

**GLOUCESTERSHIRE COUNTY COUNCIL  
NATIONAL BUS STRATEGY  
TRANSPORT ACT 2000  
ENHANCED PARTNERSHIP PLAN AND SCHEME**

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## 1 INTRODUCTION

The National Bus Strategy (Bus Back Better) published by the UK Government in March 2021 sets out an ambitious vision to improve and develop bus services in England to reverse the historic decline in patronage across the country and provide the means for bus services to recover from the significant reductions in patronage that have resulted from the Covid-19 pandemic.

The Government has given Local Transport Authorities (LTAs) the choice of either franchising bus services or undergoing an Enhanced Partnership (EP) process, with a decision required by the end of June 2021. Gloucestershire County Council decided to pursue an EP process, reflecting the history of successful partnership working with bus operators. This EP is a statutory partnership between Gloucestershire County Council and local bus operators that sets out how they will work together to deliver BSIP outcomes in Gloucestershire, despite being unsuccessful with the document submission.

LTAs were required to prepare and publish Bus Service Improvement Plans (BSIPs) by the end of October 2021. These documents are intended to describe the state of bus services and the market for travel, to express ambition for change, and to develop a comprehensive suite of interventions to increase the number of passengers on bus services and the number of services available, and to improve the quality of journey for passengers. Gloucestershire County Council has prepared a BSIP which can be viewed at [www.gloucestershire.gov.uk/BSIP](http://www.gloucestershire.gov.uk/BSIP).

The BSIP provides the overarching framework for the Enhanced Partnership Plan (EP Plan) and Enhanced Partnership Scheme (EP Scheme). The EP Plan summarises the main themes of the BSIP in setting out an analysis of local bus services in Gloucestershire, the objectives for the quality and effectiveness of bus services and how the EP Scheme or Schemes are intended to achieve these objectives. The EP Scheme describes the Facilities, Measures and Requirements that will be implemented to meet those objectives, and how the partnership is constituted and operates.

Both the EP Plan and the EP Scheme have been prepared by Gloucestershire County Council, in consultation with the bus operators, under the Transport Act 2000 (c.38). This was approved by the Gloucestershire County Council Cabinet on 22 February 2022.

## 1.1 COMPETITION TEST<sup>1</sup>

*\*\*note the assessment will be undertaken by GCC before the competition test document is finalised.*

Gloucestershire County Council has undertaken an assessment of the impacts of the EP Plan and Scheme [to be *made in Autumn 2023*] on competition within the transport sector for the purposes of Part 1 of Schedule 10 of the Transport Act 2000. The authority believes that although certain initiatives proposed within the EP Plan and Scheme could impact competition, this would be outweighed by the expected benefits in one or more of the following areas:

- improvements in the quality of vehicles or facilities used for or in connection with the provision of local services.
- improvements in local services of benefit to users of local services.
- reductions in traffic congestion, noise, and air pollution.

Gloucestershire County Council will also consult the Competition and Markets Authority with regards to the proposals (as required by section 138F of the Transport Act 2000).

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<sup>1</sup> See section 8.38-8.39 of the main EP Guidance

## 2 PART 1 - EP PLAN

**THE GLOUCESTERSHIRE COUNTY COUNCIL ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY:**

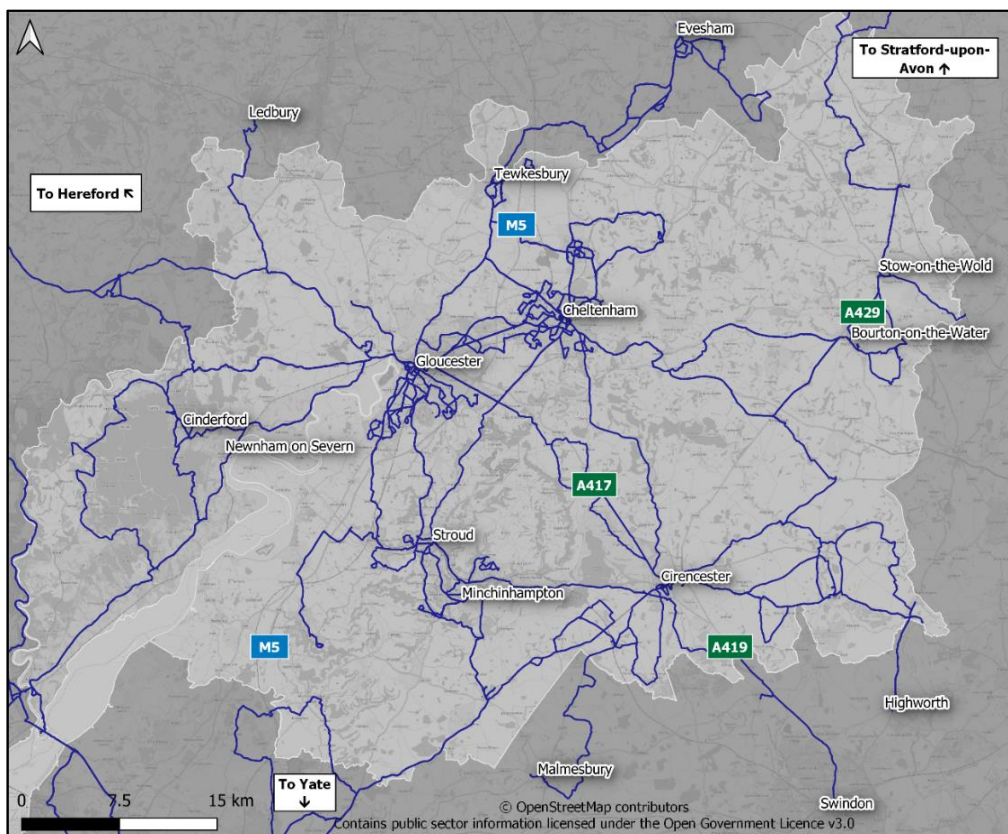
**GLOUCESTERSHIRE COUNTY COUNCIL**

This EP covers the entire administrative area of Gloucestershire County Council as illustrated at Figure 1-1.

The EP Plan will apply during the period of 1 November 2023 to 31 October 2023. The Bus Board can decide to review the EP Plan at any point. Gloucestershire County Council will undertake at least one review of the plan before 31 October 2028. In the years that the EP Plan is reviewed, the review will take place after Gloucestershire County Council's review of its BSIP (which will take place in October of each year, beginning October 2022).

Gloucestershire County Council engages in frequent dialogue with bordering Local Transport Authorities (LTAs) to discuss cross-boundary transport issues. This engagement will continue throughout the EP period to ensure the consistency and continuity of bus service provision across local authority boundaries. Neighbouring Local Transport Authorities include Herefordshire, Worcestershire, Oxfordshire, Wiltshire, Swindon, South Gloucestershire (constituent authority within the West of England Combined Authority (WECA), Monmouthshire (Wales)

**Figure 1-1 - Gloucestershire County Council Administrative Area and Bus Routes (as in 2021 – a revised version will be produced)**



**\*Services  $\geq 1$  bus per hour are shown. Note that in addition to the regular services, much of the county is covered by community transport.**

Mapping data is taken from PTI dataset of registered bus services, so includes many school/college bus services primarily intended for scholars.

### Legend

— Bus Route

## 2.1 EP Links to Policy Objectives

The EP, alongside Gloucestershire's BSIP, will contribute to the delivery of the policy objectives outlined within Gloucestershire's existing LTP and in accordance with the county's Industrial and Climate Strategy.

The LTP policies which are particularly relevant to the BSIP are as follows:

- Policy LTP PD 1.1 - Gloucestershire's Bus Network
  - GCC will work in a concerted and focused way, across all functions, and in collaboration with commercial bus and coach operators, to develop and maintain a comprehensive bus network across both urban and rural areas, in-line with the bus network standards. GCC will work with partners and communities to provide attractive and relevant opportunities for travel choice by bus and coach for residents, employers, and visitors, and work collaboratively to promote them as an alternative to the car to encourage increased levels of use.
- Policy LTP PD 1.2 – Quality of Road Based Public Transport
  - GCC will encourage investment in public and community transport to increase patronage, improve safety and promote bus travel as a viable alternative to the car.
- Policy LTP PD 1.3 – Bus Priority
  - GCC will manage and develop bus priority to facilitate the free movement of buses along congested routes, ensuring the safe movement of all highway users.
- Policy LTP PD 1.4 – Coach Travel
  - GCC will work with coach operators to provide a reliable and efficient coach network that supports the county's bus network, connects interchange hubs in towns and cities, and provides for tourist day trips to key locations within and into Gloucestershire.
- Policy LTP PD 1.5– Community Transport and Voluntary Car Schemes
  - GCC will support those with limited travel choice and local communities to develop innovative responses to local transport need.
- Policy LTP PD 1.6 – Transport Interchange Hubs
  - GCC will work with our partners to provide realistic opportunities for travel choice for residents, employers, and visitors through the delivery of Strategic Transport Interchange Hubs and Local Interchange facilities.
- Policy LTP PD 1.7 – Communicating Travel Information
  - GCC will provide clear and accurate travel information on services for passengers through a variety of outlets, reaching every individual in every location.

- Policy LTP PD 0.1 – Reducing Transport Carbon Emissions and Adapting to Climate Change
  - GCC will work with its partners to reduce transport carbon emissions by 2045 and improve air quality in the county by addressing travel demand, promoting the use of sustainable modes of transport and the uptake of ultra-low emission vehicles to tackle climate change.
- Policy LTP PD 0.2 – Local Environmental Protection
  - GCC will work with District Councils and other partners; to minimise the impact of transport on landscapes, townscapes, heritage assets and the wider historic environment; to protect and enhance the water environment, air quality, soils, and agricultural resources; to reduce the risk of flooding and the levels of noise pollution; to achieve biodiversity net gain and conserve geodiversity and the historic environment, from traffic or improvements on the highway network.
- Policy LTP PD 0.3 – Maximising Investment in a Sustainable Transport Network
  - GCC will work with partners to ensure the delivery of a financially sustainable transport network, through maximising opportunities for inward investment.
- Policy LTP PD 0.4 – Integration with Land Use Planning and New Development
  - GCC will work with local planning authorities and developers to develop a clear spatial strategy for Gloucestershire based on our long-term sustainable transport and growth ambitions, which will deliver large scale development, designed, and developed in a sustainable manner, ensuring that sustainable transport principles are embedded into the planning, design, and future development of these strategic sites as a core fundamental feature from the outset. This will deliver a step change in sustainable land use planning, ensuring that all new development is located in places with high levels of sustainable transport accessibility and services, and reduces car dependency. GCC will support development that enables sustainable travel choices and will require that developers of new medium/large sites submit site master plans and ensure that transport considerations are integral to the design of schemes and contribute to making high quality places, in accordance with Gloucestershire's Climate Change Strategy and the emerging Spatial Strategy and Carbon Reduction Targets.
- Policy LTP PD 0.5 Community Health and Wellbeing
  - GCC will work with partners to improve community health, wellbeing and safety by encouraging greater numbers of people from all social and economic groups and including those with disabilities, to use safe

and affordable multi-modal travel options (e.g. by walking, cycling or by public transport) for short distance trips; helping children and adults, including families and those economically and physically disadvantaged to enjoy more independent, physically active lifestyles; improving air quality; and connecting people to services, employment, housing, education, health services, social and leisure amenities to allow equality of opportunity to health, social and economic wellbeing and remove barriers that can create social isolation.

- Policy LTP PD 0.6 Thinktravel - Influencing Travel Behaviour Change
  - GCC will continue to use the 'Thinktravel' brand and associated marketing and information tools to ensure we carry out a range of travel awareness initiatives to influence travel behaviour change and promote the benefits and use of sustainable modes of transport.

Each policy is supported by a list of detailed proposals that set out how the policy will be delivered. These are listed in full in Gloucestershire's LTP.

## 2.2 The Gloucestershire Bus Network and Bus Market

### 2.2.1 Bus Service Supply

Stagecoach West currently has the greatest coverage within Gloucestershire and provides the majority of the bus services across the south, west and centre of the county. Across the county there are also essential services offered by other operators and partners, alongside some smaller operators and Community transport demand-responsive transport and voluntary services that are critical in the rural areas of the county.

Within Gloucestershire, the most frequent bus services are seen within and between the larger settlements of Gloucester, Cheltenham, Stroud, and Tewkesbury. Beyond these areas bus service provision is often limited and often only runs for part of the day.

### 2.2.2 Bus Service Infrastructure

Within Gloucestershire there are currently 5726 marked bus stops, of which 2,530 have a timetable display case and 112 have an electronic real-time information display. More detail about these can be found in the Enhanced Partnership Scheme Appendix A1. Bus Fares, Contactless and other Ticket Technology

### 2.2.3 Bus Fares

Bus fares vary substantially across the county. As would be expected for an authority of the size and diversity of Gloucestershire, the complexities of the bus network means that cash single and return fares vary by operator and even operator sub-area, while different operators have different ticketing products, such as acceptance of contactless payment, mobile ticketing etc. There is currently a £2 fare cap on many one-way journeys, funded by national government.

At present there is no comprehensive multi-operator ticketing scheme available within Gloucestershire. There is a general aspiration to bring all bus operators up to a consistent standard and to be part of the national group tasked with developing the relevant technology.

Overall, in Gloucestershire there is a complex fare structure which varies between operators and individual routes.

#### 2.2.4 Bus Passenger Information

Gloucestershire County Council does not provide information relating to bus timetable and bus trip planning on its website but supplies data directly to the Traveline website. Operators also provide comprehensive timetable information on their websites, with some offering their own journey planner and real time information.

There is currently a standard approach to formatting information at bus stops with a fixed template used to display the relevant bus service information, and a small number of standardised case sizes to display this information. Displays are updated on a regular basis, usually as a result of changes to the service information by the operator.

As the transport authority, GCC is responsible for displays at bus stops. The council for works with operators to install displays at all bus stops in the county.

Information about current bus services can be found in Travel Shops (primarily Gloucester Bus Hub), GCC Libraries, in Tourist Information Centres and certain other Information centres.

#### 2.2.5 Bus Fleet

The current fleet of vehicles on the Gloucestershire public transport network are diesel fuelled, ranging from older Euro 3 emission standard engine vehicles to newer Euro 6 engines.

Stagecoach has provided some information about the composition of its local Gloucestershire bus fleet.

Euro 6 – 33%

Euro 6 – exhaust conversion – 8%

Euro 5 – 48%

Euro 4 – 2%

Euro 3 – 8%

#### 2.2.6. Bus Priority Measures

Gloucestershire has numerous physical priority measures alongside intelligent bus priority systems. There are currently 6 substantive sections of bus lane and 16 shorter 'bus gates' described at Appendix A1 of the EP Scheme. However, there is significant opportunity and ambition to develop priorities on a 'whole route' basis to maximise the benefits of journey time reductions and improvements to service

reliability. This can be achieved by physical changes, especially to junction layout and the provision of bus lanes. Priority for bus movement can also be achieved through the use of Traffic Light priority, where the location of an approaching bus is monitored resulting in a modified sequence of phases at a signalised installation.

Bus corridors currently being considered for a whole route approach include:

- Gloucester to Cheltenham via Brockworth and Shurdington
- Gloucester to Cheltenham via Elmbridge and Arle Court roundabouts
- Quedgeley to Gloucester via Bristol Road
- Tewkesbury to Cheltenham via Uckington
- Great Oldbury to Brimscombe via Stroud

#### 2.2.7 Bus Service Outcomes

According to Department for Transport bus statistics, there are around 31 bus passenger journeys a year for every resident in Gloucestershire. This bus passenger trip rate has fallen slightly from a peak of 35 journeys per resident per year in 2009/10 (just after the introduction of the English National Concessionary Travel Scheme). This compares with lower levels of patronage and a steeper decline in usage in neighbouring Worcestershire and Herefordshire.

#### 2.2.8. Passenger experience and priorities for improvement

As part of the BSIP process, in September 2021 Gloucestershire County Council conducted a survey of customers views on the bus network within the county, through the council's online engagement portal. The headlines from this survey include:

- 1,300 responses to the survey.
- 54% of the respondents used the bus weekly or more and 46% fortnightly or less (so a spread of frequent and infrequent travellers).
- A spread of starting destinations for passengers across the county within the responses.

Over a quarter of all respondents used the bus daily, a further 16% used the bus more than twice a week, and 11% used the bus weekly. This means over half of all respondents used a bus service of some description at least once a week.

The main journey purpose for most passengers was found to be for accessing 'work, school or college'. This was followed closely by 'regular activities', and then 'entertainment / leisure / social'. This indicates the diversity of purpose of bus passenger journeys.

In terms of why respondents used the bus, neither 'most efficient travel choice' or 'economic choice of transport' rated highly. The most popular response was 'sustainable form of transport'.

The question 'please tell us one main improvement which you would like to see to your bus service?' received 864 responses. The key themes of these were as follows:

- Bus frequency was the most cited - 35% of respondents referred to topics including bus frequency alongside requests for more weekend, peak time, and evening services.
- Reliability and punctuality - 25%.
- Routes – 19% - new routes and replacing removed routes and services.
- Lower fares – 7%.

### 2.2.9 Journey time trends

The DfT has enabled access to bus journey time information through their Analyse Bus Open Data (ABOD) portal. Thus, bus journey time by section of bus route, and by time of day can be downloaded from this source for further analysis.

This information will be used for detailed analysis of the variability of bus journey times by section of route, as a starting point for further analysis of route performance, especially of those sections that have the greatest variability between peak and inter-peak journey times. Detailed analysis of the performance of each road junction on sections of route will then be undertaken, with a view to considering modifications to junction layouts and to changes in the traffic light phasing, with the aim of introducing priority calls for buses (or extended green phases) as appropriate.

There has been a significant increase in journey time on both the busy 10 and 94 inter-urban routes between Gloucester and Cheltenham in recent years, with the consequence that additional 'peak vehicles' have been deployed to maintain service frequencies. The aim of the deep analysis of journey times by route section followed by detailed analysis of performance of each junction would be to reduce end-to-end journey times, especially the significant differential between 'peak' and 'inter-peak' journey times. This process would release 'peak vehicles' which could be re-invested in these routes to increase service frequencies, which would be attractive to bus users, thus leading to an increase in patronage levels.

The average delay on locally managed 'A' roads within Gloucestershire is relatively short, with the figure being around 34 seconds per vehicle per mile (spvpm). The average delay within Gloucestershire increased between 2016 and 2018 to a peak of around 36spvpm, then decreased again between 2018-19 to a value of around 34 spvpm in 2019. The average speed on locally managed A roads has however remained fairly consistent across the given period, at around 30km/h. Both the average speed and average delay within Gloucestershire are better than the national average, suggesting that at a network level there is limited congestion and delay on the locally managed A roads within the area.

However, there are identified pinch points where congestion does impact the reliability and journey times of bus services – particularly in the built-up urban areas. The increased journey times and lower levels of reliability caused by congestion can reduce the desirability of bus services to customers and increase the financial costs of delivering the services. The measures supported by the EP will work to improve journey times and reliability in Gloucestershire through improvements to bus priority (e.g., bus lanes or traffic light priority).

## 2.3 Enhanced Partnership Objectives

Objective	How We Will Achieve This (subject to funding)
Network Coverage and Service Frequency	<ul style="list-style-type: none"> <li>• Sequential approach – maintain current levels, expand network coverage, increase service frequencies, turn up and go.</li> <li>• Increase service frequencies, including evenings and weekends.</li> <li>• New services</li> <li>• Mass transit scheme</li> <li>• Express bus network</li> <li>• Minimum frequency target</li> </ul>
Increase Bus Priority Measures - “Getting buses moving”	<ul style="list-style-type: none"> <li>• Identify Bus priority measures</li> </ul>
Increase Demand Responsive Services	<ul style="list-style-type: none"> <li>• Develop innovative solutions for locations that are hard to reach by conventional buses in conjunction with the commercial and community sectors</li> </ul>
Consideration of Bus Rapid Transport Networks	<ul style="list-style-type: none"> <li>• Intensive bus priority enables services with BRT characteristics.</li> <li>• Mass transit scheme</li> <li>• Express bus network</li> </ul>
Integrate Services with Other Transport Modes	<ul style="list-style-type: none"> <li>• Bus and rail integration</li> <li>• Active mode integration</li> <li>• Transport interchange hub strategy</li> </ul>
Simplify Services	<ul style="list-style-type: none"> <li>• Consider re-planning routes.</li> <li>• Specific service change dates</li> <li>• Local interchange hubs</li> </ul>
Review Socially Necessary Services	<ul style="list-style-type: none"> <li>• Evening and weekend service increases</li> <li>• DRT pilot schemes</li> <li>• Identify opportunities to enhance supported services.</li> <li>• Provide improved access to employment</li> </ul>
Invest in Express bus Networks (following superbuss principles)	<ul style="list-style-type: none"> <li>• Mass transit scheme</li> <li>• Express bus network</li> <li>• Improved frequencies in evenings and at weekends</li> <li>• Underpinned by extensive bus priority, investment in bus stop infrastructure and passenger information, including real-time.</li> </ul>
Lower fares	<ul style="list-style-type: none"> <li>• Consistent offers to young people and jobseekers</li> <li>• Multi-operator ticketing</li> </ul>
Simplify ticketing	<ul style="list-style-type: none"> <li>• Simplify fares.</li> <li>• Multi-operator ticketing</li> <li>• Contactless payment options</li> </ul>
Invest in accessible and inclusive bus services “Buses for all”	<ul style="list-style-type: none"> <li>• Invest in accessible bus stops.</li> <li>• Information at bus stops including real time.</li> <li>• Audio visual announcements on buses</li> </ul>
Protect Passenger Safety of Bus Passengers	<ul style="list-style-type: none"> <li>• Improve access to bus stops.</li> <li>• Passenger Charter</li> </ul>
Improve Buses for Tourists	<ul style="list-style-type: none"> <li>• Develop local leisure travel.</li> <li>• Marketing in tourist areas</li> <li>• Develop routes to tourist hotspots</li> </ul>
Invest in decarbonisation.	<ul style="list-style-type: none"> <li>• Carbon pathway and targets</li> </ul>

Objective	How We Will Achieve This (subject to funding)
"Cleaner Buses"	
Passenger Charter	<ul style="list-style-type: none"> <li>• Develop a Passenger Charter</li> </ul>
Strengthen Network Identity	<ul style="list-style-type: none"> <li>• Review bus stop branding</li> <li>• Improve hub and spoke approach</li> </ul>
Improve bus information	<ul style="list-style-type: none"> <li>• Develop comprehensive information, with improved web presence.</li> <li>• Use technology and social media.</li> <li>• Increase bus stop information, including real time</li> </ul>

#### Delivery Summary (subject to funding becoming available)

Deliverable	Why	Location	Progress to date
<b>Expansion of Demand Responsive Transport (DRT)</b>	To improve availability of transport particularly in rural areas, and to enhance connections to all sustainable modes of transport and make the 'last mile' of any trip easier and more attractive.	Countywide with a focus on rural areas, up to 5 further trials across Gloucestershire.	Rural Mobility Fund – launch an enhanced DRT pilot in two areas, the South Forest of Dean and North Cotswolds – launched in Autumn 2022.
<b>Increase in Bus Service Frequency</b>	A major piece of feedback from the public engagement exercise is that evening and weekend services require significant enhancement. Also, to aid in the recovery of bus services after passenger numbers have been reduced by the pandemic.	Countywide - Increase the frequency to a 'turn up and go' on the network of express bus services and aim of an hourly service for certain rural routes (where appropriate and at certain times).	Both GCC and bus operators continue to invest significant resources into the current public transport network even as passenger levels are down due to the pandemic.
<b>Bus Priority Schemes</b>	Lack of bus reliability and impact on journey times due to severe congestion on key corridors. Large disparity between off-peak and peak journey times for buses.	Express bus services are a priority area to invest in. At least 5 transformative priority schemes by 2023, 2 further schemes by 2025 (subject to funding). Through the Enhanced Partnership, develop a priority list of schemes. Focus of	Initial consultation with bus operators and work to identify key transport corridors and congestion hotspots. The development of a full study to identify the final schemes. Setup of the Traffic Light Priority (TLP) Scheme.

		Gloucester to Cheltenham, Bishops Cleeve to Cheltenham, Tewkesbury, Stroud & Stonehouse, and Forest of Dean/Chepstow corridors as these areas suffer from significant congestion.	
<b>Mass Rapid Transit</b>	Urgent need for a mass transit system to deliver economic, environmental and efficiency benefits in the Central Urban Corridor. Accommodate ambitious GCC targets for housing growth from the Local Plans.	The Central Urban Corridor of Gloucestershire.	Completion of a feasibility study. Subject to funding: Proposal to proceed to full business case preparation and potentially, start of construction in 2025.
<b>Improved Roadside Infrastructure</b>	Accessibility for all. Visible change in the quality of bus stops and improve network identity.	Countywide, subject to full roadside audits.	GCC invests in new shelters, stops, roadside displays and real time information boards every year. Maintenance and repair of these is also managed by GCC.
<b>Transport Interchanges and links to the railway stations</b>	Critical and urgent need for the promotion of interchanges/links to rail. For bus to be an equal choice to the private car for both single bus trips and linked trips to other modes.	Review of all transport links to railway stations.	Planning application for Arle Court Transport Hub (2021) and continued development of the 'Transport Interchange' strategy for the county.
<b>Upgrade of vehicles - all vehicles' Euro 6 standard by 2025, carbon neutral bus fleet by 2035.</b>	Requirement to have a decarbonised bus fleet, match the ambitious carbon reduction targets for the county.	Countywide	High proportion of Stagecoach buses to Euro 6 standard. Identification of vehicle engine retrofit programme.

<b>Under 25's Ticketing Promotion</b>	Identification of a need to create a new generation of bus users giving them access to jobs, training, and social activities.	Countywide	Stagecoach University ticket and other promotions.
<b>Relaunch of Glos Talk</b>	Add to the passenger experience. Improve access for the visually impaired.	Countywide	GCC invested significantly in the previous app that was considered a success, currently scoping out a new version.

Delivery of interventions against these objectives will contribute to the four key targets for outcomes that Gloucestershire County Council has identified. These are:

- To improve bus journey times.
- To improve bus journey time reliability.
- To increase passenger numbers.
- To improve passenger satisfaction.

## 2.4 Bus Service Improvement Plan initiatives

The BSIP published by Gloucestershire County Council in October 2021 was developed in collaboration with the county's bus operators. It sets out several initiatives as proposals for investment, subject to securing funding, which would deliver against the targets for a better bus network for Gloucestershire. These initiatives are summarised below.

<b>Initiative title</b>		<b>Description</b>
Mass Rapid Transit (MRT) – Outline Business Case (OBC) and Strategic Business Case (SBC)		Completion of Strategic Outline Case (SOC), including identification of priority MRT route(s) and shortlist options for service specification and infrastructure measures to support MRT priority, reliability, and journey quality. Subject to approval and funding, further development of the Outline Business Case (identification of a preferred option and delivery strategy) and Full Business Case (readiness for implementation).
Bus Priority Routes and Corridors		Five new schemes initially.
Expansion of scheduled bus network		Services to be determined
Investment in DRT	Demand Responsive Transport (DRT) via the Rural Mobility Fund. Potential expansion	Potential expansion of Demand Responsive Transport to other areas, depending on performance of two current areas.

Initiative title	Description
to other districts following current trial of two locations.	
Roadside Infrastructure; Arle Court Transport Hub	Upgrade of key stops, and Interchange Hubs, On target for completion in 2024. The new facility will significantly increase capacity, provide up to 96 EV charging points, aim to provide new destination opportunities and will be a key component in working toward GCC targets in carbon reduction.
Climate change / emissions/carbon reduction	Targets for achieving % of Euro 6 vehicles
Vehicle engine emission retrofit fund	Fund for retrofitting vehicles across the county.
Under 25s' Ticket Launch and Promotion	As outlined in the BSIP, aspiration to provide discounts for young people
Employer Engagement, Fare Promotions	Engagement with employers (such as NHS) to promote bus travel, including liaison between operators and employers to sell discounted season tickets. Work with operators to identify and support targeted fares promotions for specific events or initiatives. Use Mobilityways via Capability Fund.
Increased Staffing and Support, 2 staff for 3 years	Capacity-building within Gloucestershire County Council to support operators, roll-out of initiatives and development of scheme business cases where relevant.

## 2.5 Targets which would demonstrate an improvement to the Public Transport Network.

Category	Description
Journey time	Journey times of targeted services, by time period. Gloucester-Brockworth-Cheltenham Gloucester-Churchdown-Cheltenham Tewkesbury-Kingsditch-Cheltenham Quedgeley-Gloucester
Reliability	Reference to DfT statistics. (BUS0902) Proportion of journeys not operated
Passenger numbers	Current bus patronage levels to be determined (perhaps by District and/or times of day), and targets set for future years.
Average passenger satisfaction	To be based on a Gloucestershire passenger survey, using Transport Focus methodology.

## 3 PART 2 – EP SCHEME

### **THE GLOUCESTERSHIRE COUNTY COUNCIL ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY:**

GLOUCESTERSHIRE COUNTY COUNCIL

#### 3.1 Definitions

In this EP Plan and any Schemes made pursuant to it, the following capitalised 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, and Other Operators running Qualifying Bus Services taken collectively.
Board	The committee of selected Gloucestershire Bus Operator representatives and Gloucestershire County Council representatives responsible for considering recommendations put forward by the Forum and making decisions including specific Enhanced Partnership Scheme Variations.
Enhanced Partnership	The Enhanced Partnership covering the geographic extent of the administrative boundary of the county of Gloucestershire shown for identification purposes only on the plan at Figure 1-1.
Enhanced Partnership Scheme Variation	<p>This comprises either:</p> <p>(a) A variation of the relevant Enhanced Partnership Scheme as a result of the voting mechanism set out in section 3.7.2 with respect to Facilities, Measures or Requirements.</p> <p>or</p> <p>(b) A variation of the EP Plan or Scheme agreed as a result of the voting mechanism set out in Section 3.7.2.</p> <p>Each of which will then constitute a formal variation of the relevant scheme for the purposes of s.138E(1) of the 2000 Act.</p>
Facilities	Those facilities referred to in Appendix A which shall be deemed such for the purposes of s.138D(1) of the 2000 Act.

Forum	The wider consultation group available of all Gloucestershire Bus Operators, Gloucestershire County Council, district, and borough councils, as well as other key stakeholders, responsible for considering all issues affecting the Enhanced Partnership, and making recommendations to the EP Board in line with the EP governance arrangements.
Large, or Other Operator	Any single Bus Operator with registered mileage representing the following proportions of total registered mileage for Qualifying Bus Services: <ul style="list-style-type: none"> <li>• Large: the greatest total registered mileage</li> <li>• Other: all other operators.</li> </ul>
Measures	Those measures referred to in Appendix 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.
Operator Objection Mechanism	As defined at The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018
Qualifying Bus Service	<p>A registered local bus service with one or more stopping place within the geographical area of the EP, with the exceptions of</p> <ul style="list-style-type: none"> <li>• Any schools or works registered local bus service not eligible for the Bus Service Operators Grant</li> <li>• Any cross-boundary registered local bus service with less than 10% of its registered mileage within the EP.</li> <li>• Any services operated under section 22 of the 1985 Act.</li> <li>• Any registered local bus service which is an excursion or tour</li> <li>• Any other registered local bus service that the Operators (through the Board mechanism in section 3.6.2) and Gloucestershire County Council decide should be excluded from all or specific requirements of the Enhanced Partnership Scheme.</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> <p>In addition: any tendered service on which the tendering authority takes the revenue risk will not be subject to the Operator Objection mechanism, consistent with The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018</p>

Requirements	Those requirements placed upon Bus Operators identified as such within Appendix B which shall be deemed as such for the purposes of s.138C 2000 Act.
Traffic Commissioner Powers	<b>'Relevant registration functions'</b> of Traffic Commissioners to the extent that they relate to a <b>'relevant service'</b> both within the meanings given to them under section 6G (10) of the 1985 Act.

## 3.2 Section 1 – EP Scheme Content

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in Sections 138A-138S of the Transport Act 2000, the EP Scheme document sets out:

**Section 2** - Scope of the EP Scheme and commencement date

**Section 3** - Obligations on the Local Authorities

**Section 4** - Obligations on Bus Operators

The EP Scheme has been jointly developed between Gloucestershire County Council and bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements of Gloucestershire County Council, the borough and district council areas, and the operators of local services within the Gloucestershire County Council administrative area to achieve the improvements within the EP Plan.

## 3.3 Section 2 - Scope of the EP Scheme and Commencement Date

### 3.3.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all local bus services operating in the administrative area of Gloucestershire County Council, as shown at Figure 1-1 of the EP Plan.

### 3.3.2 Commencement Date

The EP Scheme enters into force at the same time as the EP Plan on 1 April 2023.

### 3.3.3 Review and Duration

The EP Scheme has an end date of 31 March 2032. The EP Scheme will be reviewed by Gloucestershire County Council at an interval to be agreed by the Board.

### 3.3.4 Exempted Services

The following types of local service are exempted from compliance with all the requirements of the EP Scheme:

- Any schools or works registered local bus service not eligible for Bus Service Operators Grant.
- Any cross-boundary registered local bus service with less than 10% of its registered mileage within the Enhanced Partnership area.
- Any services operated under section 22 of the 1985 Act.
- Any registered local bus service which is an excursion or tour.
- Any other registered local bus service that the Operators (through the Board voting mechanism) and Gloucestershire County Council decide

should be excluded from all or specific requirements of the Enhanced Partnership Scheme.

### 3.4 Section 3 - Obligations on the Authority

#### 3.4.1 Facilities: Bus Priority Schemes

Existing Facilities maintained by Gloucestershire County Council are shown at Appendix A1. These consist of bus priority schemes; bus stations and interchanges; and bus stops.

Any change to the inventory of existing bus priority schemes, bus stations or interchanges outlined at Appendix A1 is subject to the approval of the Enhanced Partnership Board under the voting mechanism defined at 3.6.2.3. In addition, any proposal to remove bus priority schemes or bus stations and interchanges or amend the scope of these, is subject to consultation with the board.

Facilities that the Board have agreed should be made and which have received any consents necessary from Gloucestershire County Council for implementation are shown at Appendix A2, and those that are in consideration in A3.

#### 3.4.2 Measures:

Existing measures provided by Gloucestershire County Council are shown at Appendix B1.

Measures that the Board have agreed should be made and which have received any consents necessary from Gloucestershire County Council for implementation are shown at Appendix B2, and aspirational measures in B3.

### 3.5 Section 4 – Obligations on Local Bus Operators<sup>2</sup>

The existing Requirements of Operators in providing Qualifying Bus Services are shown at Appendix C1.

Requirements on Operators that will apply on the making of this Scheme are shown at Appendix C2. Further requirements that may be agreed by the Board from time to time are also shown at Appendix C2 and C3.

Operators are required to commit to reinvesting any operating cost savings from any new bus priority provided in the future into the delivery of improvements agreed by the Board, as identified in the BSIP.

### 3.6 Section 5 – Governance Arrangements

For decision-making purposes, the EP will be primarily governed by the Board, with input as defined by the Board from the Forum. Agendas created and minutes recorded will be published within two weeks of Board meetings on the GCC website.

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<sup>2</sup> Under s.138C of the Transport Act 2000

a) Forum – the Board will host a Forum to which all Operators will be invited and will be entitled to participate, although attendance by individual Operators is voluntary. This may also take the form of an open ‘portal’ to facilitate engagement between forum meetings and will be dependent on the scale and implications of the measures being consulted on.

b) Board – established by the EP with the mandate to take decisions using an EP Scheme Variation mechanism on issues put to them by the Forum and other consultees, and other issues identified as being relevant to partnership delivery.

### 3.6.1 Forum

The Forum, when called by the Board, could provide opportunities for discussing issues of all kinds affecting the Gloucestershire bus network, consulting with, and building consensus across the various stakeholders and making recommendations to be discussed by the Board.

Detailed Terms of Reference are shown at Appendix D1.

For example: the Forum may develop proposals for the design and implementation of interventions in the form of Facilities, Measures and Requirements, drawing on Gloucestershire County Council’s Bus Service Improvement Plan, and prioritising these interventions against available funds. The Forum may also occasionally constitute working groups to research relevant matters.

Membership of the Forum will comprise the following:

- All Bus Operators running Qualifying Bus Services
- Gloucestershire County Council (Passenger Transport and Highways)
- All district and borough councils in Gloucestershire
- All Gloucestershire train operating companies
- Neighbouring Local Transport Authorities.

In addition, from time-to-time other external organisations may be invited to join the Forum on an advisory basis for fixed periods to provide specialist expertise.

From time-to-time, the Forum may include a wider conference of all relevant parties, including representatives of organisations such as

- bus user groups
- district-based groups and/or representatives
- rural community groups and/or representatives
- disability groups, forums, charities, outreach projects and/or representatives
- education and health groups and/or representatives
- businesses
- Local Enterprise Partnership

Gloucestershire County Council commits to repeating some form of public transport consultation via an online survey at least every 18 months. With this additional

expertise and input, Gloucestershire County Council commits to monitoring progress in consultation results and monitoring changing attitudes.

Groups will be consulted on progress and successes of the use and application of the EP and/or the Board. This consultation may take the form of surveys and/or focus group meetings to address discussion points. Such surveys or meetings may be stakeholder-wide, public-wide, or focus on a specific relevant party.

### 3.6.2 Board

The Board will be the decision-making body of the EP. Detailed Terms of Reference are shown at Appendix D2.

Membership of the Board will comprise the following representatives, all of whom have one vote:

- Gloucestershire County Council representative
- Large operator (at the time of making this Enhanced Partnership, this is Stagecoach)
- All other operators including Community Transport Organisations who provide a minimum of one registered public transport service.

The third vote will be an agreed representative of all other operators (including qualifying Community Transport Organisations).

Each voting member will be able to delegate a deputy for the Board meetings, providing two weeks' notice prior to any Board meeting is given. The Secretariat/Chair will be Gloucestershire County Council's lead member for the transport portfolio (or his or her selected deputy). An operator representative may, if necessary, arrange for an alternate or deputy to participate.

#### 3.6.2.1 Operator representative selection:

While all smaller bus operators and community transport operators will be invited to the Forum/Liaison Group meetings and can contribute to discussions, they will be asked to elect a representative annually.

Operators representing each of the categories of Operator membership above will be invited to self-nominate or nominate other willing Operators in writing to Gloucestershire County Council's Lead Officer. Where there are more than two nominees for any single category, all Bus Operators in the same category will be given the opportunity to vote for a preferred representative via a secret ballot undertaken among those present at the Forum AGM. Voting will be based on one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Where there is a tie, a run-off vote will take place between the leading tied Operators. Operator representatives will be re-selected on an annual basis.

In the event that a ballot fails to select Operator representatives for one or more Operator category, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 will be used to

determine the views of Operators in that category (in terms of objection or otherwise to the proposals) set out in section 3.7.2.

#### *3.6.2.2 Role of Board members:*

Operator representatives 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 their attendance at all Board meetings in that year, and ensuring they have:

- (a) fully reviewed and understood all meeting papers in advance of attendance
- (b) the required mandate from the Operators they represent.

#### *3.6.2.3 Board decision-making:*

Decisions of the 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 vote in favour from those members of the Board entitled to vote. Abstentions will be noted but will not count against the vote and so if all other votes are in favour (no votes against) the decision will be passed.

If a decision does not reach consensus, further discussions can take place during the Board meeting to determine a way forward and another vote will then be taken. If consensus still cannot be reached, then the matter will be held over for further discussions away from the Board meeting and the decision postponed to a subsequent Board meeting (regular or specially convened).

Operators will be entitled to submit their concerns in writing to Gloucestershire County Council's Lead Officer if they object to a particular vote of the Board. Gloucestershire County Council will review the circumstances and consider whether these are such that the decision should be taken back to the Board for reconsideration.

A process will be established to record any objections to board decisions. Objections will be dealt with by the board wherever possible, but an independent assessor/adjudicator may be called if necessary.

The Board reserves the right to appoint working groups that can address specific items from the EP which require further development and consultation. Examples might include groups tasked with looking at congestion and travel time, a change in operator branding, or transport decarbonisation.

#### *3.6.2.4 Meeting observers:*

Any other Bus Operator, Gloucestershire County Council and district and borough council representatives will be permitted to observe Board meetings but will not have the right to vote. Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting. They may, at the Board's discretion, be required to sign an appropriate Confidentiality Agreement if any discussions or papers submitted include information that is commercial in confidence.

#### 3.6.2.5 Meeting arrangements:

Board meetings will take place at least twice a year. Additional meetings may be arranged as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a quorum can be achieved and with not less than one week's notice being given. Board Meetings will be arranged, and minutes taken by Gloucestershire County Council. Initial meetings will include formal establishment of the EP Board.

Agendas and meeting papers will be circulated to all Board members no later than one week in advance of each meeting date, and draft minutes circulated no later than two weeks after each meeting. Copies will also be distributed to all non-Board member operators so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the Board meeting. Draft minutes will be approved at the next Board meeting.

### 3.7 Arrangements for Reviewing, Varying or Revoking the Enhanced Partnership Scheme

#### 3.7.1 Review of Enhanced Partnership Scheme

Once the EP Scheme is published, the Facilities, Measures and Requirements will be reviewed by the Board every six months following publication of data on progress towards targets, as required by the BSIP. Gloucestershire County Council will initiate each review. The Board will consider this review and instruct Gloucestershire County Council to make the relevant changes as required.

The Board can also decide to review specific elements of the scheme on an ad-hoc basis.

#### 3.7.2 Changes to the Enhanced Partnership Scheme

Any changes to the Facilities, Measures or Requirements set out in Appendices A1 to C3 will be considered bespoke changes to the EP Scheme. Gloucestershire County or any Operator of Qualifying Local Services may bring proposals forward to be considered.

It is also expected that in the course of its duties the wider Forum will generate proposals for changes to Facilities, Measures and Requirements.

Gloucestershire County Council will amend the relevant Appendix or Appendices to this EP Scheme if the Board votes in favour for any changes, by a simple majority and if Gloucestershire County Council has not exercised its veto. Only Gloucestershire County Council holds a veto, and it is specifically for votes regarding changes to the Enhanced Partnership Scheme.

If an Operator representative for one or more Operator categories has not been selected at the EP Board, the votes of that/those categories will be determined using the default Operator objection mechanism, specified by the EP Plans and Schemes (Objections) Regulations 2018.

The EP Board will also consider when any such changes shall come into force, and/or the linking of the changes (for instance, any Operator Requirements to take effect only once any enabling Local Authority Facilities or Measures have been implemented, taking account of the lead time for service registrations should these be required).

If Gloucestershire County Council consider the matter urgent then it may convene a special meeting of the Board, giving at least 14 days' prior written notice.

In the event that a number of Operators raises concerns in writing to a minimum of one subsequent Board meeting about a previous decision of the Board, which would trigger the default Operator objection mechanism (as set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 as may be varied from time to time), the decision-making process for EP Scheme Variations will revert to the default Operator objection mechanism contained in those regulations to review that decision and as appropriate for future decision-making purposes.

Any other proposals (i.e., content other than Facilities, Measures and Requirements) for changes to the EP Scheme will be considered under Section 138L of the Transport Act 2000. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and Gloucestershire County Council's current local transport policies. Any such proposals should be in writing and submitted to the Gloucestershire County Council Lead Officer.

Any Operator of Qualifying Local Services or Gloucestershire County Council may bring proposals to the EP. The Board will then consider these and any accompanying evidence and vote on the change at its next meeting. Gloucestershire County Council will then follow the process set out in Section 138L of the Transport Act 2000 and The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 on behalf of the Board.

### 3.7.3 Revocation of an EP Scheme

Should Gloucestershire County Council or any other member of the Forum believe that it is necessary to revoke the Plan or Scheme, then it must express this in writing to the Forum. The Forum will then consider and vote upon the proposal and submit it to the Board which will do the same. Should the Board vote by a simple majority to revoke the Plan or Scheme, Gloucestershire County Council will then follow the process set out at Section 138O of the Transport Act 2000.

### 3.7.4 Data sharing and commercial confidence

At all times each member of the Forum and Board will respect data confidentiality and will ensure the Forum and Board observes processes to maintain and respect commercial confidentiality as required. Should any member believe there has been a breach of confidentiality, they should raise this with the Public Transport Lead Officer of Gloucestershire County Council.

### 3.7.5 Enforcement

Should Gloucestershire County Council decide that it wishes to take on the Traffic Commissioner powers, it will follow the procedure to amend the EP Scheme under Section 138L of the Transport Act 2000.

## 4 Order of Appendices

### **Facilities – Infrastructure**

Appendix A1 – Existing projects

Appendix A2 – Proposed Projects

Appendix A3 – Facilities for Consideration

### **Measures - Network**

Appendix B1 - Existing

Appendix B2 - Proposed

Appendix B3 - For Consideration

### **Obligations – all Council / Operator obligations**

Appendix C1 – Existing

Appendix C2 – Proposed

Appendix C3 - For Consideration

## **Appendix A – Facilities**

### **Appendix A1 – Existing projects**

#### **1) Bus Priority Schemes<sup>3</sup>**

Gloucestershire County Council-provided physical priority measures. The below list is correct as of 1<sup>st</sup> April 2022.

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<sup>3</sup> Facilities are listed in no particular order.

## List of TRO Bus Lanes / Bus Gates

Please note that every entry listed below is legally classed as a '**Bus Lane**' (BL) according to their respective Traffic Regulation Order (TRO). Where a location has an especially short section of road that only buses and authorised vehicles can pass through, we have labelled these just for identification purposes as a **Bus Gate** (BG).

### Gloucester

Location	Restriction (7am to 7pm is Mon – Sat)	Permitted vehicles	Type
Bristol Road (Podsmead), Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Bristol Road (Quedgeley), Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Brunswick Road, Gloucester	At any time	Buses, taxis, pedal cycles, authorised vehicles (private hire vehicles, southbound heavy commercial vehicles loading or unloading at Eastgate Shopping Centre)	BG
Cheltenham Road, Gloucester	7am – 10am, 4.30pm – 6pm (all days)	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Clarence Street, Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Llanthony Road, Gloucester	At any time	Local buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Lower Northgate Street, Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Market Parade, Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Valley Gardens (A38 Bridge), Gloucester	At any time	Local buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Valley Gardens (School), Gloucester	At any time	Local buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Woodvale, Gloucester	At any time	Local buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
A40, Over to Highnam roundabout Gloucester	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BL

### Forest of Dean

Cambourne Place, Lydney	At any time	Local buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
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### Cheltenham

Albion Street, Cheltenham	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
Barley Road, Cheltenham	At any time	Buses, taxis, pedal cycles, and authorised vehicles	BG
High Street, Cheltenham	At any time	Local buses, pedal cycles, and authorised vehicles (for access to/egress from properties)	BG

		situated on Church Street, loading, or unloading at 200-220 (even numbers only) High Street 6pm-10pm)	
Portland Street, Cheltenham	At any time	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BG
A40 Gloucester Road, Cheltenham	7am – 7pm	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BL
A40 Lansdown Road, Cheltenham Eastbound	7am – 7pm	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BL
A40 Lansdown Road, Cheltenham Westbound	7am – 7pm	Buses, taxis, pedal cycles, and authorised vehicles (private hire vehicles)	BL
A40 Cheltenham near Whittington Road, West	At any time	Local buses, taxis, pedal cycles, public service vehicles and authorised vehicles (private hire vehicles)	BL
A40 Cheltenham – Near Whittington Road, East	At any time	Local buses, taxis, pedal cycles, public service vehicles and authorised vehicles	BL

### **Cotswolds**

Middle Mead, Cirencester	At any time	Local buses, pedal cycles, and authorised vehicles (private hire vehicles)	BG
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### **Traffic Light Priority**

Intelligent bus priority measures have been used in Gloucestershire. A county-wide review of placement and particulars of bus priority, focusing on Traffic Light Priority, began in Spring 2022. The Council are using a prioritisation tool to target the most beneficial areas. This process will influence strategic planning throughout the duration of the EP.

### **Real Time Information (RTI) Displays**

Public service bus timetable information appears on Real Time information displays. As of the 3<sup>rd</sup> of March 2022, 102 displays are currently installed, and 10 more displays are due to be installed.

## **2) Bus Stations and Passenger Interchanges**

### **Bus Stations (Officially classed as such)**

Dursley Bus Station  
 Gloucester, Transport Hub  
 Lydney, Bus Station  
 Nailsworth Bus Station

## **Passenger Interchanges / Hubs / Strategically important bus stops**

Ashchurch Rail Station  
Cam & Dursley Rail Station  
Cheltenham Rail Station  
Gloucester Rail Station  
Kemble Rail Station  
Moreton-in-Marsh Rail Station

Cheltenham, Arle Court Park & Ride  
Cheltenham Racecourse Park & Ride  
Gloucester (Quedgeley), Waterwells Park & Ride

Bishop's Cleeve, Mill Parade  
Bourton-on-the-Water, Edinburgh Woollen Mill / Newsagents  
Cheltenham, Royal Well  
Cheltenham, Clarence Street  
Cheltenham, College Road / Sandford Rd Hospital  
Cheltenham, High Street  
Cheltenham, Promenade  
Cheltenham, Pittville Street  
Cheltenham, Rotunda  
Cinderford, Dockham Road Co-op  
Cirencester, South Way  
Coleford, Market Place  
Gloucester, Clarence Street  
Gloucester, Brunswick Road  
Moreton-in-Marsh, Corn Exchange  
Newent, Co-op, and Library  
Stroud, Merrywalks  
Stonehouse, High Street stops  
Tewkesbury, Boots and The Anchor

### **3) Bus Stops in Gloucestershire**

Number of registered bus stops: approx. 6737

Within all registered bus stops.

- The number of physically marked bus stops is approx. 5,726.
- The number of bus stops with timetable displays approx. 2350.
- The number of stops with bus shelters approx. 811.

There is a mix of ownership of bus shelters including.

- The County Council
- District Councils
- Parish or town councils (e.g., one or two shelters owned, respectively)
- Private companies (under contract to GCC)

The county council works with several suppliers to ensure shelters are repaired and maintained.

### **Appendix A2 – Proposed Projects**

Infrastructure improvements to be agreed. As of 3<sup>rd</sup> March 2022, 10 Real Time Information displays are due to be installed.

### **Appendix A3 – Facilities for Consideration**

Facilities for consideration to be developed.

## **Appendix B – Measures (Network)**

### **Appendix B1 – Existing**

The EP applies to all registered local bus services.

The bus subsidy budget for 2022 - 2023 is approximately £3.7 million. The budget is agreed by the full Council in February each year.

Gloucestershire County Council is committed to providing all data, evidence and knowledge which may be relevant in Section 106 negotiations. To be involved with Section 106 process(es) is the Council's responsibility.

### **Appendix B2 – Proposed**

Network proposals to be agreed.

The EP customer charter will follow once the EP is agreed, and once the charter is signed off by the Board.

### **Appendix B3 – For Consideration**

**Table: Measures for consideration**

<b>Measure</b>	<b>Status</b>
Review of the entire bus service network	Ongoing
Analyse the existing demand responsive network and scope areas for potential expansion	Rural Mobility Fund Pilot to be rolled out. DRT analysis ongoing
Improved links with rail stations	Proposals to be developed
Interchange Hub review	Underway
Bus Priority identification and development	Underway
Develop mass rapid transit proposals	Commence study
Improve various forms of bus timetable information, including consistent provision at stops	Programme to be developed
Specific facilities for visually impaired	To be scoped in 2022/2023
Develop marketing and promotion for public transport use	Agreed and currently in development
Identify opportunities for increased funding for the bus network	Investigate potential sources

## **Appendix C - Obligations**

### **Appendix C1 – Existing**

None existing.

### **Appendix C2 – Proposed**

None at this stage. Open to discussion and agreement with operators.

## Appendix C3 – For Consideration

Obligation	Status
Agreed bus service registration dates	Proposals to be developed
Multi operator / modal ticketing	Proposals to be developed
Lower youth fares	Proposals to be developed
Improved quality of vehicles	Fleet renewal programme to be developed, with transition towards Euro 6 fleet.
Introduction of zero emission vehicles	Proposals to be developed
Passenger Charter	To be written and agreed
Monitoring requirements <ul style="list-style-type: none"><li>- Journey Times</li><li>- Punctuality</li><li>- Patronage</li><li>- Passenger Satisfaction</li></ul>	Programme / Methodology to be developed

## Appendix D1 – Terms of Reference – Forum

The Board will enable a Forum by which all operators can participate in discussion and briefings. It would be used to consider any issues that affect or may affect the Gloucestershire Bus Network.

In outline, the Forum will aim to:

- Consider the available evidence from Gloucestershire County Council's monitoring with reference to the BSIP targets of patronage, journey time, reliability, and passenger satisfaction.
- Consider how delivery of existing and potential Facilities, Measures and Requirements can assist in delivering outcomes against those targets.
- For each new funded/agreed Facility, Measure or Requirement, develop specific targets of patronage, journey time, reliability, and passenger satisfaction, considering the overarching BSIP targets but recognising these are for the fully funded package.
- Develop and continuously review a process to prioritise available funding to potential Facilities, Measures and Requirements.
- Develop investigations, feasibility studies and costed business cases for the development and implementation of Facilities, Measures and Requirements for submission to the Board for consideration and approval.
- Liaise with equivalent governance bodies in neighbouring EPs on matters both of policy and direction and on specific cross-boundary issues.
- Liaise with the Board on the forward work programme.

## Membership

The Forum will comprise the following:

- All Bus Operators running Qualifying Bus Services
- Gloucestershire County Council (Passenger Transport and Highways)
- All district and borough councils in Gloucestershire

- All Gloucestershire train operating companies
- Neighbouring Local Transport Authorities
- External organisations on an invite-only basis, as required for specialist advice and support.

No more than once per year, a wider conference of all relevant parties, including representatives of organisations such as bus user groups, businesses, and the Local Enterprise Partnership, in addition to Forum members may be invited to review and discuss the progress of, and future opportunities for, the partnership.

## **Appendix D2 - Terms of Reference – Board**

The Board is the decision-making body for the Enhanced Partnership.

In outline, the EP Board will aim to:

- Review proposals and any accompanying evidence brought to it by the Forum in respect of Facilities, Measures and Requirements.
- Satisfy itself that the any such proposals are sufficiently, are appropriately evidenced and have any necessary funding.
- Vote on whether to proceed with such proposals, and request that Gloucestershire County Council apply its normal statutory powers as required to deliver any such change, and request Gloucestershire County Council amend the EP Scheme as appropriate.
- Review proposals brought to it by the Forum for changes to the EP Plan and Scheme, and if content: initiate the required process to make such changes.
- Establish working groups and invite the views and participation of wider stakeholders as required, to assist in the development of these investigations, feasibility studies and business cases.
- Direct Gloucestershire County Council to monitor outcomes against the stated targets and use this evidence to develop its policy in considering proposals brought to it by the Forum.
- Liaise as required with the Forum in considering scheme proposals and in providing direction as required from time to time on the content of the proposals and supporting evidence bases brought to it by the Forum.

## **Membership**

The Board will comprise of three voting parties, each with one vote, these are:

- Gloucestershire County Council
- Large operator (at the time of making this Enhanced Partnership, this is Stagecoach)
- All other operators

Please see 3.6.2 of EP for further information.

To allow for non-attendance, the Board will be considered quorate with two of the three parties in attendance, and if there is non-attendance, then two of the three votes carrying any decision. However, non-attendance without deputisation more than once in a 12-month period will be considered to be against the purpose and ethos of the board and those representatives will be required to step down from their post, to be replaced with other representatives.

### **Other Operator Representative**

All smaller bus operators and community transport operators:

- Will be invited to the Forum/Liaison Group meetings and can contribute to discussions.
- Will be asked to annually elect a representative.
  - To achieve this, all other operators will be invited to self-nominate or nominate other willing Operators in writing to Gloucestershire County Council's Lead Officer. Where there are more than two nominees, all Bus Operators will be given the opportunity to vote by secret ballot undertaken among those present at the Forum AGM for a preferred representative. Voting will be based on one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Where there is a tie, a run-off vote will take place between the leading tied Operators. Operator representatives will be re-selected on an annual basis.
  - In the unlikely event that a ballot fails to select Operator representatives for one or more Operator category, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 will be used to determine the views of Operators in that category (in terms of objection or otherwise to the proposals).

### **Chair**

The Board will be chaired by Gloucestershire County Council's lead cabinet member for transport, (or a selected deputy).

### **Logistics of the Board**

- Meet at least twice a year, with options for further meetings as required; to be decided by the Chair.
- Gloucestershire County Council will provide the secretariat function for the Board.
  - Agendas and meeting papers will be circulated at least one full week in advance of each meeting date.
  - Draft minutes will be circulated within two weeks of the meeting being held.
  - Copies will be distributed to all non-Board member operators.
  - Draft minutes will be approved at the following Board meeting.
  - Approval will require nomination, seconding and 'show of hands' for approval.

## **Observers**

Any other Bus Operator, Gloucestershire County Council and district and borough council representatives will be able to attend the Board meetings as observers but will not have the right to vote.

- Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting.
- Observers may, at the Board's discretion, be required to sign an appropriate Confidentiality Agreement, or asked to leave the meeting, if any discussions or papers submitted include information that is commercial in confidence.

## **Decision Making**

- Decisions of the 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 vote in favour from those members of the Board entitled to vote. Abstentions will be noted but will not count against the vote and so if all other votes are in favour (no votes against) the decision will be passed.
- If a decision is not reached, further discussions can take place during the Board meeting to determine a way forward and another vote will then be taken. If consensus still cannot be reached, then the matter will be held over for further discussions away from the Board meeting and the decision postponed to a subsequent Board meeting (regular or specially convened).
- Operators will be entitled to submit their concerns in writing to Gloucestershire County Council's Lead Officer if they object to a particular vote of the Board. Gloucestershire County Council will review the circumstances and consider whether these are such that the decision should be taken back to the Board for reconsideration.
- A process will be established to record any objections to board decisions. Objections will be dealt with by the board wherever possible, but an independent assessor/adjudicator may be called if necessary.
- The Board reserves the right to appoint working groups that can address specific items from the EP which require further development and consultation. Examples might include groups tasked with looking at congestion and travel time, a change in operator branding, or transport decarbonisation.

## **Appendix D3**

### **Terms of Reference – Working Group**

Working Groups can be constituted by the Board as required, to support the Board in carrying out its duties. A Working group constituted by the Board will:

- Only be constituted with a specific, time-limited, task to perform.
- Only be constituted to support with further development and consultation.
- Have its membership determined by the Board.
- Not be decision-making.
- Be expected to meet regularly during its lifespan.
- Not expect to receive secretarial support from Gloucestershire County Council.
- Deliver a timely, written response to the Board's brief for the Board's consideration.

**END OF DOCUMENT**