

Lancashire County Council

Notice that an Enhanced Partnership Plan and Scheme have been prepared by Lancashire County Council, 14 January 2022.

Dear Operator,

This is a notice to confirm that Lancashire County Council has prepared an Enhanced Partnership Plan and Scheme for the administrative area of Lancashire, as required and set out in section 138F of the Transport Act 2000.

The Enhanced Partnership Plan and Scheme can be found on the enclosed document and on the Lancashire County Council website, at www.lancashire.gov.uk/roads-parking-and-travel/public-transport/national-bus-strategy-bus-back-better-2021/ If you would like to receive a hard copy please email busservices@lancashire.gov.uk .

The Enhanced Partnership Plan and Scheme work towards implementing the joint Lancashire County Council and Blackburn with Darwen Council Bus Service Improvement Plan, for those elements within the administrative area of Lancashire County Council, to deliver better bus services for local people, as set out in the Bus Service Improvement Plan, and is subject to future Bus Service Improvement Plan funding allocations. An overview is appended to this notice at Appendix B.

You have been sent this notice as Lancashire County Council understands you to be an operator of a “qualifying local service”, the meaning of which is set out in Appendix A of this notice.

All operators of qualifying local services have a right to object to the Enhanced Partnership Plan and Scheme.

This 28-day operator objection period commences on 19 January 2022 and ends on 16 February 2022.

If a sufficient number of objections to the Enhanced Partnership Plan and Scheme are received from operators, the Enhanced Partnership Plan and Scheme will not be able to proceed to consultation.

The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 ("Regulations") define the relevant thresholds as being reached where:

- the registered distance of all the qualifying local services operated by those objecting in the Enhanced Partnership area is at least 25% of the registered distance of all qualifying local services operated by all the operators in the relevant Enhanced Partnership area and where:
- the total number of all operators of qualifying local services in the relevant area is 4 or more, at least 3 of those operators are objectors; or
- the total number of all operators of qualifying local services in the relevant area is less than 4, all of those operators are objectors (1) : or
- at least 50% of the total number of operators of qualifying local services in the Enhanced Partnership area have objected and the registered distance of all qualifying local services operated by the objectors in the relevant Enhanced Partnership area is at least 4% of the registered distance of all qualifying local services operated by all of the operators in that area (2) .

(1) Regulation 11(4) of the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

(2) Regulation 11(5) of the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

Any objections should be sent to Lancashire County Council by 16 February 2022, by email to busservices@lancashire.gov.uk

or by post to the following address:

Lancashire County Council
Public Transport
County Hall
Preston
PR1 8XJ

When submitting an objection, an operator of qualifying local services is required to provide the following:

- its reasons for objecting - as stated in the guidance published by the Department for Transport⁽³⁾, to object without giving reasons would run against the requirement in the Bus Service Improvement Plan to co-operate with the Enhanced Partnership process to receive discretionary funding, including the Covid-19 Bus Service Support Grant ("CBSSG"); and
- the registered distance of all of its qualifying local services which are operated in the EP area.

Regulation 10(1) of the Regulations requires Lancashire County Council to publish the names of any operator that makes an objection to the Enhanced Partnership and Scheme within 14 days of the last day of the period during which objections may be made.

The name of any operator which is to be published must be the name in which the local service operated by the operator is registered with the Traffic Commissioner by virtue of section 6 of the Transport Act 1985, as required by Regulation 10(2) of the Regulations.

For further information, please contact busservices@lancashire.gov.uk

Thank you for your continued support on the development of the Enhanced Partnership Plan and Scheme. We look forward to continuing to work with you to develop and improve local bus services across Lancashire and deliver on our Bus Service Improvement Plan .

Andrew Varley

Public Transport Manager
Lancashire County Council.

Dated: 14 January 2022

³ The National Bus Strategy Delivering Bus Service Improvement Plans using an Enhanced Partnership (July 2021), paragraph 4.3

APPENDIX A: DEFINITION OF QUALIFYING LOCAL SERVICE

1. A service is a "qualifying local service" for objection purposes as defined in Regulation 3(1) of The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 ("Regulations") if it:

1.1. is a local service (as defined in section 2 of the Transport Act 1985) which has one or more stopping places within the geographical area of the Enhanced Partnership Plan and Scheme, in this case the administrative area of Lancashire County Council.

1.2. is not an excluded local service. An excluded local service is defined in Regulation 3(2) of the Regulations as:

- a service or any part of a service provided under arrangements made under sections 89 to 91 of the Transport Act 1985 in any case where the authority retains all the revenue from that service;
- a service which is registered as a local service under section 6 of the Transport Act 1985, but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act;
- a service in respect of which a community bus permit has been granted under section 22 of the Transport Act 1985 (an Enhanced partnership does not apply to this type of registered service – however an operator of such a service may voluntarily comply with some or all of the Enhanced Partnership requirements that would otherwise apply to that service); or
- a service which is a local service for 10% or less of the overall distance covered by the service (this might include interurban or other long-distance scheduled services that are not generally used for local journeys within the EP area, but may use bus stops within it).

2. Whether or not a particular service is a qualifying local service is determined on the basis of its status on the day before this notice is issued

APPENDIX B: OVERVIEW OF BSIP OBJECTIVES AND EP APPROACH TOWARDS ACHIEVEMENT

Table 1 sets out the objectives for the Enhanced Partnership and how the EP will work towards achieving these objectives.

Table 1 – Bus Service Improvement Plan Objectives

Objective	How We Will Achieve This
Review Service Frequency “More buses, more often”	Increased frequencies, including evenings and weekends New services Interurban and urban Superbus Network
Increase Bus Priority Measures “Getting buses moving”	64 bus priority measures identified Route reviews Mitigate the impact of roadworks
Increase Demand Responsive Services	Develop innovative solutions for locations that are hard to reach by conventional buses in conjunction with the commercial and community sectors
Consideration of Bus Rapid Transport Networks	Intensive bus priority enables services with BRT characteristics Urban and interurban Superbus network
Integrate Services with Other Transport Modes	Bus and rail integration
Simplify Services	Consider re-planning routes Specific service change dates
Review Socially Necessary Services	Evening and weekend service increases DRT proposals Identify opportunities to enhance supported services Provide improved access to employment
Invest in Superbus Networks	Urban Superbus – at least every 10 minutes Interurban Superbus – at least every 30 minutes between major towns Improved frequencies in evenings and at weekends Underpinned by extensive bus priority, investment in bus stop infrastructure and passenger information, including real-time. Minimum Euro VI emission standards
Lower fares	Consistent offers to young people and jobseekers across Lancashire Travel on Saturday, get Sunday free Multi-operator ticket means you only pay once for a journey, even if it’s on buses run by 2 different companies
Simplify ticketing	Simplify fares and fare zone boundaries Multi-operator ticketing Tap On Tap Off

Invest in accessible and inclusive bus services “Buses for all”	Invest in accessible bus stops Information at bus stops including real time Audio visual announcements on buses
Protect Passenger Safety of Bus Passengers	Improve access to bus stops CCTV on buses and at bus stop facilities Passenger Charter
Improve Buses for Tourists	Develop local leisure travel Marketing in tourist areas
Invest in decarbonisation “Cleaner Buses”	Future Zebra fund bids Clean vehicle retro-fit scheme and fund to support Superbus standards
Passenger Charter	Develop a Passenger Charter by 31 March 2022
Strengthen Network Identity	Review bus stop branding
Improve bus information	Develop comprehensive information, with improved web presence Use technology and social media Increase bus stop information, including real time Coordinated service change dates e-ink pilot Disruption messaging tool
Pulling it all together	Marketing Strategy Learning from others Transport team development