

Sponsor: Strategic Director for Communities and Place  
Author: Head of Traffic and Transport

## **Derby Bus Service Improvement Plan update**

### **Purpose**

- 1.1 On 9 June Cabinet committed the Council to creating an Enhanced Partnership for bus services and to the development of a Bus Service Improvement Plan or BSIP to meet the requirements of the National Bus Strategy published in March 2021. This report provides an update on progress and seeks approval to move forward with several elements to ensure Derby continues to meet the national timetable.

### **Recommendations**

- 2.1 Cabinet agrees the principles set out in the draft BSIP appended to this report and delegates responsibility to the Strategic Director of Communities and Place following consultation with the Strategic Director of Corporate Resources and the Cabinet Member for Streetpride and Public Spaces to finalise the BSIP in line with those principles to allow submission by 31 October 2021.
- 2.2 Cabinet note the proposed Memorandum of Understanding, at appendix 2, to cover joint working on cross-boundary service issues with neighbouring authorities.
- 2.3 Cabinet accept a second tranche of Department for Transport (DfT) capacity funding of £117,975 and approve its use in line with government criteria outlined in this report.
- 2.4 Cabinet delegate the acceptance of future tranches of DfT capacity funding and/or grant funding related to the delivery of the BSIP (as set out in guidance), subject to acceptable grant conditions, to the Strategic Director of Communities and Place, following consultation with the Strategic Director of Corporate Resources and the Cabinet Member for Streetpride and Public Spaces.

### **Reasons**

- 3.1 To comply with national policy and enable continued access to future national funding for local bus services.
- 3.2 To publish a Bus Service Improvement Plan for Derby by the required deadline.
- 3.3 To comply with Financial Procedure Rules

## Supporting information

### 4.1 **Bus Back Better**

Government published its National Bus Strategy, “Bus Back Better,” in March 2021. This required local authorities to commit to developing an Enhanced Partnership with local bus service operators by the end of June 2021. These formal partnerships are expected to be functioning by April 2022. The national strategy explains that current and future discretionary payments relating to bus services from 1 July 2021, will only be available to Authorities who have committed to developing Enhanced Partnerships and similar provisions will also apply to local bus operators.

### 4.2 **Bus Service Improvement Plans**

As part of the development of the Enhanced Partnership, Local Authorities working with bus operators, must develop a Bus Service Improvement Plan (BSIP) for the Council area, taking account of the travel to work area and including cross-boundary routes. This must be published by the end of October 2021 and updated annually.

### 4.3 **Outline Criteria**

The expected content of BSIPs is set out in the guidance, in outline this is:

- Set targets for journey times and reliability improvements – to be reported against publicly at least every six months
- Identify where bus priority measures are needed and how traffic management can be improved to benefit buses
- Set out pressures on the road network, air quality and carbon reduction targets which improved bus services could address, and set out actions working with operators to transform the local bus fleet to zero emission
- Drive improvements for passengers by setting targets for passenger growth and customer satisfaction - to be reported against publicly at least every six months
- Set out plans and costs for fares, ticketing and modal integration. Over time, this is expected to work across transport modes towards a multi-modal ticketing scheme
- Consider the impact of roadside infrastructure, e.g. bus stops and shelters, on passenger safety, security and accessibility
- Consider how a coherent and integrated network should serve schools, health, social care, employment and other services
- Take account of the views of local people
- Commit to a Bus Passenger Charter (BPC) that sets out what passengers can expect from bus operators delivering local bus services across their area. BPC's should include commitments on the accessibility of bus services.

### 4.4 The DfT accept that the timescales and publication date for the BSIP is challenging. The expectation, therefore, is that initial documents will be a statement of principles, as a foundation for the work of the new Enhanced Partnerships, and full development of all the criteria is not expected in the first wave of plans.

- 4.5 The creation of the Enhanced Partnerships will include consultation which will enrich the development of BSIPs, working with communities and passenger representative groups and including diversity and accessibility groups. We will need to demonstrate local responses to government direction on some issues that could elicit a range of views and responses, such as the introduction of physical bus priority measures. These, and other measures, are expected to be key criteria for accessing future funding for local authorities and bus operators and may be linked to investment support for the transition to cleaner and zero emission buses.

4.6 **Development funding**

Government has allocated an initial capacity funding grant of £100,000 to each local authority that requested revenue funding towards the implementation of an Enhanced Partnership and the development of their BSIP. This was approved by Cabinet on 6 June and consultants have been commissioned to work with the bus operators and ourselves.

A second tranche grant of £117,975 has been allocated to Derby by the DfT following confirmation of our commitment to the Enhanced Partnership process.

This funding must be used specifically for the following purposes:

- recruitment of additional staff to undertake the work required
- procurement of consultants to support the work required
- training of new and existing staff; to boost their capabilities on relevant bus policy and delivery. The Government notes that it has an aim to see the development of longer-term in-house capabilities on bus issues across all Local Authorities.
- other activities to support the development of Local Authority bus plans.

## **Public/stakeholder engagement**

- 5.1 The main aims of the BSIP, including consultation requirements, are set out in Government guidance. We are also engaging and seeking views on the initial document from Councillors, bus operators, bus passenger representatives and major employers, which was also a recommendation from June Executive Scrutiny Board.
- 5.2 Following publication of the BSIP, a public consultation exercise will be undertaken, using the headings contained in the BSIP as a framework. The responses obtained will help to inform the subsequent delivery of the plan and the remit for the Enhanced Partnership.
- 5.3 The development of the BSIP will include an Equalities Impact Assessment.

## **Other options**

- 6.1 Other options were not considered as the National Bus Strategy indicates that all current public transport funding will be removed and local authorities will be excluded from future funding arrangements for public transport, if they choose not to follow the processes set out on the national strategy.

## **Financial and value for money issues**

- 7.1 The DfT capacity funding is to be used for the purpose of developing the BSIP and Enhanced Partnerships. The first tranche has been used to commission specialist consultants and the second tranche, if approved, will be used in line with government guidance and any other reporting requirements of the funder.
- 7.2 Government has committed to providing on-going dedicated grant funding for Local Authorities who commit to developing Enhanced Partnerships to help them fund the requirements of the National Bus Strategy and to support Local Authorities in the development of local arrangements. Additional capacity funding may be allocated directly to Councils, and Government guidance has indicated that future grant funding related to the delivery of the BSIP will be in two allocations - one by formula and one specifically for larger projects

## **Legal implications**

- 8.1 An Enhanced Partnership is a statutory partnership between one or more Local Transport Authorities and their local bus operators that sets out how they will work together to deliver BSIP outcomes in the defined geographical area(s) set out in the EP. It is in two parts:
  - An Enhanced Partnership Plan - a clear vision of the improvements to bus services that the Enhanced Partnership is aiming to deliver, mirroring the BSIP.
  - One or more Enhanced Partnership schemes – an accompanying document that sets out the requirements that need to be met by local services that stop in the geographical area defined in the EP scheme, to achieve BSIP outcomes.
- 8.2 The Bus Services Act 2017 allows individual Local Transport Authorities to tailor their Enhanced Partnership schemes to deliver the specific outcomes set out in their BSIP. The EP legislation was inserted into the Transport Act 2000 (the 2000 Act) by the 2017 Act.
- 8.3 The Memorandum of Understanding is not a legally binding document and will be entered into voluntarily by all parties. It is, however, important because it formalises our partnership working and provides ourselves and our neighbouring LTA's with a flexible foundation for our collaboration through which we seek to achieve the outcomes we want to deliver for bus services.

## **Climate implications**

- 9.1 The national strategy underlines Government commitment to achieving an all zero-emission bus fleet in the future. It is reasonable to assume that the initiatives promoted by the National Bus Strategy will contribute to environmental sustainability, improved air quality and decarbonisation. Our local plan will reflect Derby's own climate change strategy and ambitions.

## **Other significant implications**

- 10.1 No implications identified at this stage.

This report has been approved by the following people:

Role	Name	Date of sign-off
<b>Legal</b>	Olu Idowu, Head of Legal Services	20/09/2021
<b>Finance</b>	Amanda Fletcher, Head of Finance, Communities and Place	20/09/2021
<b>Service Director</b>	Verna Bayliss, Director of Planning, Transport and Engineering	20/09/2021
<b>Report sponsor</b>	Rachel North, Strategic Director of Communities and Place	20/09/2021
<b>Other(s)</b>		

<b>Background papers:</b>	Bus Back Better <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf</a>
<b>List of appendices:</b>	Appendix 1 Derby City Council Draft Bus Service Improvement Plan Appendix 2 Memorandum of Understanding

Derby City Council – Draft Bus Service Improvement Plan

***(see separate document)***

**Bus Service Improvement Plan (BSIP)**  
**Derby City Council Memorandum of Understanding (MoU)**

**Background**

Derby City Council will submit a BSIP to the Department for Transport (DfT) before the end of October 2021. The BSIP will be a live document that will evolve and grow over time as our ambitious plan is delivered.

An important element of our BSIP is to acknowledge and plan for improvements to cross border bus services, coordinating improvement measures to benefit passengers.

Liaison with neighbouring authorities is on-going, but this MoU confirms the commitment of our Local Transport Authority (LTA) to augment these relationships to ensure continual co-operation.

**Memorandum of Understanding**

This MoU is to confirm that Derby City Council will:

- Continue to work with all adjacent LTAs and plan for structured liaison from the inception of the BSIPs and onwards.
- Where appropriate, agree the implementation dates by which our BSIPs will be delivered.
- Co-ordinate and integrate relevant improvement measures, including type and timescales. This will happen in co-operation with the relevant bus companies.
- Set-up, combine and refine Key Performance Indicators (KPIs) where appropriate and feasible.
- Actively consider the formal combination of Enhanced Partnerships and BSIPs where this gives benefits to passengers and maximises the value for money.
- Continue to include representatives of the adjacent LTAs in Working Groups and Steering Groups as appropriate. Accelerate this process in Year 2 of the BSIP and EP scheme development and implementation period onward.
- Consider how adjacent LTA's are represented within EP governance arrangements.
- Modify and adapt this MoU over time as required.

Signed on behalf of Derby City Council

Name -

Signed

Position (Service Director)

Date