macclesfield - Buxton - (Bakewell - Chatsworth)	No	
High Peak Buses	60 60A	Macclesfield - Rainow - Whaley Bridge - New Mills - Hayfield	No	
High Peak Buses	61	Buxton - New Mills - Glossop	No	
High Peak Buses	76 77	Buxton Town Service (Browndedge and Sherwood Road)	No	
High Peak Buses	113 114	Ashbourne to Derby or Belper via Hulland Ward	No	
High Peak Buses	185 186	Burlow - Harpur Hill - Buxton - Fairfield Estate	No	
High Peak Buses	190	Buxton - Peak Forest - Chapel - Chinley - Whaley Bridge	No	
High Peak Buses	199	Buxton - Chapel - Whaley Bridge - Stockport - M/c Airport	No	
High Peak Buses	389	New Mills Town Services	No	
High Peak Buses	390	Whitfield - Glossop - Old Glossop	No	
High Peak Buses	393	Padfield - Hadfield - Glossop - Shirebrook Park	No	
High Peak Buses	394	Glossop - Gamesley - Marple - Stepping Hill Hospital	No	
High Peak Buses	441	Ashbourne - Newhaven - Buxton	No	
High Peak Buses	442	Ashbourne - Hartington - Warslow - Longnor - Buxton	No	

Operator	Service no.	Route description	Exempted	Reason
High Peak Buses	TP	"Transpeak" Matlock - Bakewell - Buxton	No	
High Peak Buses	X99	Buxton - Hartington - Alton Towers	Yes	Infrequent Services
Hulleys	018	Wardlow, A623 opp Mires Cafe, W-bound - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Hulleys	025	Baslow, Hulleys Garage - Hope, Hope Valley College Bus Park	Yes	School and Work Services
Hulleys	048	Calver, Calver Sough Northbound - Hope, Hope Valley College Bus Park	Yes	School and Work Services
Hulleys	017	Stoney Middleton, The Avenue Adj Toll Bar - Bakewell, Lady Manners School adj Bus Park	Yes	School and Work Services
Hulleys	X16	Matlock - Morrisons, Chesterfield	No	
Hulleys	X98	Sheffield - Mansfield (Ingoldmells Summer Excursion)	Yes	Infrequent Services
Hulleys	55 55A	Alfreton - Clay Cross - Wingerworth - Chesterfield	No	
Hulleys	63	Chesterfield - Clay Cross - Ashover - Matlock	No	
Hulleys	78	Hartington - Staveley - Chesterfield/Royal Hospital	No	
Hulleys	110 111	Ashbourne - Brassington - Carsington - Wirksworth - Matlock	No	
Hulleys	170 X70	Chesterfield - Baslow - Bakewell - Buxton	No	
Hulleys	171 172	Bakewell - Youlgreave - Stanton - Winster - Matlock	No	
Hulleys	173	Castleton - Tideswell - Litton - Monsal Head - Bakewell	No	
Hulleys	178	Bakewell - Shutts Lane - Over Haddon - Bakewell	No	
Hulleys	257	Bakewell - Eyam - Bamford - Sheffield	No	
Hulleys	170 X70	Chesterfield - Baslow - Bakewell - Buxton	No	
Hulleys	X71	Sheffield - Chesterfield - Bakewell - Hartington - Alton Towers	Yes	Infrequent Services
Hulleys	X98	Sheffield - Chesterfield - Ingoldmells	Yes	Infrequent Services
Hulleys / Stagecoach Yorkshire	84	Chesterfield - Brampton - Holymoorside	No	
Johnson Bros	10	Bolsover - West Notts College	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Johnson Bros	11	Tibshelf - West Notts College	Yes	School and Work Services
Johnson Bros	12	Shirebrook - West Notts College	Yes	School and Work Services
Johnson Bros	JBT1	Barlborough - Valley school - Worksop	Yes	School and Work Services
Kinchbus	SKY	"Skylink" Derby - Shardlow - EM Airport - Loughborough - Leicester	Yes	Cross-Boundary Services
Linburg	229	Church Broughton - John Port Academy, Etwall	Yes	School and Work Services
Linburg	111	Ilkeston - Friesland School	Yes	School and Work Services
Linburg	89	Chesterfield, Packers Row - Dronfield	Yes	School and Work Services
Linburg	222	West Park Sports Centre, Long Eaton - Friesland School	Yes	School and Work Services
Linburg	038	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Linburg	039	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Linburg	042	Whaley Bridge - Chapel en le Frith High School	Yes	School and Work Services
Littles	282	Borrowash to Spondon (West Park School)	Yes	School and Work Services
Littles	011	Stanley Darbyshire to Kirk Hallam Community College	Yes	School and Work Services
Littles	450	Ilkeston, Straws Bridge to John Flamstead School	Yes	School and Work Services
Littles	449	Cotmanhay to Kirk Hallam	Yes	School and Work Services
Littles	9 9A	Derby - Spondon - Ockbrook/Borrowash circulars	No	
Littles	73	Derby - Aston-on-Trent - Weston-on-Trent	No	
Littles	140	Derby - Ockbrook - Alfreton	No	

Operator	Service no.	Route description	Exempted	Reason
Littles	141	Alfreton/Ripley - Nether Heage - Crich/Matlock	No	
Littles	142	Alfreton - Crich - Belper - Nether Heage	No	
Littles	143	Ripley - Ambergate - Belper	No	
Littles	144	Ripley - Ambergate - Crich	No	
Littles	147	Ripley - Marehay - Denby - Street Lane	No	
Littles	149	Alfreton - Mickley - Tibshelf - Hilcote - Sutton	No	
Littles	150	Matlock - Wessington - Alfreton - Clay Cross	No	
Midland Classic	X39	Nottingham Road, Derby to Centrum 100, Burton on Trent	Yes	School and Work Services
Midland Classic	X6	Derby to Edensor (for Chatsworth House)	Yes	Infrequent Services
Midland Classic	X6	Burton upon Trent, High Street to Derby	Yes	Infrequent Services
Midland Classic	009	Burton upon Trent to Ashbourne	Yes	School and Work Services
Midland Classic	125 126 127	Netherseal to William Allit School	Yes	School and Work Services
Midland Classic	213	Stanhope to Repton Primary School	Yes	School and Work Services
Midland Classic	4	Burton - Newhall - Swadlincote - Midway	No	
Midland Classic	8	Burton - Newhall - Swadlincote - Goseley	No	
Midland Classic	9	Burton - Swadlincote - Ashby - EM Airport	No	
Midland Classic	19	Burton - Swadlincote - Overseal - Ashby	No	
Midland Classic	21 21E	Swadlincote - Linton - Burton	No	
Midland Classic	22	Swadlincote - Coton - Rosliston - Walton - Burton	No	
Midland Classic	24	Swadlincote - Lower Midway	No	
Midland Classic	401	Burton - Tutbury - Hatton - Uttoxeter	No	
National Express	240	Heathrow Airport - Bradford	Yes	Coaches
National Express	311/351	Bradford - Bristol	Yes	Coaches
National Express	319	Bradford - Oxford	Yes	Coaches
National Express	320	Bradford - Cardiff	Yes	Coaches
National Express	321	Bradford - Aberdare	Yes	Coaches
National Express	324	Sheffield - Brixham	Yes	Coaches
National Express	350	Liverpool - Stansted Airport	Yes	Coaches

Operator	Service no.	Route description	Exempted	Reason
National Express	440/441	Derby - London	Yes	Coaches
National Express	465	Huddersfield - London	Yes	Coaches
National Express	560	Barnsley - London	Yes	Coaches
National Express	564	Halifax - London	Yes	Coaches
Notts & Derby	244	Alvaston Keldholme Lane to Saint Benedict Catholic School	Yes	School and Work Services
Notts & Derby	15	Derwent Street, Derby to Derby, Pride Park Stadium	Yes	Excursion and Tour
Notts & Derby	DP1	Derby to Donington Park	Yes	Excursion and Tour
Notts & Derby	238	Sinfin to St Benedicts via Dairyhouse Rd	Yes	School and Work Services
Notts & Derby	239	City centre to St Benedicts via Normanton	Yes	School and Work Services
Notts & Derby	240	Alvaston, Blue Peter to Darley Abbey, Broadway Hotel	Yes	School and Work Services
Notts & Derby	222	Wilsthorpe Road, Long Eaton to Friesland School, Sandiacre	Yes	School and Work Services
Notts & Derby	261	Chellaston, Glenwood Road to Saint Benedicts School	Yes	School and Work Services
Notts & Derby	111	Derby Road, Ilkeston to Friesland School, Sandiacre	Yes	School and Work Services
Notts & Derby	2	Nottingham Road/ St Marks Road to Ashbourne, Moy Park Factory	Yes	School and Work Services
Notts & Derby	DP2	East Midlands Parkway Station to Donington Park	Yes	Excursion and Tour
Notts & Derby	302	Chaddesden - Darley Abbey	Yes	School and Work Services
Notts & Derby	403	Hilton to Broadway, Darley Abbey	Yes	School and Work Services
Notts & Derby	433	Derby, Browning Street to Saint Benedicts Catholic School	Yes	School and Work Services
Notts & Derby	234	The Hollow Littleover to Saint Benedicts Catholic School	Yes	School and Work Services
Notts & Derby	255	Aston on Trent to Saint Benedicts Catholic School	Yes	School and Work Services

Operator	Service no.	Route description	Exempted	Reason
Notts & Derby	59 59A	Derby - Smalley - Stanley Common - Ilkeston - Shipley View	No	
Notts & Derby	70	Derby - Allenton - Chellaston - Barrow-on-Trent	No	
Notts & Derby	71 72	Derby - Holbrook - Belper (Town Service)	No	
Notts & Derby	137 138	Belper - Holbrook Moor - Kilburn - Heanor - Langley	No	
Notts & Derby	X52	Nottingham - Derby - Ashbourne - Alton Towers	Yes	Infrequent Services
Powells Bus Company	128	Westthorpe, Westthorpe Road adj West End Hotel - Eckington, School Bus Park	Yes	School and Work Services
Powells Bus Company	129	Westthorpe, Westthorpe Road adj West End Hotel - Eckington, School Bus Park	Yes	School and Work Services
Powells Bus Company	138	Killamarsh, Bridge Street SE-bound adj Parkside Centre - Eckington, School Bus Park	Yes	School and Work Services
South Pennine CT	351	Glossop - Woodhead - Holmfirth	Yes	Cross-Boundary Services
Stagecoach East Midlands	1	Alfreton - Newton - Tibshelf - Sutton - Mansfield	No	
Stagecoach East Midlands	12 12B	Shirebrook - Warsop - Mansfield	No	
Stagecoach East Midlands	23 23A 23B	Langwith - Shirebrook - Pleasley - Mansfield	No	
Stagecoach East Midlands	53 53A	Sheffield - Eckington - Clowne - Bolsover - Mansfield	No	
Stagecoach East Midlands	148	Codnor - Ripley - Alfreton	No	
Stagecoach East Midlands	151	Alfreton - Outseats & Peasehill Estates	No	
Stagecoach East Midlands	152 153	Alfreton - Sleetmoor Lane - Somercotes - Lower Birchwood	No	
Stagecoach East Midlands	209	Worksop - Norton - Langwith - Warsop - Edwinstowe	Yes	Cross-Boundary Services
Stagecoach East Midlands	231	Alfreton - South Normanton - Pinxton	No	
Stagecoach East Midlands	PRO	"Pronto" Chesterfield - Glapwell - Mansfield - Nottingham	No	
Stagecoach Manchester	219	Manchester - Ashton - Stalybridge - Glossop	No	
Stagecoach Manchester	237	Glossop - Hadfield - Stalybridge - Ashton	No	
Stagecoach Manchester	358 360	Hayfield - New Mills - Marple - Stockport	No	



Operator	Service no.	Route description	Exempted	Reason
Stagecoach Yorkshire	130	High Lane to Eckington School	Yes	School and Work Services
Stagecoach Yorkshire	169	Elton to Highfields School	Yes	School and Work Services
Stagecoach Yorkshire	470	Winster to Highfields School	Yes	School and Work Services
Stagecoach Yorkshire	1 1A	Newbold - Chesterfield - Duckmanton - Bolsover - Hillstown - Langwith	No	
Stagecoach Yorkshire	2 2A	Loundsley Green - Chesterfield - Walton	No	
Stagecoach Yorkshire	2B	Yew Tree - Walton - Chesterfield	No	
Stagecoach Yorkshire	5	Chesterfield - Newbold circular	No	
Stagecoach Yorkshire	25 25A	New Whittington - Chesterfield	No	
Stagecoach Yorkshire	26 26A	Crystal Peaks - Killamarsh - Kiveton Park	Yes	Adjacent LTA funded
Stagecoach Yorkshire	39	Grangewood Farm - Chesterfield - Holme Hall - Brushfield	No	
Stagecoach Yorkshire	43	Chesterfield - Dronfield Woodhouse - Sheffield	No	
Stagecoach Yorkshire	44	Chesterfield - Dronfield - Coal Aston - Sheffield	No	
Stagecoach Yorkshire	50 50A	Chesterfield - Eckington - Sheffield	No	
Stagecoach Yorkshire	51 51A	Chesterfield - Clay Cross - Danesmoor	No	
Stagecoach Yorkshire	54 54A	Chesterfield - North Wingfield - Clay Cross	No	
Stagecoach Yorkshire	56 56A	Alfreton / EMDO - Tibshelf - Pilsley - Chesterfield	No	
Stagecoach Yorkshire	65 65A 66	Buxton - Tideswell - Eyam - Sheffield - Meadowhall - Tideswell - Eyam - Chesterfield	No	
Stagecoach Yorkshire	73 74	Clowne - Renishaw - Eckington/Killamarsh - Crystal Peaks	No	
Stagecoach Yorkshire	74 74A	Chesterfield - Inkersall - Staveley - Duckmanton/Mastin Moor	No	
Stagecoach Yorkshire	75	Clowne town service	No	
Stagecoach Yorkshire	80 80A	Chesterfield - Brimington - Killamarsh - Sheffield	No	
Stagecoach Yorkshire	90	Yew Tree - Chesterfield - Barrow Hill - Staveley ( - Duckmanton)	No	
Stagecoach Yorkshire	216	Matlock - Starkholmes - Cromford - Bonsall	No	
Stagecoach Yorkshire	217	Matlock - (Hackney) - Rowsley - Chatsworth	No	

Operator	Service no.	Route description	Exempted	Reason
Stagecoach Yorkshire	H1	"Hope Valley Explorer" (Chesterfield) - Derwent Dams - Castleton - Blue John Cavern	Yes	Infrequent Services
Stagecoach Yorkshire	M1	Matlock - Asker Lane - Cavendish Park	No	
Stagecoach Yorkshire	M4	Matlock - Hurst Farm Estate	No	
Stagecoach Yorkshire	X17	Matlock - Chesterfield - Sheffield - Meadowhall - Barnsley	No	
Stagecoach East Midlands / Yorkshire	77 77A	Chesterfield - Staveley - Clowne - Worksop	No	
Stott's	341	Glossop - Gamesley - Broadbottom - Hattersley - Hyde	Yes	Adjacent LTA funded
TM Travel	508	Mastin Moor - Springwell School	Yes	School and Work Services
TM Travel	510	Brimington - Springwell School	Yes	School and Work Services
TM Travel	511	Brimington - Springwell School	Yes	School and Work Services
TM Travel	512	Chesterfield - Springwell school	Yes	School and Work Services
TM Travel	513	Brimington - Springwell School	Yes	School and Work Services
TM Travel	583	Long Duckmanton - Bolsover School	Yes	School and Work Services
TM Travel	710	Mastin Moor to Springwell School	Yes	School and Work Services
TM Travel	15	Chesterfield/Marsh Lane - Apperknowle - Dronfield	No	
TM Travel	16	Broomfield - Chesterfield - Barlow - Holmesfield - Dronfield	No	
TM Travel	48	Brampton - Chesterfield - Spital - Sutton Scarsdale - Clay Cross	No	
TM Travel	49	Clay Cross - Holmewood - Glapwell - Bolsover	No	
TM Travel	81	Bolsover - Staveley - Markham Vale	No	
TM Travel	218	Bakewell - Chatsworth - Totley - Sheffield	No	
TM Travel	252	Sheffield - Crystal Peaks - Eckington - Sheffield	No	
TM Travel	X30	Harthill - Killamarsh - Sheffield - Royal Hallamshire Hospital	No	
Trent Barton	1A	Ripley - Waingroves - Heanor - Aldercar	No	

Operator	Service no.	Route description	Exempted	Reason
Trent Barton	6.0 6.1	Derby - Belper - Wirksworth - Matlock - Ripley - Bakewell	No	
Trent Barton	6.2 6.3 6E 6N	Derby - Duffield - Belper - Heage - Ripley	No	
Trent Barton	6.4 6X	Derby - Duffield - Belper - Belper Estates	No	
Trent Barton	9.1 9.3	Derby - Ripley - Alfreton - Kirkby - Sutton - Mansfield	No	
Trent Barton	15	Ilkeston - Sandiacre - Long Eaton - Sawley - EM Airport	No	
Trent Barton	20	Heanor - Ilkeston - Kirk Hallam - Beeston - Nottingham	No	
Trent Barton	21	Heanor - Ilkeston - Kirk Hallam - Trowell - Nottingham	No	
Trent Barton	27	Larklands - Ilkeston - Aysworth - Kimberley - Swingate	No	
Trent Barton	90	Ripley - Leabrooks - Kirkby - Sutton	No	
Trent Barton	AMB	"Amberline" Derby - Kilburn - Heanor - Eastwood - Hucknall	No	
Trent Barton	BC	"Black Cat" Derby - West Hallam - Ilkeston - Heanor - Mansfield	No	
Trent Barton	CMT	"Comet" Chesterfield - Alfreton - Ripley - Derby	No	
Trent Barton	H1	Derby - Smalley - Heanor - Leabrooks - Alfreton	No	
Trent Barton	i4	Derby - Borrowash - Sandiacre - Nottingham	No	
Trent Barton	IF	"Ilkeston Flyer" Derby - Spondon - Kirk Hallam - Ilkeston - Cotmanhay	No	
Trent Barton	IGO	"Indigo" Derby - Draycott - Long Eaton - Nottingham	No	
Trent Barton	R1	"Rainbow One" Alfreton - Eastwood - Nottingham	No	
Trent Barton	R1	"Rainbow One" Ripley - Heanor - Alfreton - Eastwood - Nottingham	No	
Trent Barton	RA	"Red Arrow" Derby - Nottingham	Yes	Cross-Boundary Services
Trent Barton	SKY-N	"Skylink Nottingham" Nottm. - Long Eaton - EM Airport - Loughboro'/Coalville	No	
Trent Barton	SWI	"Swift" Derby - Brailsford - Ashbourne - Mayfield - Uttoxeter	No	
Trent Barton	TWO	"The Two" Cotmanhay Farm - Ilkeston - Nottingham	No	
Trent Barton	V1	"Villager" Derby - Etwell - Hilton - Tutbury - Burton	No	
Trent Barton	V3	Derby - Repton - Willington - Burton	No	

Operator	Service no.	Route description	Exempted	Reason
Trent Barton/Arriva Midlands	X38	Derby - Burton	Yes	Cross-Boundary Services

## Schedule B:

### Competition Test

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

#### COMPETITION TEST

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

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

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

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

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

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

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

- The EPS seeks to coordinate the dates on which service timetables change (other than short notice temporary changes for example due to road works, staff shortages and the like).  
The Council are seeking to limit changes to bring stability to the local bus market, better allow the public to predict the dates services might change, ensure that information in circulation is more accurate. Standard change dates should also reduce the cost of publishing new user information.  
Does this have a potential impact on competition – **potentially**.  
Why might it impact on competition? – limiting the dates of service changes can delay an operators ability to respond swiftly to other operator network changes.
- Vehicle standards this covers engine emission standards, provision of CCTV and the fitting of automatic vehicle location technology.  
The Council seeks to reduce harmful emissions and move towards a non-fossil fuel fleet, CCTV is required to reassure passengers about the safety of using the bus and reduce crime and incidents that might cause buses to be taken out of operation.  
Does this have a potential impact on competition – **potentially**  
Why might it impact on competition? – the specification of the bus to a high standard may be a barrier to entry to the market for new operators.
- A multi-operator ticketing scheme already exists across Derbyshire, this covers both buses and trains. This scheme is being extended to offer a bus only product too. The price of the ticket is to be at a level no greater than operator own tickets for travel in (broadly) the same geographic area. The product price shall only increase annually.  
The Council feel this will offer passengers a better value product for those not wishing to also travel by train.  
Does this have a potential impact on competition – **potentially**  
Why might it impact on competition? – the setting of multi-operator fares would set a ceiling price for operators own fares.
- Where two or more operators share corridors in excess of 2 miles, and at a combined frequency of 4 buses or more (weekday daytime) they shall accept other operators ticket on the shared section of the route. The Council has further work to do to define these corridors and put in place the necessary Qualifying Agreement.  
The Council believes this will allow passengers to treat these corridors as being served by one operator and avoid delay to return leg of journeys.  
Does this have a potential impact on competition – **potentially**  
Why might it impact on competition? – inter-available ticketing may favour one operator above another.

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

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

- 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.  
Bringing stability to the local bus market will allow users to better understand the bus offer and plan journeys with greater predictability, **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.  
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. This is not seen as a barrier to entry for a new operator who should be able to access buses of the required standard.  
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.  
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

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REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM:7
DATE OF MEETING:	3 MARCH 2022	CATEGORY: DELEGATED
REPORT FROM:	STRATEGIC DIRECTOR (SERVICE DELIVERY)	OPEN
MEMBERS' CONTACT POINT:	DEMOCRATIC SERVICES 01283 595848/5722 <a href="mailto:democraticservices@southderbyshire.gov.uk">democraticservices@southderbyshire.gov.uk</a>	DOC:
SUBJECT:	COMMITTEE WORK PROGRAMME	REF:
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE: G

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## **1.0 Recommendations**

1.1 That the Committee considers and approves the updated work programme.

## **2.0 Purpose of Report**

2.1 The Committee is asked to consider the updated work programme.

## **3.0 Detail**

3.1 Attached at Annexe 'A' is an updated work programme document. The Committee is asked to consider and review the content of this document.

## **4.0 Financial Implications**

4.1 None arising directly from this report.

## **5.0 Background Papers**

5.1 Work Programme.

## Environmental & Development Committee 3<sup>rd</sup> March 2022 Work Programme

Work Programme Area	Date of Committee meetings	Contact Officer (Contact details)
<b>Reports Previously Considered by Last Three Committees</b>		
CCTV in Private Hire Vehicles Policy	11 <sup>th</sup> November 2021	Nigel Marston / Emma McHugh (01283) 221 000
Corporate Plan 2020-24 Performance Report Quarter 2	11 <sup>th</sup> November 2021	Clare Booth Corporate Performance & Policy Officer (01283) 595788
Infrastructure Funding Statement	11 <sup>th</sup> November 2021	Karen Beavin Planning Policy Team Leader (01283) 595749
Local Development Scheme	11 <sup>th</sup> November 2021	Karen Beavin Planning Policy Team Leader (01283) 595749
Local Plan Strategy & Planning Policy Working Group	11 <sup>th</sup> November 2021	Steffan Saunders Head of Planning and Strategic Housing (01283 595743)

Gambling Act 2005 Statement of Licensing Policy	11 <sup>th</sup> November 2021	Emma McHugh Senior Licensing Officer (01283) 595716
Service Base Budgets 2022/23	4 <sup>th</sup> January 2022	Vicki Summerfield Head of Finance (01283) 595939
Heart of the Forest Masterplan Draft Vision	4 <sup>th</sup> January 2022	Mike Roylance Head of Economic Development and Growth (01283) 595725
Petition Against Tinted Windows Requirement in the Private Hire Licensing Policy	25 <sup>th</sup> January 2022	Emma McHugh Senior Licensing Officer (01283) 595716
Authority Monitoring Report	25 <sup>th</sup> January 2022	Karen Beavin Planning Policy Team Leader (01283) 595749
Corporate Environmental Sustainability Group Activity	25 <sup>th</sup> January 2022	Matt Holford Head of Environmental Services (01283) 595856
<b>Provisional Programme of Reports To Be Considered by Committee</b>		
Corporate Plan 2020-24 Performance Report Quarter 3	3 March 2022	Clare Booth Corporate Performance & Policy Officer (01283) 595788

Derbyshire Enhanced Partnership	3 March 2022	Richard Groves Planning Policy Officer (01283) 595738
Environmental Services - commercialisation business plan	TBC	Matt Holford Head of Environmental Services (01283) 595856
East Midlands Airport Airspace Redesign Consultation (changing the flight paths)	TBC	Karen Beavin Planning Policy Team Leader (01283) 595749
Gypsy and Traveller Accommodation Assessment Report	TBC	Karen Beavin Planning Policy Team Leader (01283) 595749
S106 Developer Contributions Protocol	TBC	Karen Beavin Planning Policy Team Leader (01283) 595749
Local Development Scheme	TBC	Karen Beavin Planning Policy Team Leader (01283) 595749
Statement of Community Involvement	TBC	Karen Beavin Planning Policy Team Leader (01283) 595749