

# Nottinghamshire Enhanced Partnership

## Plan

THE NOTTINGHAMSHIRE COUNTY COUNCIL ENHANCED PARTNERSHIP PLAN FOR  
BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT

2000 BY:

NOTTINGHAMSHIRE COUNTY COUNCIL

Version 0-1

October 2021

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## 1. Definitions

- 1.1 In this Enhanced Partnership Plan document, the following terms shall have the meanings ascribed to them below:

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
Bus Operators (or Operators)	All Large Operators, Medium Operators and Small Operators running Qualifying Bus Services taken collectively.
County Council	Nottinghamshire County Council.
Enhanced Partnership Scheme Variation	A formal variation of the relevant Enhanced Partnership Scheme(s) as a result of the mechanism set out in section 8, which will then constitute a formal variation of the relevant scheme for the purposes of s.138E(1) of the 2000 Act.
Facilities	Those facilities referred to in Part B which shall be deemed such for the purposes of s.138D(1) of the 2000 Act.
Nottinghamshire Bus Service Improvement Plan (or Nottinghamshire BSIP, or BSIP)	The Bus Service Improvement Plan published by Nottinghamshire County Council.
Nottinghamshire Enhanced Partnership Board (or Board or EP Board)	The committee of Nottinghamshire Bus Operator representatives, County Council representatives and stakeholders, responsible for considering recommendations put forward for inclusion in Enhanced Partnership Plans, Schemes or Scheme Variations using the mechanism in section 8.
Nottinghamshire Stakeholder Reference Group	The committee of identified stakeholders, providing external insight and challenge on priorities included with any EP Plan or Scheme, and making recommendations to the Nottinghamshire Enhanced Partnership Board.

Nottinghamshire Enhanced Partnership (or Enhanced Partnership or EP)	The Enhanced Partnership covering the geographic extent of the administrative boundary of the county of Nottinghamshire apart from the existing Robin Hood Ticketing Area (Greater Nottingham Robin Hood Area) shown for identification purposes only at Figure 1.
Operator (or Bus Operator)	Any bus operator operating Qualifying Bus Services
Measures	Those measures referred to in Part B which shall be deemed as such for the purposes of s.138D(2) of the 2000 Act.
Non-qualifying Bus Service	Services excluded from classification as Qualifying Bus Services.
Qualifying Bus Service	<p>A registered local bus service with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:</p> <ul style="list-style-type: none"> <li>• Services which operate for the primary purpose of carrying schoolchildren or students between their home and a school or Further Education College at the start or finish of the relevant school day.</li> <li>• Community Transport or Dial a Ride services which are restricted to use by pre-registered passengers only.</li> <li>• Any rail replacement services which are not registered as a Local Service in accordance with Section 6 of the Transport Act 1985.</li> <li>• Any supermarket services which are not registered as a Local Service in accordance with Section 6 of the Transport Act 1985.</li> <li>• National coach services or coach tours using the Bus Stations or Bus Stand/ Clearways as defined in paragraph 2.5 of Schedule 2.</li> <li>• Local Services where the registered mileage operated within the Scheme Area is 10% or less of the overall mileage operated by the Service.</li> </ul>

	<ul style="list-style-type: none"> <li>• Services which operate one day a week i.e. market day services.</li> <li>• Services operated under a S22 of the 1985 Act.</li> </ul> <p>For the avoidance of doubt, a list of Qualifying Bus Services will be published at the start of each County Council financial year.</p>
Requirements	Those requirements placed upon Bus Operators identified as such within Part B, which shall be deemed as such for the purposes of s.138C 2017 Act.

## Enhanced Partnership Plan

### 2. Introduction

- 2.1 Buses and other passenger transport services play an important role in keeping people and places connected. Use of such services rather than private car travel also helps reduce congestion, improves air quality in our towns, and limits carbon emissions.
- 2.2 Decarbonisation is clearly one of the high priority overall objectives for developing increased use of better, cleaner bus services. Nottinghamshire County Council has a [Carbon Management Plan](#), which is in step with the DfT Transport Decarbonisation Plan, and is a signatory to [The Nottingham Declaration on Climate Change](#). This Declaration commits the Council to tackling the causes and effects of climate change; its aim is to achieve carbon neutrality in all its activities by 2030.
- 2.3 Nottinghamshire County Council and its bus operators have continually invested in the bus network and associated infrastructure over the last 15 years, including passenger transport infrastructure schemes; investment in newer, and cleaner, vehicles; and consistent financial support for bus services. The county has an excellent rating for passenger satisfaction, performing above the national average consistently over the past 5 years.

- 2.4 Nottinghamshire County Council and its bus operators wish to further improve public transport, by delivering a reliable, resilient transport system which supports a thriving economy and growth. Improving service reliability, frequency, integration, coordination, infrastructure, and service quality will help overcome the setbacks of lost patronage suffered during the pandemic and re-establish the virtuous cycle of growth and development that was underway before the pandemic. These aims are reflected in the Nottinghamshire Bus Service Improvement Plan (BSIP) published in October 2021.
- 2.5 This document presents the Enhanced Partnership (EP) Plan for delivering the Nottinghamshire Bus Service Improvement Plan (BSIP). The BSIP has been developed by Nottinghamshire County Council and consultants, ITP, in collaboration with bus operators in the county. It takes account of views expressed by residents of Nottinghamshire and other interested parties and organisations, as gathered through a countywide public engagement exercise. It also takes account of discussions with neighbouring authorities, and community transport operators.
- 2.6 Drawing on the BSIP, this document fulfils the statutory requirements set out by the Bus Services Act 2017 of an Enhanced Partnership (EP) Plan for Nottinghamshire. Initially, this will facilitate the introduction of an EP Scheme aimed at supporting and developing bus services across Nottinghamshire, with the aim of starting to achieve the objectives set out in the BSIP.
- 2.7 In accordance with the statutory requirements for an EP Plan, this document includes:
- Overview and map of the geographical area covered
  - Factors affecting the local bus market
  - Summary of passengers' experiences in using bus services and the priorities of users and non-users for improvements
  - Trends in bus journey speeds and the impact of congestion on bus services
  - Objectives that are sought for bus service provision
  - Interventions needed to achieve the desired outcomes
  - Governance arrangements
  - Competition test
- 2.8 **The Plan comes into effect on 1 April 2022 and will remain valid until revoked.**

### 3. Extent of the Enhanced Partnership

#### Area Covered

- 3.1 The area covered by the Nottinghamshire Enhanced Partnership is the whole of Nottinghamshire county, apart from the existing Robin Hood Ticketing Area (Greater Nottingham Nottinghamshire Robin Hood Area), as shown in [Figure 3-1](#)[Figure 2-1](#).
- 3.2 The reason for excluding the Greater Nottingham area of Nottinghamshire is that this forms part of the Greater Nottingham EP, which naturally builds on the existing Robin Hood Integrated Ticketing boundary, and reflects the strong relationship, in travel terms, with Nottingham City. This enables the Greater Nottingham conurbation to be incorporated into one plan (which is a joint plan between the City and County Council) reflecting how the current bus network operates and how passengers use the bus system locally.
- 3.3 The remaining area in Nottinghamshire, covered by this EP Plan, encompasses the rural areas and market towns where buses serve wider destinations and where the population is more sparse, thus offering different opportunities and challenges to that of city-focussed transport.
- 3.4 The Enhanced Partnership area falls wholly within Nottinghamshire County Council administrative boundaries.



Figure 3-1: Nottinghamshire EP area

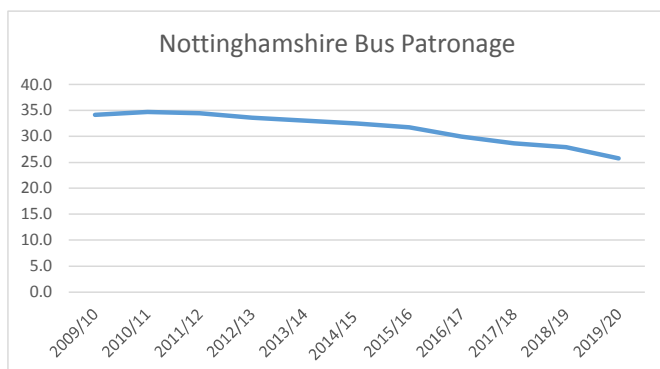


#### 4. The Nottinghamshire Bus Market

### Travel Demand

- 4.1 As witnessed throughout much of England, patronage in Nottinghamshire (excluding Nottingham city) has decreased over time, as illustrated in the graph below<sup>1</sup>.

<sup>1</sup> [Local bus passenger journeys \(BUS01\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/local-bus-passenger-journeys-bus01)



- 4.2 Within Nottinghamshire, patronage decreased by 18% between 2009/10 and 2018/19, whilst England saw a decrease in patronage of 7% during the same period. However, it should be noted that these figures include the Greater Nottingham area outside of the city and is therefore impacted by the growing network of tram services which saw some transference of passengers from the bus to the tram.
- 4.3 The same trend is seen in the data when exploring trips per head of population. The higher decrease is a consequence of the large rural nature of the county and the exclusion of city patronage. The decline in patronage (and per person trips) in Nottinghamshire is less than comparable to East Midlands Shire authorities (like for like), and much less than comparable wider Midlands Shire Counties. Further detail can be found in Appendix B
- 4.4 Nottinghamshire (excluding Nottingham) also has a higher than average proportion of ENCTS passengers.
- 4.5 These figures, whilst showing a decline, are testament to the commitment of Nottinghamshire County Council and the bus operators to improve the bus service offer despite the challenges faced by the rural nature of the county (when compared to comparator locations).

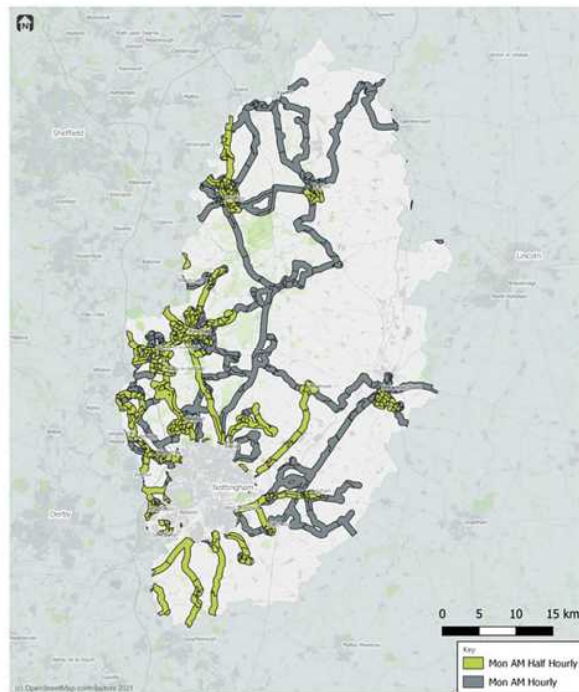
### Impact of Covid

- 4.6 As witnessed across the UK, the COVID pandemic and associated government guidance and social distancing has had a large impact on bus patronage. Within this EP area, patronage during 2020/21 was 28% of patronage witnessed in 2019/20. Commuter and ENCTS journeys by bus have decreased significantly and are still significantly less than pre-pandemic, indeed with more flexible working patterns likely, and the discovery of accessing services more locally or via on-line services, as well as

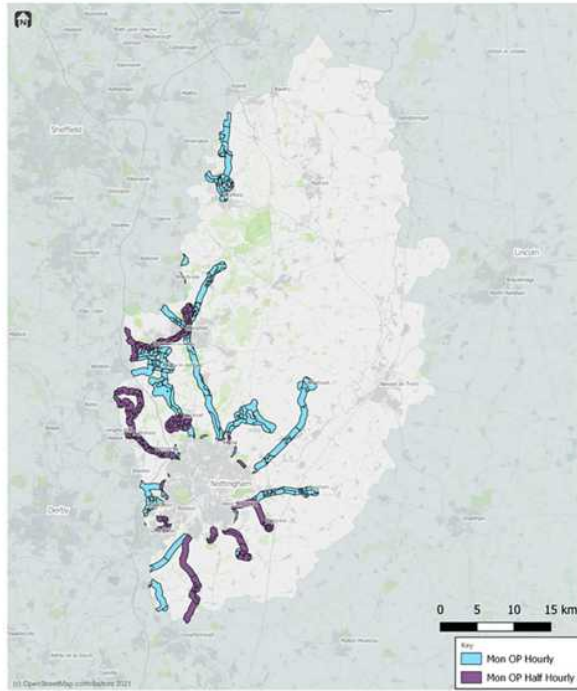
the safety concerns associated with travel by bus (through public health messaging), it will take some time and significant change to return patronage to pre-pandemic levels. As of September 2021, patronage in Nottinghamshire is around 75% of pre-pandemic levels, with ENTCS journeys lagging a further 10% behind at 65%.

## Bus Network

- 4.7 The following map shows services with an hourly or half-hourly frequency or more witnessed during the weekday morning peak (excluding DRT).



- 4.8 Followed by the map below which shows the situation during the evening period.

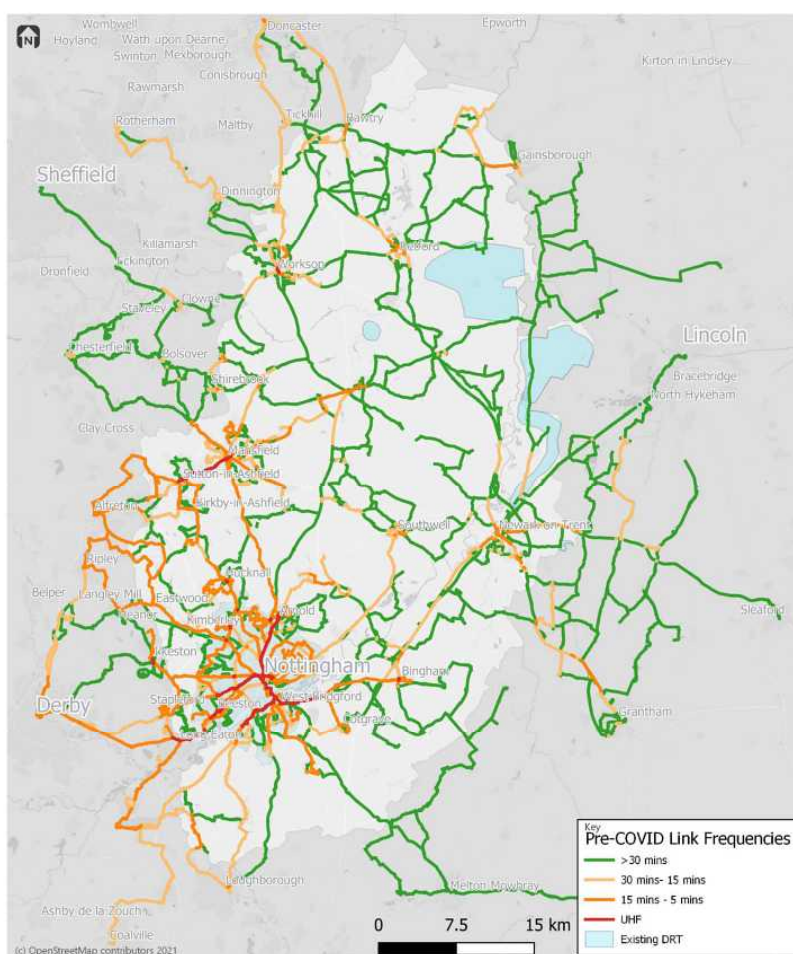


- 4.9 The percentage of population within 400m access to services operating combined frequencies along common sections of road of hourly and half hourly at different times of day and days of the week is set out in the table below.

% population with access								
	Morning Peak (AM) (7-9AM)		Between Peak (BP) (9AM-4PM)		Evening Peak (EP) (4-6PM)		Off Peak (OP) (6PM-12PM)	
	Hourly	Half Hourly	Hourly	Half Hourly	Hourly	Half Hourly	Hourly	Half Hourly
Weekday	64%	55%	62%	52%	64%	52%	38%	23%
Saturday	61%	51%	62%	52%	64%	52%	38%	23%
Sunday	19%	8%	44%	24%	44%	26%	26%	17%

- 4.10 In the daytime, around 64% of the population is within 400m of an hourly service; around 52% has access to a 30-minute frequency service. Access to services decreases significantly in the evenings and on Sundays. There are limited Demand Responsive Transport (DRT) services in the county at present.

- 4.11 The two main operators in the EP area are trentbarton (46% of passengers carried; 38% of mileage operated) and Stagecoach (40% of passengers; 31% of mileage operated). Marshalls of Sutton operate 7% of mileage in the area, and NCT 5%. The rest of the mileage is made up of 25 other operators operating cross-border journeys, or small contracted services. The map below shows the extent of the network, highlighting the hourly link frequency in the morning (AM) peak, showing the combined frequency of bus services along each road, regardless of service or operator.



- 4.12 These services complement the rail and tram network, and there is some degree of coordination of services at key interchange points (for example Hucknall rail, tram, and bus interchange), and between other modes such as cycling and walking, but there is currently limited network coordination between bus services and between buses and trains generally across the rural network.
- 4.13 There are three small DRT services in the more rural areas of the county; journeys must be pre-booked by phone giving at least 2 hours' notice, and early morning booked the day before. In addition, Stagecoach recently piloted an NHS DRT Shuttle bus in Mansfield, responding to the COVID pandemic and the need to provide transport to hospital staff. This has proved a success as a proof of concept and has helped inform the County Council approach to DRT provision.
- 4.14 Additionally, there are a range of community transport services (minibus and voluntary car schemes) in Nottinghamshire including:
- Bassetlaw Action Centre
  - Collingham Village Care
  - Tuxford Dial a Trip
  - Eastwood Volunteer Bureau
  - Newark and Sherwood CVS
  - CT4N Charitable Trust
  - Our Centre
  - Ravenshead CT
  - Rushcliffe CVS
  - Gedling Voluntary Transport Scheme
  - Soar Valley Bus
  - The Helpful Bureau
  - Erewash CT
  - East Leake Car Scheme
  - My Journey (Mansfield Woodhouse)
  - Blidworth on the Move
- 4.15 These provide cars and minibuses for eligible people to access health-related, shopping, and social appointments. This work is almost exclusively undertaken by dedicated volunteers and the service they provide compliments the public transport network and is highly valued by those who use the services. Whilst being a valuable

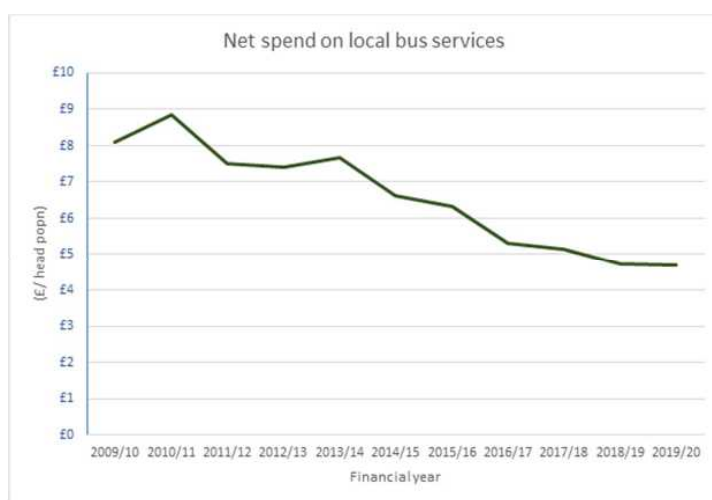
offer, they are dependent on the availability of volunteers and resources to co-ordinate such schemes. As such, access is variable, and they tend only to serve those who are unable to use public transport and pre-registered users. There has been a shrinkage of community transport over the years due to funding constraints, reduced volunteer drivers, and consolidation.

- 4.16 Community transport currently operates completely separate to the wider public transport network; there is no form of integration, be it between services or in relation to information and marketing. Community transport in Nottinghamshire is very traditional in nature, catering for those unable to use public transport. There are currently four operators providing bus services under a S22 licence.
- 4.17 There is a small degree of integration with rail in some areas of the county; for instance, there is currently a North Notts and Lincs Community Rail Partnership which covers Retford and Worksop. Although some steps have been made to integrate bus and rail, this could be improved.
- 4.18 The County Council does provide financial support for the sector of £176k per annum and holds quarterly meetings to co-ordinate activities and share best practice. This group became a Local Resilience Forum Transport sub-group in response to the COVID pandemic and helped the NHS CCG's deliver the vaccination programme.
- 4.19 When it comes to inclusivity, much is done in the county to assist those who find it difficult to use public transport - raised kerbs at bus stops; audio/visual announcements on buses; additional wheelchair spaces on buses; online information showing how typically busy journeys are; different media providing real-time updates; driver training; paying for a taxi for a wheelchair user if the wheelchair space is already occupied; and [providing one-to-one training for wheelchair and mobility scooter users](#). Whilst these are good examples offered by different operators, there is no universal offer across all operators, and no joined-up end-to-end solution to give disabled users the confidence that they can make their entire journey with ease.

## Financial support

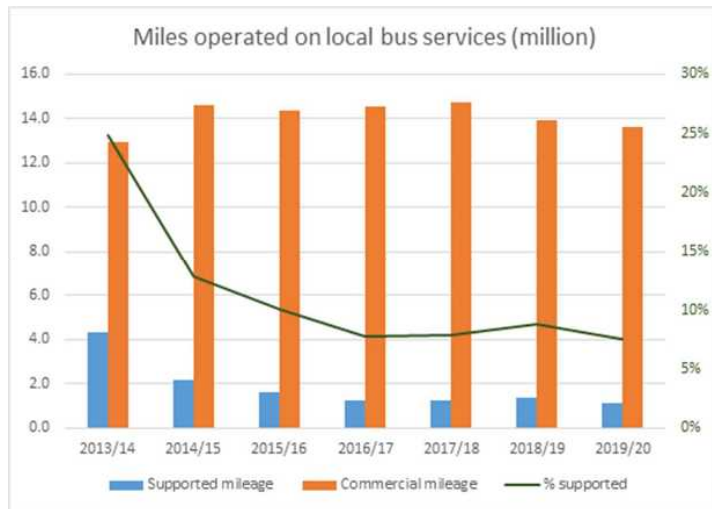
- 4.20 In 2021/22, Nottinghamshire County Council is providing **£4.135m** of financial support for bus services in the county, subsidising 74 routes (recognising some of these operate into the Greater Nottingham area covered by a separate EP) totalling 1.1 million miles per annum. This equates to **£4.96** per head of population (based on the latest population estimates produced by the Office for National Statistics – mid-year 2020).

- 4.21 Statutory financial demands including ENCTS; Special Education Needs and Disabilities (SEND) transport; and mainstream school transport have increased over time – between 2009/10 and 2017/18 the cost of ENCTS per concession issued has increased by 11%; SEND expenditure per pupil carried by 57%; and mainstream school transport expenditure per pupil carried by 79%. This has resulted in a decreasing level of funding remaining for supported local bus services, which has affected the level of services and number of miles operated over the years.



- 4.22 In spite of the increasing statutory demands on local authority funding, Nottinghamshire County Council is committed to supporting local bus services and has maintained the level of support over recent years, providing support to around 8% of the network consistently since 2016/17, as illustrated below.





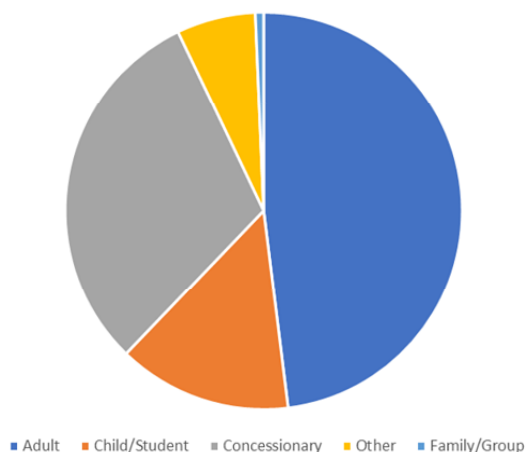
## Bus Priority

- 4.23 There are currently 1.2km of bus lanes in the EP area, focussed entirely on Mansfield and just outside Greater Nottingham. Each of these sections of bus lanes has encountered challenges of infringements by private cars, and some are only operating during restricted hours.
- 4.24 In addition, there are a number of bus gates planned for implementation, namely, Sharphill Wood Bus Gate; Fernwood, Newark Bus Gate; and Lindhurst Bus Gate.
- 4.25 Nottinghamshire County and Nottingham City Councils, in partnership with Nottingham City Transport and trentbarton, were early adopters of Traffic Light Priority (TLP), deploying fixed units at six Scoot junctions in 2011 that communicated with onboard radios and delivered a material improvement in bus reliability. Investment in 71 junctions followed, giving the region one of the largest TLP networks outside of London. Seeking to extend the benefit of TLP to other bus operators, Transforming Cities has delivered a centralised TLP system that will not only roll out TLP to more junctions at lower cost, but also deliver the benefits to buses operating in Derby and Derbyshire as part of a D2N2 regional system.

## Fares and ticketing

- 4.26 A [report by TAS Partnership](#), setting out the findings of a national fares survey undertaken in 2019 shows that the average single fare in Great Britain is £2.48 (£2.45 in urban East Midlands; £2.62 in rural East Midlands); average day fare is £5.21 (£5.92 in urban East Midlands; £6.93 in rural East Midlands); and average weekly fare is £18.03 (£21.49 in urban East Midlands; £23.48 in rural East Midlands).
- 4.27 In Nottinghamshire, single fares vary considerably, which is understandable given the size of the county and the varying lengths of route, ranging from £1.20-£5.50. Similarly, day fares differ depending on the size of zone it covers; town day tickets are around £3.80; network-wide tickets around £7.00. These are broadly in line with the national and regional average.
- 4.28 The average commercial fare of the two largest operators, weighted by the number of passengers carried, is £2.27.
- 4.29 A range of tickets are available by different operators, focussed on attracting different markets according to the types of service they operate. There are many different products available in the county, catering for different demographics, travelling at different frequencies; 29 different day tickets; 9 different weekly tickets; and 34 different season tickets. As illustrated in the graph below, almost half of tickets sold are to adults, and around a third are English National Concessionary Travel Scheme (ENCTS) passholders.

**Passenger Ticket Type Breakdown for Nottinghamshire**  
(excluding Greater Nottingham and out of County, based on the % split of routes)



- 4.30 Tickets are not consistent across operators, for instance, different operators offer different tickets for children and young people, defining different ages and different discounts. Under 19 ticket discounts range from 23% - 50% off the cost of an adult equivalent ticket; student ticket discounts range from 10% - 20% off the cost of an adult equivalent ticket. Some day tickets are available for 24 hours from purchase, others available for the day of purchase only.
- 4.31 Tickets are available for purchase on-bus; on-line; and via apps for the main operators (trentbarton; Stagecoach; NCT; and CT4N). Contactless payment is available on the majority of bus services, but at present is not universally available. However, although available, there are some restrictions to the use of contactless, where some operators restrict the type of ticket which can be purchased via contactless, others have a daily spending cap on contactless payments.
- 4.32 There is currently no multi-operator ticket or daily/weekly capping available in the county, apart from in the Greater Nottingham (Robin Hood) area, which is covered under a different EP. There is a ticket within Nottinghamshire that does enable transfer between two different operators- Hucknall connect bus/tram ticket- but this does not include rail and is an isolated example. The fares structures are largely aligned between operators, covering similar areas for zonal tickets.
- 4.33 Nottinghamshire County Council, as the local authority partner, is actively involved in a project with Integrated Transport Smartcard Organisation (ITSO), the Department for

Transport and major industry suppliers to undertake development and testing of putting English National Concessionary Travel Scheme (ENCTS) travel rights on mobile platforms. The successful delivery of this proof of concept project will lead to a vastly improved modern ticketing offer to the residents of Nottinghamshire both for ENCTS and future ticketing initiatives.

## Information

- 4.34 Operators in Nottinghamshire provide information through their own websites, social media, and apps including: Journey planning; Route maps; Timetables; Real-time information; Service disruption updates; and Journey capacity.
- 4.35 NCC has its own website<sup>5</sup>, where all bus-related information is located, including links to other operators' information and journey planning software. NCC has a contact number for customer services who can direct callers to the information they require. Although the council has social media platforms, these are only used to alert passengers to major service disruptions or diversions for contracted services only.
- 4.36 NCC currently produces 14 different paper timetables, printing 2.5k per timetable at a time, which are widely distributed to outlets across the county (e.g. libraries, bus stations, local centres etc).
- 4.37 NCC also supplies & installs all at-stop timetables for contracted services; these are designed and printed by NCC and installed by a third-party contractor. Operators provide and install information at bus stops for their own individual services, the exception being within the Mansfield AQP and throughout the Bassetlaw district network, where NCC designs, prints & installs timetables for all services, due to the heavily subsidised nature of the bus network in this particular area.
- 4.38 Marketing of services is approached by the council and operators in different ways and to different degrees. Although there are some good examples of marketing initiatives, such as targeted marketing/promotion campaigns including ticketing offers for specific services and users (commuters, young people etc), there is no county-wide approach to marketing at present, which will be particularly important for the post COVID recovery process.

## Infrastructure

- 4.39 In terms of infrastructure, there is good coverage of stops and shelters with 3,615 of 3,630 recognised bus stops marked with a pole, 1,245 with a shelter, and 1,610 with a raised boarding kerb. Despite good coverage of bus shelters, these can be of poor

quality, even along key corridors. In addition, raised kerbs are not widely available. Whilst there are some high-quality bus stops in the county, yet more consistency is required to produce identifiable high-quality corridors.

- 4.40 Real time information (RTI) is less available with only 450 displays, focussing on the main urban areas and along some key routes out of these areas.

## Other factors that affect bus use

### Parking provision

- 4.41 Car parking is plentiful in the county, but responsibility for the majority of off-street town centre car parking lies with District/Borough Council partners. Off-street car parking charges vary from place to place. There is a mixed picture throughout the county, and a different picture within and between districts. Charges look to be reflective of local issues such as responding to people using the car parks to park all day, or trying to build the local economy with cheaper parking. Of the 44 off-street car parks surveyed across the county, 44% of car parks offered a daily charge which was more than the cost of a day ticket on bus in that area.

### Branding

- 4.42 Bus operators in the county have strong brands, in fact the main operators are pioneers of branding, being proactive in creating brands that passengers know and trust. Some operators build brands targeted at different markets, and flowing through to service livery. For instance, trentbarton has different liveries for different services, as illustrated below; the same brand is shown on maps and timetables.



- 4.43 In a similar way, Stagecoach adopted service-specific branding on some key services, for example, the Pronto service.



- 4.44 All Nottinghamshire County Council subsidised bus services fall under the brand of Nottsbus. This flows through all on-line and printed content as well as on the vehicle livery.

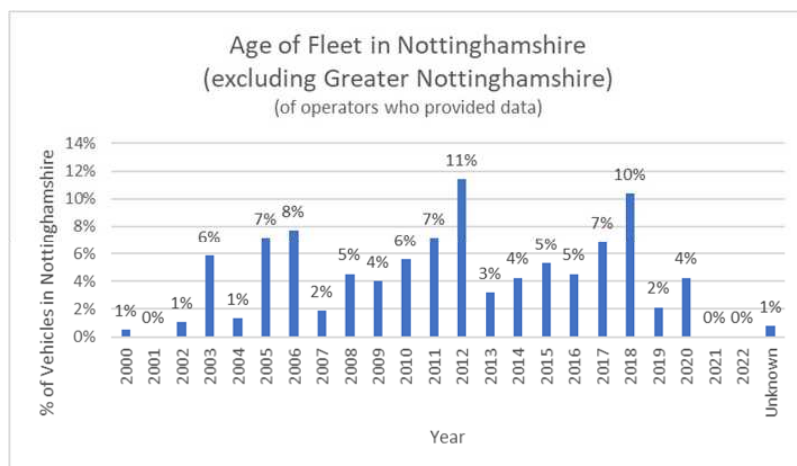


- 4.45 Whilst not a unified branding across the network, or reflecting the county particularly, this shows that the Partnership has an excellent understanding of the market and how to create an excellent brand and flow this through all media and information channels for consistency and simplicity for the user.
- 4.46 Bus users recognise the current branding and their experience of using the bus is improved as a result. However, it does not necessarily aid new users who don't know what the individual brand means, particularly if they do not reflect the destinations they serve.

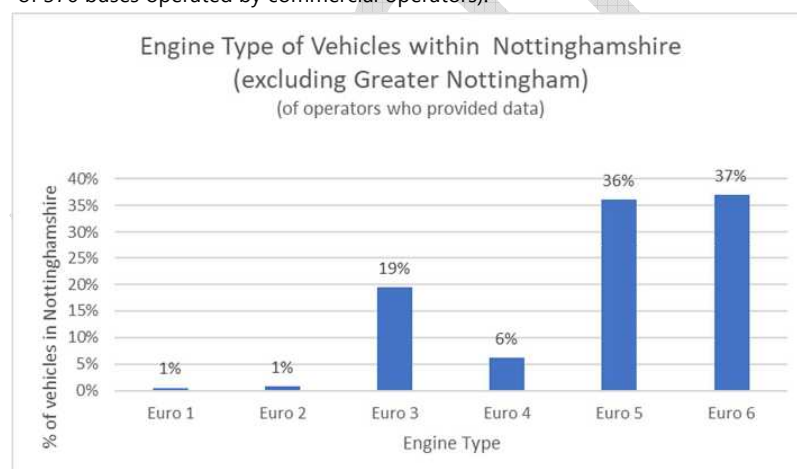


## Bus fleet

- 4.47 The average age of the commercial fleet operating in Nottinghamshire is 10-11 years old, the split of which is shown below.



- 4.48 37% of buses have Euro VI diesel engines. The breakdown is shown below (from a total of 376 buses operated by commercial operators).



- 4.49 In the last five years, bus operators have invested in excess of £10 million in new Euro VI buses. In addition, Nottinghamshire County Council has invested in two electric buses and a further four electric buses have been procured which will come into service shortly.

## Investment in the Network

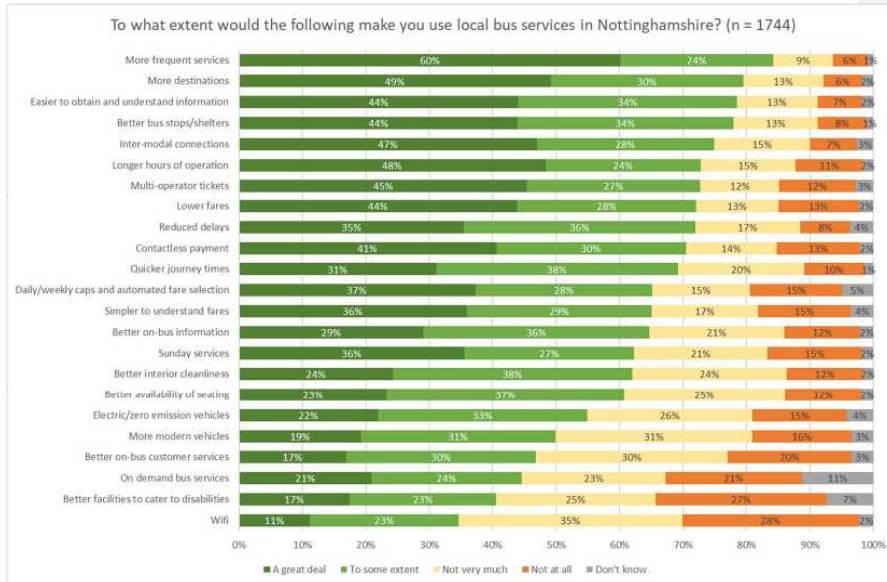
- 4.50 Since 2007, NCC delivered in excess of £29m in direct passenger transport infrastructure schemes across Nottinghamshire (including Greater Nottingham), constructing three staffed bus stations and two on-street interchanges, introducing enforcement of four bus lanes, installing over 4,000 poles and timetable cases, in excess of 500 bus shelters, 800 real time information displays and making 1,500 accessibility improvements at bus stops using raised boarding kerbs and bus stop clearways.
- 4.51 In that time two statutory Advanced Quality Partnerships and one Voluntary Quality Partnerships have been established in Nottinghamshire. This shows the commitment from both NCC and the operators to improve the offer to passengers and slow the decline in patronage through measures including new interchanges; bus priority; infrastructure; electronic information; enforcement; supplemented with commitments from operators to take steps to improve reliability; reduce timetable changes; undertake driver training; and improved vehicle and general quality standards.
- 4.52 In recent years the authority has been successful in securing significant grant funding to improve and green the bus vehicle fleet, and enhance the user experience including:
- Implementation of demand responsive transport services through £1.5m of Rural Mobility Funding matched with £4m of local funding.
  - Securing £9.7m in planning contributions: £7.2m for bus services, £2m for infrastructure and £0.5m for travel planning and ticket incentives, to mitigate the impact of new developments.
  - Over £380k in traffic signal priority at 77 key junctions.
  - Retrofitting of 72 buses with an exhaust aftertreatment technology which reduces tailpipe emissions to better than Euro VI standards through the Clean Bus Technology Fund. The scheme has provided £940k towards the cost of the retrofits.
  - Funding for two electric buses which operate the 510 & 511 bus routes in the Broxtowe Borough, and associated charging infrastructure through the Low Emission Bus Scheme. The LEBS scheme provided £365k towards the cost of the scheme with £314k of NCC match funding.
  - Funding for four electric buses which are due to operate bus routes in the Mansfield and Rushcliffe areas of Nottinghamshire, and associated charging infrastructure through the Ultra-Low Emission Bus Scheme. The ULEBS scheme provided £908k towards the cost of the scheme with up to £544k of NCC match funding.



- 4.53 In addition, the two main bus operators in recent years have invested in new fully accessible vehicles with audio visual passenger information to the value of almost £10 million; £2.5 million on ticket machine investment & ongoing support; and £1.3 million on information and marketing.

## 5. Public Perceptions and Priorities for Improvement

- 5.1 An online survey was undertaken during July and August 2021 to gather opinions from both users and non-users of buses in Nottinghamshire as to how bus services could be improved in order to attract more passenger trips.
- 5.2 The data was split to only include those residents within the confines of the EP area and attracted 1749 responses, spanning both users (regular and irregular) and non-users of the bus. There was a broad range of respondents of varying ages, gender, ethnicity, employment status, and physical abilities, providing views from a wide perspective.
- 5.3 The results show that the most common reasons for bus travel were for social activities and shopping. People choose to use the car over the bus mainly because buses aren't available at the times needed; the car is more convenient; and the car is significantly quicker than the bus. 77% of respondents who use the car said it was easy or fairly easy to park their car.
- 5.4 When asked what improvements would make them use the bus at all/more, the key issues identified were:
- more frequent services to more destinations (84%), with better connections between services that operate over longer hours of the day (75%);
  - improved bus information (78%), including stops and shelters (78%) where information is provided;
  - multi operator ticketing (72%) to make it easier to transfer between services, along with lower fares (72%) (or at least are more cost effective than comparable car journeys) and contactless payment (71%); and
  - reduced delays (71%) and faster and more reliable journey times, that are more competitive with the private car (69%).

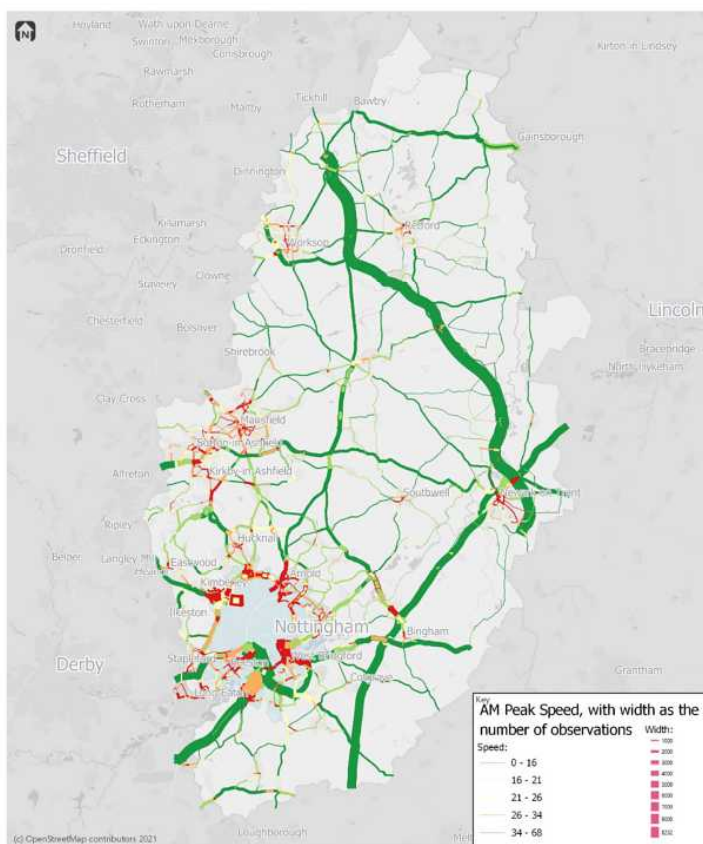


5.5 Additionally, surveys undertaken by Transport Focus also show that satisfaction across a range of factors is already higher than the national average in Nottinghamshire, and this has consistently been the case over the last 5 years (currently standing at overall satisfaction of 94% against a national average of 85%). Within these surveys, passenger satisfaction for value for money is also high in Nottinghamshire (71% compared to an average of 64%).

## 6. Bus journey speeds

6.1 The maps below show the average traffic speed, and the traffic levels, on key links in Nottinghamshire; and the areas where operators have reported that their services encounter reliability problems. TrafficMaster data (provided by the DfT) indicates that journey time delay is often higher at localised pinchpoints on routes into the main town centres, with several occurring on routes into Mansfield.

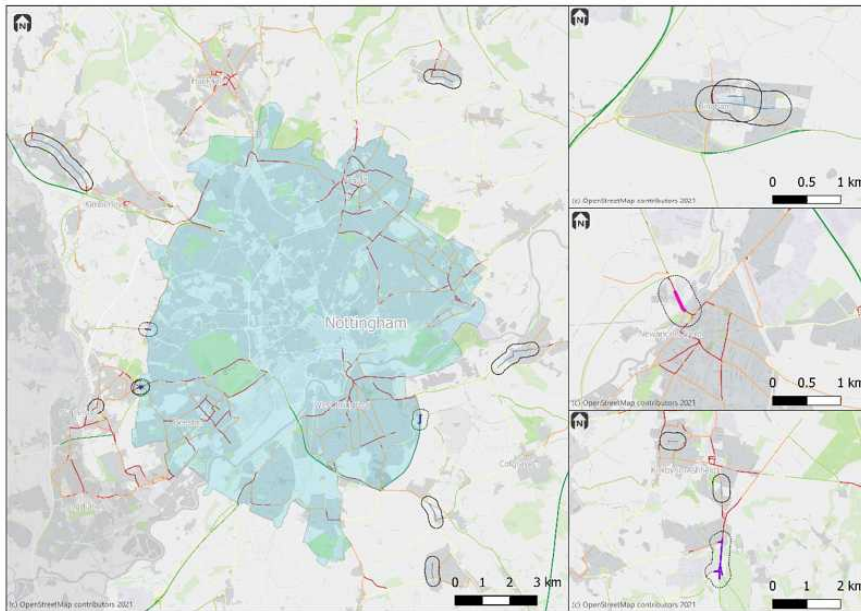
- 6.2 Although traffic levels dropped during the height of the COVID pandemic, the level of traffic in the area is almost back to pre-COVID levels; NCC traffic counters show that, for w/c 20th September 2021, 24-hour weekday traffic volumes are at 96% of pre pandemic levels (w/c 2nd March 2020). The DfT's data for the same period shows traffic volumes at 98% of pre-COVID levels, suggesting Nottinghamshire is displaying trends comparable to the national picture.



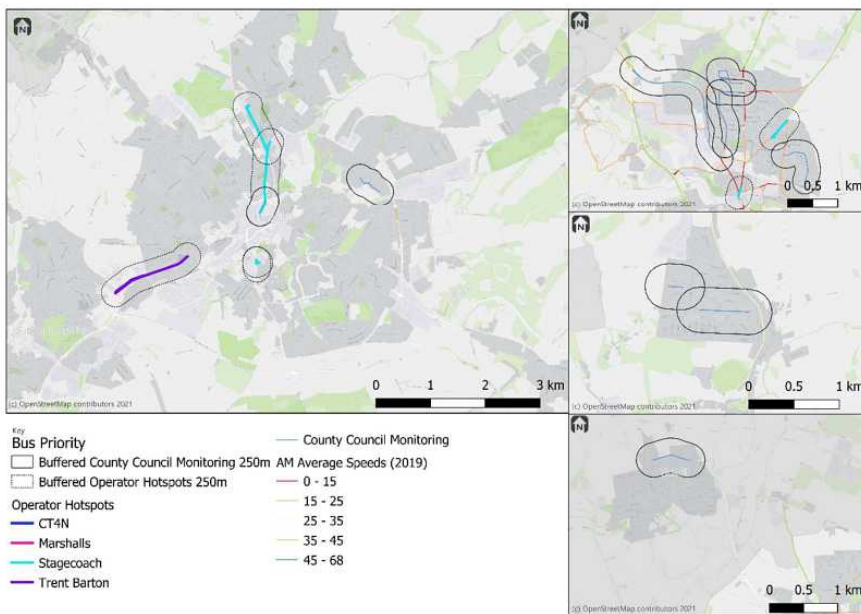
6.3 The

maps below show the main pinch-points that bus operators have reported as locations where their services have experienced delay. The Council is working with operators to establish the provision of a consistent data set to help identify the scale of the issues reported which will then be used to help prioritise where infrastructure improvements (or other programmes) to address pinchpoints will be delivered.

Bingham, Newark, Kirkby-in-Ashfield



Mansfield, Worksop, North Carlton, Tickhill

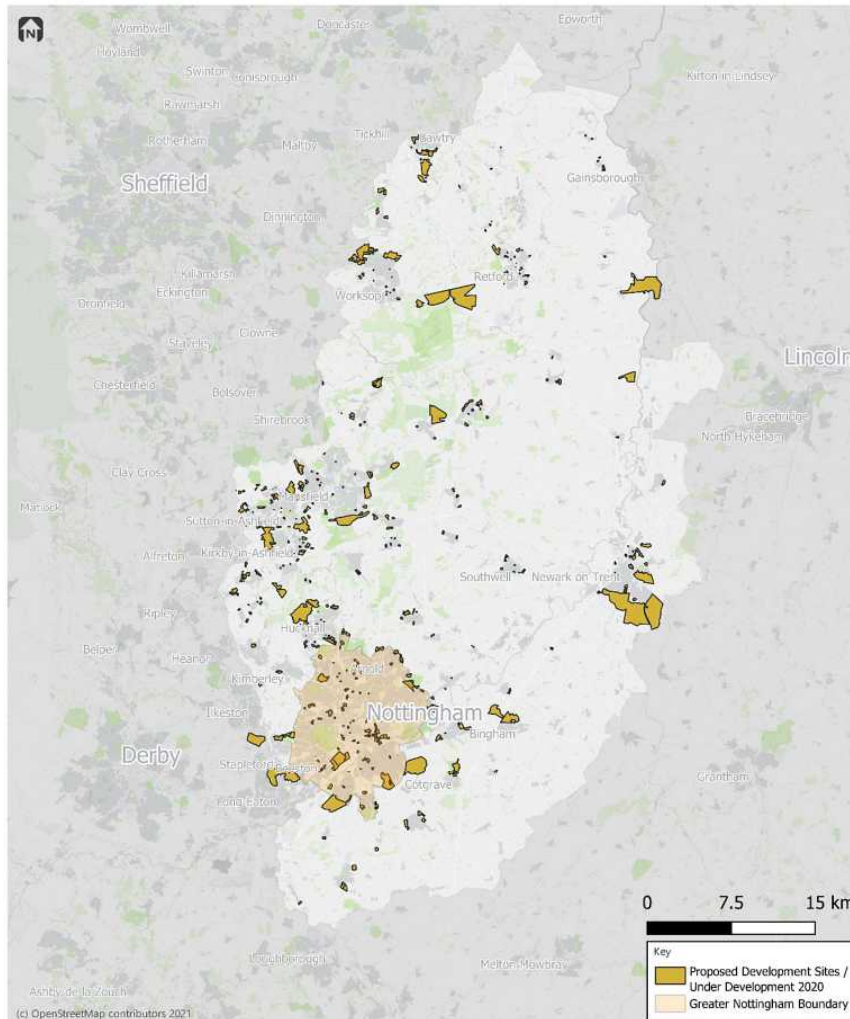


6.4 Between 2009 and 2019, the average journey time delay during the morning peak has increased on the routes into the market towns within the EP area by between 4% (in Worksop) and 8% (in Mansfield); which will have had a negative impact on the operation of bus services. Operators, however, have identified much higher increases in operating times of some of their services resulting in the need for additional vehicles to be utilised to maintain the existing frequency; and the Council will continue to work with operators to identify the additional causes of these running time increases. For instance, operators have reported that:

- The running time for the Threes service along the A60 increased by 26% since 2009, and requires an additional vehicle to maintain the timetable.
- The journey time on service Rainbow 1 increased by 18%, and current punctuality is 61.8%. An additional 6 vehicles were required to maintain reliability on this service and service 9 combined, costing approximately £900k per year to operate.

- Running times have been extended by 10 minutes on journeys into Gainsborough for Bassetlaw Services 95, 97, 98, 99.
- The running time on Newark Service 3 has been extended by 10 minutes on the cycle, plus an additional vehicle has been added to the service.
- An additional bus on the Pronto service is required in the afternoon peak at Mansfield to maintain reliability as buses regularly run late.
- Additional resource has been added to services 21 and 25 to help maintain reliability.

In addition to the existing traffic levels, more trips will potentially be added to the network resulting from the high level of development planned in the EP area, the location and size of which is illustrated below. Although developer contribution monies are, and will continue to be, used to mitigate this impact, wider measures will be required to promote behaviour change and deliver infrastructure improvements (including bus priority measures) in order to help deliver modal transfer, improved bus reliability and improved journey times.



6.5 A highway permit system is in place to help ensure all work on or below roads are planned and coordinated to minimise disruption. As part of the Council's network management strategy, the objectives of the permit system are to help the Council achieve:

- improved journey times and reliability for all road users;
- reduced congestion caused by road works;



- improved information available on works, including advanced warning and duration;
- improved safety for those undertaking works and travelling through works; and
- reduced damage caused to the road.

## 7. Enhanced Partnership Plan

### Aim and Objectives

- 7.1 The vision for bus in Nottinghamshire is for buses to be a mode of choice for many travel needs, having a positive impact on people's lives and the places they live.
- 7.2 The overall aim of the Nottinghamshire Enhanced Partnership is to build a sustainable, efficient, and growing bus network that meets peoples travel needs and expectations.
- 7.3 Within this overall aim, the objectives of the EP are:
  - 1) Network development: A customer-informed approach to bus service provision to provide a comprehensive, simple network that is easy to understand and use.
  - 2) Bus priority: Provide robust measures and infrastructure to support bus efficiency, reliability and improve journey times by bus, making the bus an attractive proposition compared to the car.
  - 3) Fares and ticketing: Provide a network which is affordable and offers good value for money.
  - 4) Integration: Develop a network which is integrated and offers more opportunities to travel for more residents of Nottinghamshire to access work, education, health, and leisure destinations.
  - 5) Infrastructure: Provide a network and associated infrastructure which is attractive, comfortable, safe, and accessible to all.
  - 6) Co-ordination: Work with partners to provide a coordinated approach to bus service delivery.
  - 7) Service quality: Grow patronage and improve passenger satisfaction.
  - 8) Decarbonisation: Contribute to the council's ambitions for decarbonisation and improving local air quality.
  - 9) Contribute towards the governments 'Levelling up' agenda.



## Interventions and Schemes

7.4 The Plan provides the backdrop for specific EP Schemes that will detail actions and developments to be taken jointly by partners to deliver a significant improvement in bus services in Nottinghamshire that will help meet the above objectives. The table below sets out the interventions required to meet these objectives.

Network Development	<ul style="list-style-type: none"> <li>• Network sustainability review, plugging key gaps in the network with most appropriate solution, as well as network simplification and obtaining efficiencies.</li> <li>• Implementation of DRT services to complement the core network.</li> <li>• Bus service enhancements.</li> <li>• Visitor economy pilot scheme.</li> <li>• Total Transport solutions to integrate provision.</li> </ul>
Bus Priority	<ul style="list-style-type: none"> <li>• Corridor-based bus priority schemes.</li> <li>• Centralised traffic light.</li> <li>• Tackling network disruption through junction/bus stop clearway protection; junction realignment; bus priority enforcement; loading restrictions; and review of the permit system.</li> <li>• Adopt new Traffic Management powers to support bus punctuality</li> </ul>
Fares & Ticketing	<ul style="list-style-type: none"> <li>• Fare and product alignment to simplify the offer to passengers</li> <li>• Multi-operator ticketing scheme.</li> <li>• Contactless payment .</li> <li>• Young persons' scheme.</li> <li>• Jobseekers scheme.</li> <li>• Plusbus scheme.</li> <li>• Fares incentives aligning with other.</li> <li>• Limited fare rises annually.</li> </ul>
Integration	<ul style="list-style-type: none"> <li>• Inter-modal connections.</li> </ul>

	<ul style="list-style-type: none"> <li>• Integration with walking and cycling.</li> <li>• Timetable alignment.</li> <li>• Interchange investment programme and rural mobility hubs.</li> <li>• Passenger Transport Support Hub.</li> <li>• Pocket Park &amp; Ride expansion.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Bus stop infrastructure upgrade.</li> <li>• CCTV to improve real or perceived safety at bus stops.</li> <li>• Solar power and green roofs in shelters.</li> <li>• RTI displays.</li> <li>• Journey planning.</li> </ul>
Coordination	<ul style="list-style-type: none"> <li>• Coordination of information.</li> <li>• Adopt minimum bus stop information standards.</li> <li>• Minimised and coordinated timetable changes.</li> <li>• Coordinated marketing campaigns.</li> <li>• Simplified data for D2N2 RTI system</li> </ul>
Service Quality	<ul style="list-style-type: none"> <li>• Vehicle upgrades.</li> <li>• Passenger charter.</li> </ul>
Decarbonisation	<ul style="list-style-type: none"> <li>• Idling cut-off.</li> <li>• Reduction in carbon emissions from buses.</li> <li>• Pursue future bids to secure government funding to support decarbonisation.</li> <li>• CO<sub>2</sub> Roadside Monitors.</li> </ul>

7.5 The first EP Scheme seeks to outline and commit partners to measures that will help provide a stable and consistent network for users in Nottinghamshire and outlines a commitment to the development of other schemes on approval of funding.

7.6 Within the Nottinghamshire BSIP, a range of interventions have been identified that address the aim and objectives set out above. As funding availability allows, these will be brought forward and implemented (either singly or in combination) in future Schemes made under the Enhanced Partnership Plan.

- 7.7 An EP Plan can only exist if there is at least one associated EP Scheme in place. Therefore, for as long as an EP Scheme is in place, a Plan must also be in place.

## Funding Sources

- 7.8 The Enhanced Partnership will draw on multiple funding sources to deliver the desired outcomes of the Enhanced Partnership Scheme(s), as appropriate:
- Funding provided by Central Government
  - County Council capital funding
  - County Council revenue funding
  - Developer contributions
  - Operator investment
  - Reinvestment of operator revenue generated by schemes
  - Other external funding opportunities.

## 8. Enhanced Partnership Plan Governance

- 8.1 Following the publication of the National Bus Strategy, Nottinghamshire County Council convened an all-operator and stakeholder Partnership Steering Group. Terms of reference were agreed, and monthly meetings held, chaired independently to allow authority officers and Operators to discuss things freely on equal terms. The Partnership supported the proposal for an Enhanced Partnership (EP) and the Council published a notice of intent to develop an EP on 22<sup>nd</sup> June 2021. All Operators are invited to attend meetings and contribute to its work.
- 8.2 The Partnership has supported the development of the BSIP, and has been developed into an Enhanced Partnership Board to develop this Plan and the accompanying Scheme.

## Enhanced Partnership Board

- 8.3 The **Enhanced Partnership Board** will be the decision-making body and will develop any future Schemes and any variations to existing Schemes. Membership of the Enhanced Partnership Board will comprise the following representatives:
- the top two Operators in the EP area, in terms of mileage operated (1 vote each) for Qualifying services

- 1 x Operator representing all remaining Operators in the EP area (1 vote) for Qualifying services
- 1 x Nottinghamshire County Council – Transport (1 vote)
- 1 x Nottinghamshire County Council – Highways (1 vote)
- Independent Chair (non-voting)

8.4 Board meetings will require a quorum of *two* Operator representatives, with a minimum of one of the top two Operators, and one representing services not operated by the top two Operators; and *two* County Council representatives. An Operator representative may, if necessary, arrange for an alternate or deputy from the same category to participate with voting rights.

#### *Terms of Reference*

8.5 The Board will be the key oversight body of the Nottinghamshire Enhanced Partnership. The Board will have the following initial terms of reference being to:

- monitor the progress of the Enhanced Partnership in delivering the EP Plan and BSIP;
- monitor the effectiveness of implemented Schemes in achieving the EP Plan and BSIP objectives;
- work with the County Council to respond to Government or other funding opportunities that may arise for delivery of bus service improvement interventions;
- review, discuss and agree priorities for delivery of interventions to achieve the EP Plan and BSIP;
- review, discuss and agree programmes of preparatory work (feasibility studies, business case preparation, design, public consultations, impact assessments etc) for interventions that may be taken forward as Scheme variations or new Schemes;
- oversee the process of preparing and developing detailed requirements leading to a variation to an existing Scheme where this will be subject to the bespoke scheme voting procedure incorporated in any Scheme where that is applicable;
- consider fully detailed proposals for EP Scheme variations or new EP Schemes that are the responsibility of the County Council having regard to s.138L of the 2000 Act, once all relevant preparatory work has been completed, and make recommendations to the County Council for their adoption (or otherwise).

The Board shall be entitled to keep under review these terms of reference and further develop them being responsible for all decisions relating to administration of

the affairs of the Board including frequency of meeting, requests for the attendance at meetings of the Board by individuals and representatives of organisations that are capable of contributing to the work of the Board and the manner in which and methods by which reporting of the affairs of the Board are made to all Operators.

#### *Role of the Enhanced Partnership Board members*

- 8.6 The Operator representative for those Operators that are not the top two Operators in the EP area, in terms of mileage operated, will be acting on behalf of all Operators in that category, not on behalf of their own company alone. Representatives will be responsible for ensuring attendance at all Enhanced Partnership Board meetings in that year, and ensure they have:
- (a) fully reviewed and understood all meeting papers in advance of attendance
  - (b) the required mandate from the Operators they represent.

#### *Enhanced Partnership Board decision making*

- 8.7 Decisions of the Enhanced Partnership Board will be made by way of a vote through a show of hands. Unless stated otherwise in this document, decisions will be passed by way of a simple majority of all members of the Board entitled to vote (as set out in 8.3). In order to encourage engagement in the affairs of the Board, Operator representatives not attending the meeting whether in person or by proxy will be deemed to be voting in favour of any resolutions put to the Board at that meeting.

Voting can be conducted after the meeting if requested by a voting board member, if a proposal being discussed has substantially changed taking into account information and any proposal associated with that information advised to members of the Board prior to the meeting, where this is considered appropriate by the Chair. The vote will be carried out within 7 days of the Board meeting and the voting will be transparent to all voting members unless the Chair deems it appropriate to be confidential.

- 8.8 Operators will be entitled to make known their concerns in writing to the County Council if they object to a particular vote of the Enhanced Partnership Board.
- 8.9 The Independent chair will review the circumstances and consider whether these are such that use of its veto is required as provided for below.

### *Nottinghamshire County Council veto*

- 8.10 These controls ensure that the voting system does not allow an individual Operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors; there is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; there is no discrimination between Operators; and that actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited. The Council may, in exceptional circumstances, exercise a veto over the Enhanced Partnership Board decisions which it may reasonably believe or suspect as having anti-competitive implications or being otherwise significantly against the public interest or there exist circumstances under which the Council would be unable to comply with any obligations that would be imposed upon the Council were the decision to be implemented.
- 8.11 In order to limit any circumstances in which a veto may be required where any proposal is to be taken forward by the Enhanced Partnership Board that would lead to a variation to an existing Enhanced Partnership Scheme or would lead to a requirement for the Council to make a further Enhanced Partnership Scheme or would result in any other material commitment required of the Council the Council shall prepare and deliver to the Enhanced Partnership Board a brief summary document setting out the Council's opinion concerning the feasibility of the proposal should it be implemented. The summary document may refer to matters such as:

8.11.1• the availability or non-availability of funding to support implementation of the proposal including the Council's ability to provide for any future expenditure that the Council would be required to incur;

8.11.2• the compatibility of the proposal with policies that the Council has committed to follow including in particular policies supporting the Council's equalities duties;

8.11.3• should the proposal be implemented the Council would in consequence be in breach of any contracts or other legally binding obligations that it is subject to;

8.11.4• the proposal requires the co-operation of third parties such as a District Council

8.11.5• any governance related considerations that the Council requires to take into account.

For avoidance of doubt the existence of matters raised by the Council need not be taken as reason for the Enhanced Partnership Board to decline to deal with the proposal and the Council shall indicate in the summary document or in any other manner at a subsequent date the extent to which it supports the proposal and is

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willing and able to work with the Enhanced Partnership Board in order to progress the proposal on a basis that is not anticipated to lead to the Council exercising its veto.

#### *Meeting observers*

- 8.12 Any other bus Operator, City, County, Borough Council, and other stakeholder representatives who are members of the Stakeholder Reference Group will be able to attend the Enhanced Partnership Board meetings as observers but will not have the right to vote. Observers may be invited to make comments or ask questions of the Enhanced Partnership Board at the Chair's discretion or be invited to defer these until the next Enhanced Partnership meeting.

#### *Meeting arrangements*

- 8.13 The Enhanced Partnership board meetings will take place not less than four times per year at regular intervals, with provision for additional meetings as required to take decisions which, in the opinion of the Chair, cannot be deferred to a scheduled meeting, provided that a quorum (as set out in 8.4) can be achieved, with not less than one week's notice being given. Meetings will be arranged, chaired and minutes taken by the Independent Chair and will normally be held at County Hall. Meeting length will vary according to agenda content but ordinarily be one to two hours.
- 8.14 Agendas and meeting papers will be circulated to all EP Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Enhanced Partnership Board members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Enhanced Partnership Board meeting. Draft minutes will be approved at the next Enhanced Partnership Board meeting.
- 8.15 The EP Board will observe the need for confidentiality; any information provided by local bus service operators relating to patronage and/or fare income on individual bus routes will be considered commercially confidential and will only be discussed by the EP Board on this basis.
- 8.16 Where any other matter should remain confidential and not for discussion outside the EP Board, the member raising the matter has the responsibility to make this clear in advance or at the time of discussion. It is the responsibility of the EP Board members to ensure appropriate steps are taken to maintain the confidentiality of the matter.
- 8.17 All meeting of the EP Board shall be held in private. (non Board member Opertors shall have the right to be in attendance.)

- 8.18 At the commencement of each meeting the Chair shall remind all participating in the meeting that in conducting the affairs of the EP Board and in taking any actions arising from the meeting of the EP Board each participant has responsibilities under competition law and must observe these.

### Stakeholder Reference Group

- 8.19 An Enhanced Partnership **Stakeholder Reference Group** provides external insight and constructive challenge and will provide opportunities for discussing issues of all kinds affecting the Nottinghamshire bus network, consulting with, and building consensus across, the various stakeholders and making recommendations to the Enhanced Partnership Board. This group consists of, where relevant, County, City, District and Borough Council officers; other public transport operators; community transport operators; train operating companies; bus user group representatives; business group representatives; disability groups and other relevant key stakeholders.

### Meeting arrangements

- 8.20 Stakeholder Reference Group meetings will take place twice a year at regular intervals. The meetings will be arranged, and minutes taken by, the County Council and normally held at County Hall. The meetings will be chaired independently. Meeting length will vary according to agenda content but ordinarily expected to be one to two hours.
- 8.21 Agendas and meeting papers (including a copy of minutes and outcomes of decisions taken at the previous meetings) will be circulated by the County Council no less than one week in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Stakeholder Reference Group meeting.
- 8.22 Continuous dialogue will be held with neighbouring authorities to ensure the EP delivery is compatible with neighbouring EPs.

### Enhanced Partnership Delivery Group

- 8.23 An **Enhanced Partnership Delivery Group** will be responsible for implementing the measures set out in the EP Scheme(s). This group will consist of representatives from the Council, Operators and other relevant stakeholders and experts as appropriate. It will establish specific task and finish groups to implement particular measures, and will report directly to the Enhanced Partnership Board.

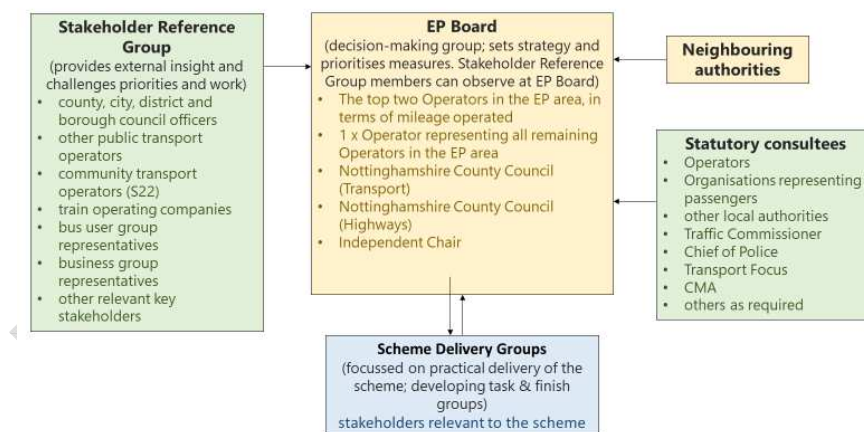


8.24 The Board has consulted the following in the development of this Plan:

- Transport Focus
- Traffic Commissioner
- Chief Officer of Police
- Competition and Markets Authority
- Neighbouring authorities

8.25 The relationship between these different groups is shown in Figure 4.2.

Figure 0.12 – Nottinghamshire EP Governance Structure



## Monitoring progress

8.26 The success of the EP Plan will be monitored in a number of ways:

- Passenger Satisfaction (key target in the BSIP) – monitored and measured through annual Transport Focus Passenger Surveys. As well as overall passenger satisfaction, satisfaction in value for money; punctuality; and passenger transport information will be monitored.
- Passenger Growth (key target in the BSIP) – monitored and measured by reviewing operator patronage data on a route-by-route basis, which is currently submitted to the Local Transport Authorities as part of their returns to the DfT.

- Reliability (key target in the BSIP) – monitored and measured using operator punctuality data, which is the percentage of services operating to the Traffic Commissioner window of between -1 and +5 minutes of the scheduled timing point.
- Journey time (key target in the BSIP) – monitored and measured using timetable data and distance between key timing points within the BSIP area to record average journey speeds on 22 services covering all areas of the county and representing 37.35% of mileage and 58.7% of patronage
- Non-operated scheduled mileage – as a further indication of reliability issues on a route basis. This will be recorded on a monthly basis and will determine whether localised, route-based issues are being addressed, such as bus clearway enforcement and the management of roadwork permits, as well as the success of the larger schemes.
- Patronage increases by service type and ticket type – to monitor post-COVID travel and the success of schemes targeted at specific services or groups of people – e.g. evening services; Sunday services; rural services; young persons' travel; jobseeker travel; off-bus tickets; and ENCTS travel.
- Multi-operator ticketing and contactless usage – to monitor the effectiveness of introducing schemes and how much inter-operator travel is occurring in the county.
- Localised surveys – to monitor satisfaction of different aspects of bus travel and help develop services further.
- Targets for responding to complaints and responding to delayed/cancelled services, as identified in the Passenger Charter – to monitor whether the quality aspects and commitments to passengers are being maintained.
- Percentage of population that have access to a frequent bus service at different times of the day and days of the week – to guide network development, particularly when new developments are built.
- Journey times at peak times compared to off-peak; and comparing quickest journey times and slowest journey times along given routes.
- Modal shift through modal share surveys will be carried out following key initiatives to determine impact on modal shift.
- Supporting the districts in any CO<sub>2</sub> monitoring to help measure the impact of the BSIP measures.

- Footfall in town centres; car park occupancy; traffic flow – to give an indication of the local economy and provide some context on the patronage trends witnessed on different services. This information will be provided by District/Borough Councils partners.

8.27 Consultation with partners, businesses, special interest groups, elected representatives, and passenger representatives, including those who were engaged with during the development of the BSIP, will continue throughout the life of the EP and is integrated into the EP Governance structure. This will be through regular meetings, public consultation, and through passenger research (through the annual Transport Focus surveys). Consultation will occur at the same time as the review of the BSIP and EP Plan, and, where appropriate, when specific schemes are being developed, monitored, and evaluated.

## Small and medium sized Operators

- 8.28 Given the variety of Operators involved (in terms of market share, fleet size, company turnover and structure), it is important to ensure that the effects of the Enhanced Partnership do not unduly negatively impact smaller Operators' ability to engage or to comply with requirements.
- 8.29 As such, 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 throughout, either through individual discussions or through attendance at the Partnership meetings. The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of Operators providing services. Within the Enhanced Partnership Schemes, smaller Operators may be given extended periods to comply with certain standards.

## Competition

- 8.30 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 Nottinghamshire County Council and shared with the Competition and Markets Authority, concluded that there will be no adverse impact on competition. The implementation of an Enhanced Partnership Plan and associated Scheme is aimed at delivering improvements to bus services for passengers in a deregulated environment. The Enhanced Partnership will not impact on competition, as Operators will be free to

amend and introduce services in the area, provided that the standards that apply to all Operators are met.

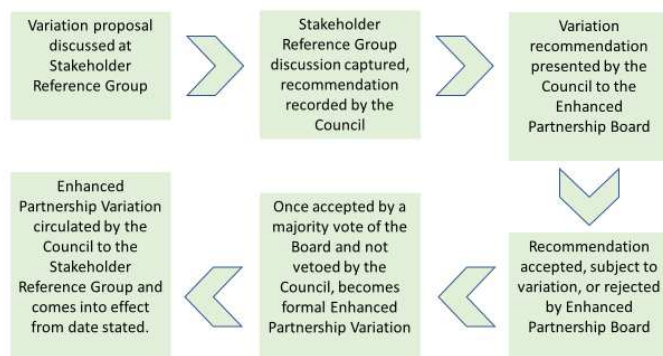
## Reviewing the EP Plan

- 8.31 Once the EP Plan is made, it will be reviewed by the EP Board at least annually, following the review of the Nottinghamshire BSIP. The Council will initiate each review and it will take no longer than 6 months to complete. Monitoring reports for the BSIP will be produced every 6 months to demonstrate progress towards the objectives and targets set. The Stakeholder Reference Group will be part of this process, providing feedback on the outcomes and measures as well as shaping changes going forward.

## Variations to the Plan and Schemes

- 8.32 Enhanced Partnership Plan Variations shall be made in accordance with the procedures provided for under s.138L and s.138M of the 2000 Act.
- 8.33 Enhanced Partnership Scheme Variations will be subject to a bespoke voting mechanism where the relevant conditions referred to at paragraph [8.358-29](#) are satisfied.
- 8.34 The following process (Figure 8.1) will be used to adopt Enhanced Partnership Scheme Variations in circumstances within which s.138E of the 2000 Act, in place of the default objection mechanism that is required to be used when the Enhanced Partnership Plan and Scheme is made by under s.138G of the 2000 Act. Alternative bespoke voting schemes may be adopted in relation to subsequent schemes to address the particular circumstances of that Scheme, the detail being incorporated into the scheme document.
- 8.35 Any Enhanced Partnership Variation requires both of the following conditions to be met - a simple majority vote of the Nottinghamshire Bus Partnership Board in favour of the same; and the Councils veto on the Nottinghamshire Bus Partnership Board has not been invoked in response to such a vote.

Figure 8.1 Process of Enhanced Partnership Scheme Variation



- 8.36 This process will also be the normal process for making decisions on behalf of the partnership which do not constitute formal Enhanced Partnership Plan Variations.

## Enhanced Partnership Plan Revocation or other Variations

- 8.37 The Enhanced Partnership Board will review the governance arrangements of the Enhanced Partnership following the first 12 months of operation, and may suggest variations for adoption using the section 8 process on the following matters:
- Processes for Enhanced Partnership Variations
  - Enhanced Partnership Board structure and Operator representation
- 8.38 A summary of monitoring measures for all elements of the Enhanced Partnership Scheme will be reported by the Enhanced Bus Partnership Board at the end of each financial year. If the Enhanced Partnership considers that any elements of any Enhanced Partnership Scheme are not meeting the defined outcomes of the relevant Enhanced Partnership Scheme, recommendations will be made to the Enhanced Partnership Board for action to address them. The Enhanced Partnership Board must consider these recommendations and use the voting mechanism defined in section 8 to determine whether to make formal variations of a defined Enhanced Partnership Scheme to address these recommendations.
- 8.39 In accordance with the section 8 process, should a variation be recommended which may pose conflict with competition legislation, the County Council will invoke its veto in response to such a vote.

- 8.40 In the event that the Enhanced Partnership Board recommends through a section 8 vote that appropriate action would be to revoke the Enhanced Partnership, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 as may be varied from time to time will be used to determine if that course of action should proceed.
- 8.41 For the avoidance of doubt, any other variation proposals not covered above will follow the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 as may be varied from time to time, to determine if that course of action should proceed.

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