Bus Service Improvement Plan / Enhanced Partnership Progress Report

Derbyshire County Council and Partners

November 2023

DERBYSHIRE County Council

Contents

Document version

31.10.23	AT/LC	First draft to EP Board / BSIP team
22.11.23	LC	Final

Introduction

The Bus Service Improvement Plan (BSIP) forms a framework for the improvement of bus services and the operation of the network as a whole, relating to the nationwide programme of "Bus Back Better" (published 2021 as the National Bus Strategy for England). Improvement plans are explained thoroughly through the measures listed in the BSIP and Enhanced Partnership Scheme (EPS).

Building on local investment and the £47m allocated over 3 years by the Department for Transport (DfT), Derbyshire has ambitions for a considerable improvement in the delivery of the bus network and an elevated passenger experience.

This report evaluates the progress made by the Enhanced Partnership in implementing the BSIP since its publication and provides a review of progress completed successfully since the last report published in April 2023.

Work Package Delivery

Bus Priority

Traffic Signalling Priority

Derbyshire County Council (the Council) is in the process of delivering a number of technology systems to enable bus priority across the county, these include:

- Traffic Management System (TMS); this monitors the highway conditions from various sources, and when required can make requests of the Urban Traffic Control (UTC) system for interventions to take place. This can vary depending on local conditions.
- Urban Traffic Control (UTC) is a cloud-based operating system that enables monitoring or control of multiple traffic signal-controlled sites within Derbyshire. The system provides two-way communications with the Derbyshire TMS in addition to the traffic signals across the county.
- Split Cycle and Offset Optimisation Technique (SCOOT) is an add on module of the UTC system which enables the regional control and optimisation of traffic signals in urban locations by continuously assessing traffic flows in the area and adjusting traffic signal timings as required to better suit the changing conditions.
- Microprocessor Optimised Vehicle Actuation (MOVA) is a local form of adaptive traffic signal control, similar to SCOOT, and is installed within the local traffic signal controller and applied to isolated sites. MOVA also acts as a fallback mode at sites under SCOOT control.
- Vehicle Actuation (VA) is a less flexible method of control than either SCOOT or MOVA. VA is used as a fallback mode when SCOOT or MOVA are not available.
- Pre-Emptive Traffic Management System (PTMS) takes near real-time traffic data and highlights intervention areas that an operator needs to assess. It is being upgraded to allow assessment of congestion related to traffic management and provide this information to the TMS system. The TMS system will then be able to relay the information to bus operators.
- Traffic Signal Priority (TSP) utilises the bus on-board ticket machine (OBTM) to identify the vehicle location and associated position on the route vs timetable position. Once a vehicle has been identified as running late, a digital request is made active via various systems to the Derbyshire UTC system to apply traffic signal priority at junctions on the bus route network in Derbyshire. By utilising the OBTM, requests can be filtered and applied more appropriately, for example, out of service, early or on time buses not needing or requesting TSP. This allows the TSP request to be focussed on late running buses.

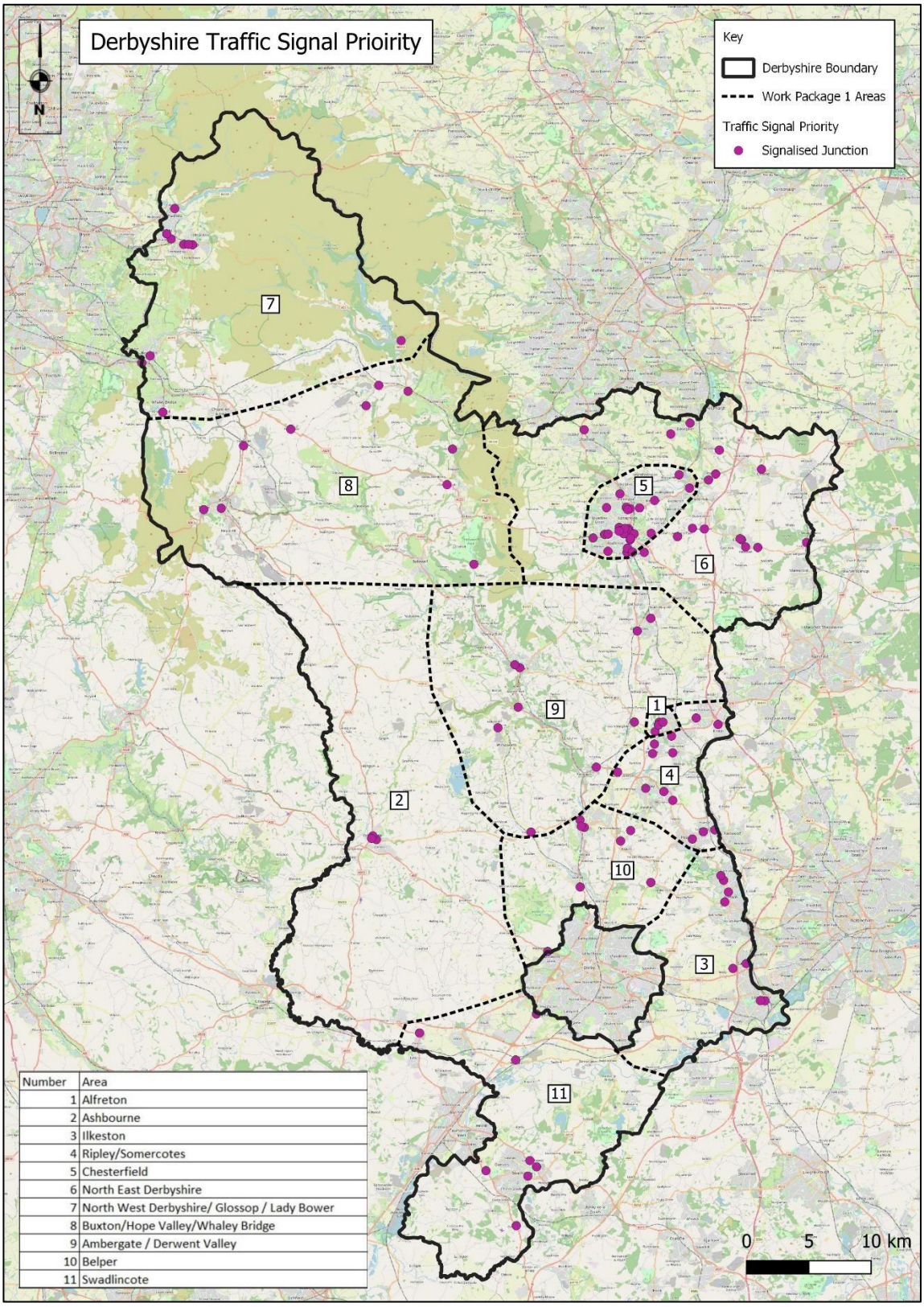
All these systems are being developed and implemented in parallel. The software and hardware on all sites on the public transport network have been assessed to identify what is required to achieve this in terms of installation/replacement/upgrade, etc.

The location of the junctions being programmed to give bus priority are shown in Figure 1.

The initial 120 sites requiring a mixture of either UTC SCOOT or MOVA and TSP control requirements have been assessed, with 24 traffic signal controllers built ready for associated software configurations to be tested and installed into them. Once a controller is installed on site, the commissioning and validation services can commence, relating to the activation of UTC SCOOT, MOVA & TSP. SCOOT infrastructure is now in place for all areas except Ashbourne where further infrastructure work is still to be undertaken.

To focus the delivery of BSIP Traffic Signal Priority, the county has been segregated into 11 areas to allow the systems to be fully installed and tested on an area-by-area basis. The full list and prioritisation is provided in Appendix 1, as well as illustrated in Figure 1. The first area expected to be fully operational imminently is Alfreton.

Figure 1: Locations of Traffic Signal Improvements



Number	Area
1	Alfreton
2	Ashbourne
3	Ilkeston
4	Ripley/Somercotes
5	Chesterfield
6	North East Derbyshire
7	North West Derbyshire/ Glossop / Lady Bower
8	Buxton/Hope Valley/Whaley Bridge
9	Ambergate / Derwent Valley
10	Belper
11	Swadlincote

Source: QGIS, ©OpenStreetMap

Pinch Points

In addition to those sites previously agreed within the BSIP, a corridor-based approach to potential interventions for bus priority has been introduced. New initiatives include bus lane/gate enforcement and junction signalisation so that late running buses can be given priority automatically and all bus journey times in these areas can be reduced.

Work is being coordinated with Derbyshire Highways to identify those schemes which are already scheduled on identified pinch points in the Council's Local Transport Plan (LTP) capital programme, in order that BSIP funding can potentially invest further in these areas to bring additional benefits to buses.

A full list of the highway schemes being funded by BSIP is included in Appendix 2. This includes a description of the scheme and current status. A reserve list of schemes has been drawn up so that work can be undertaken at pace should any of the current schemes be found to be unfeasible. The scoring matrix which has been used to aid the prioritisation of schemes and a list of the processes involved for each scheme is also included.

Transport Communications and roadworks

Utilising the Pre-Emptive Traffic Management System (PTMS) and Traffic Management System (TMS), the Council are developing an automatic alert system which sends information regarding roadworks or congestion to affected bus operators to notify them of where delays might occur.

The modification to the TMS has been completed to allow for automated communications to be added through the strategic management within the system. The automated SMS, email communications, and social media feed have been tested and proven. The next steps are reliant on the completion of the traffic signal priority and pinch point schemes, which will then enable testing of live data feeds with operators.

Intelligent temporary traffic signals have been recently used in Buxton and resulted in zero public complaints for the first time for a scheme of this size. The signals, shown in the image to the right, are different to typical portable signals as they are hardwired into the Highways traffic management system, allowing real-time monitoring of traffic flows and responsive interventions for specific conditions eg: prioiritising late-running buses.

Fares and Ticketing

Lower Fares for Key Groups

Derbyshire's b_line scheme offers a 25% discount on single, return and some saver tickets for 16-19 year olds in Derbyshire and Derby City. The original BSIP proposed a 50% discount to 16-21 year old however in light of the £2 flat fare offer, this scheme was reassessed. The Enhanced Partnership have now introduced a £1.50 flat fare for b_line card holders from 1 November 2023. The scheme will cover all b_line card holders (ages 11-19) and will be valid on journeys which cross into Derby City.

Bus Champions will be working closely with schools, colleges, and universities across the county to encourage take up of b_line cards and drive model shift in this younger age group.

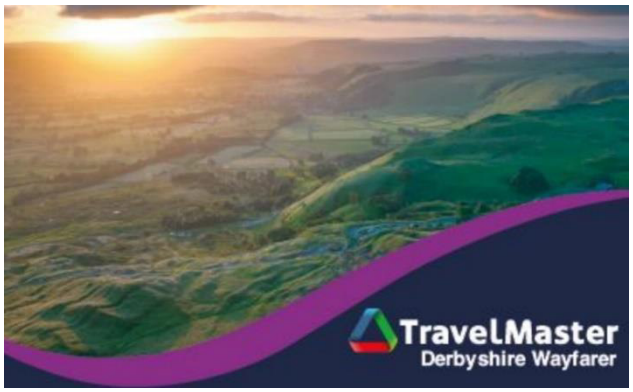
On 30 September 2023 there were 3,728 b_line 1 cards and 5,389 b_line 2 cards in circulation.

Wayfarer Scheme

The Council has introduced a new bus only Wayfarer product. The new Wayfarer bus only tickets launched on 24 April 2023. The tickets can be used on any bus journey within Derbyshire.

A one day version is available to purchase on-board the bus as a paper ticket or to pre-load via an App to a smartcard. A seven day smart card only version is now available, details on where to buy are available on TravelMaster's website/app (www.sytravelmaster.com/derbyshire).

Figure 2: Wayfarer bus card design



Take up of the scheme has not been as successful as was previously envisaged, it is believed that this is mostly due to the £2 fare cap scheme. In light of this, the Enhanced Partnership has worked to bring further discount to the 7 day tickets with prices now being £21 for adults and £16 for children.

Timing for the implementation of the 28 day ticket is being assessed in the context of the £2 fare cap scheme.

Guest Passes

In coordination with Visit Peak District and Derbyshire, a pilot scheme was undertaken from 31st July to 27th August 2023 whereby free guest bus passes (through smartcards) were provided by hotels within Derbyshire.

Hotels report that the smartcards were well received, however more needed to be done to provide information on how to use the smartcards and where they would be accepted.

Further work to promote bus use for tourists is being discussed with an intention to repeat this or a similar scheme in 2024.

Free Sunday morning bus travel

Between 23rd July and 27th August 2023, most bus operators across the county took part in a scheme offering free bus journeys on Sunday mornings throughout the summer holidays.

The scheme was well received, and offered free travel within Derbyshire to anyone, and was supported by all key operators with Sunday services including;

- Trent Barton - night buses are excluded
- Stagecoach Yorkshire, Stagecoach East Midlands and Stagecoach Manchester
- High Peak
- Hulleys
- TM Travel
- Diamond Bus East Midlands - Midland Classic
- First South Yorkshire

In addition to this, a number of local visitor attractions supported the scheme by offering discounted entry on the Sundays to those who travelled by bus on those days.

Figure 3: Wayfarer introductory bus ticket prices

Wayfarer Bus

Unlimited travel tickets valid on all buses in Derbyshire.

Durations	Description	Advance Price	On Board Price
1 Day Child	1 day of travel for a b_line holder.	£6.00	£6.00
1 Day Adult	1 day of travel for an adult.	£8.00	£8.00
1 Day Group	1 day of travel for 3 children & 2 adults.	£15.50	£15.50
7 Day Child	7 days of travel for a b_line holder.	£16.00	Not Sold
7 Day Adult	7 days of travel for an adult.	£21.00	Not Sold

Marketing

Spring Campaign

The "Spring Campaign" went live at the beginning of May with the aim to promote bus travel to existing and new bus users. The campaign was developed in collaboration with the marketing company, Diva Creative (Diva). Diva identified various avenues of social media and advertising, including digital screens and Digital Ad Exchange (DAX), which allowed for a greater targeted approach than traditional radio and honed specific demographics and locations. The campaign reached 36,000 user social media accounts with 2,000 click-throughs in the first 24 hours. Examples of the posters used in the campaign are shown in Figure 4.

Figure 4: Spring Campaign Posters

A dedicated communications Officer was appointed within Derbyshire County Council in July 2023. The Officer is working with our delivery partners (ITP and Diva) as well as Visit Peak District and Derbyshire.

There are a number of Facebook advert campaigns ongoing which aim to increase the awareness of the BSIP enhanced services and target potential customers. So far, five 6-week campaigns have been completed in which the adverts received over 3 million impressions (views) and resulted in over 33,000 link clicks. Other forms of communication include frequent posts on the Council social media channels as well as Council e-newsletters and media releases.

Branding and Website

The Travel Derbyshire brand, logo and visual identity has been established. The brand will be launched over the coming months.

Bus Champions

Four bus champions are currently appointed and are delivering work within their assigned areas. The areas covered by each champion are shown in Figure 5.

The current target audience for bus champions are students, business and employees and residents/families. Future campaigns will be planned targeting jobseekers and concessionary pass holders.

Bus Champions will provide support including:

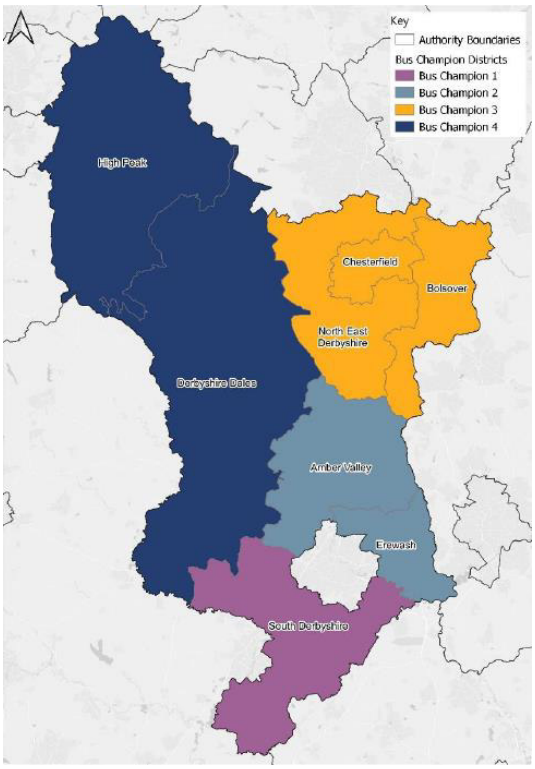
- Information stands at public events, businesses, colleges and universities.
- Attending career events.
- Classroom / workplace workshops.
- Guest speaker / presentation.
- Q&A drop-in session.
- Assembly discussions.

During September 2023, bus champions attended four events with the primary targets being residents and students. Events included:

- Swadlincote Market Day
- Woodland Festival (2 days)
- University of Derby Freshers' Fair (2 days)
- Chesterfield College Freshers' Fair

Over these four events, the bus champions spoke to 603 persons, gave travel advice to 319 persons, distributed 37 Wayfarer bus tickets and provided 501 flyers.

Figure 5: Bus Champion assigned areas



Hubs and Services

Bus Service Enhancements

A bus network review was undertaken in December 2022 with a number of new and enhanced services recommended aiming to provide enhanced services in both rural and urban areas of the county, as well as extending the length of the operational day and providing additional journeys on weekends for existing services. Services which have a strong chance of operating commercially once BSIP funding ends have been prioritised.

Details, maps and initial impacts of the services which have been enhanced since BSIP funding are provided in Appendix 3.

In addition to these enhancements, BSIP has also funded the introduction of Stagecoach's Peak Sightseer. The circular open top bus service runs every 30 minutes, enabling passengers to hop on and hop off at several popular destinations including Chatsworth, Bakewell and Hassop station (Monsal Trail). The service ran for seven days a week between July and September 2023 with weekend operation continuing from October to December 2023. Within the first 3 months, the service provided over 24,000 trips.

Demand Responsive Travel and Community Transport

It was originally proposed to run four pilot Demand Responsive Travel (DRT) projects targeted at the following sectors:

- Rural area with no or limited experience of DRT;
- The Visitor Economy and high activity tourism centres;
- Operation in a small town and its hinterland; and
- To enable access to employment for those who are unable to use other forms of passenger transport to reach the site.

Tender exercises were undertaken during June 2023 on this basis. Due to high costs associated with DRT it has only been feasible to proceed with one of the pilot studies which is expected to launch in early 2024. The pilot scheme will run in the north-east of the county in Bolsover/Chesterfield/North East Derbyshire as this area incorporates numerous of the sectors the pilots were initially aiming to target.

Other Community Transport services which are funded by BSIP and were launched in October 2023 include:

- Derbyshire Connect Shopping – providing a weekly shopping journey from every community in the county to a local town centre or major supermarket for people unable to use conventional buses because of age, disability or because they live in areas where public transport is limited.
- Derbyshire Connect Active Travel Access to Health – provides transport to healthcare appointments for people unable to use conventional buses because of age, disability or because they live in areas where public transport is limited.

Transport Hubs

The Council's ambition is to create Transport Hubs that benefit Derbyshire residents and visitors longer term after the BSIP funding ends.

This work package contains measures including enhanced bus stations, stops and information infrastructure for passengers and bus operators. Any improvements to bus services and information will be incorporated at hub locations where possible. Under current consideration are improved bus service infrastructure at 18 locations across the County, noting that the level of provision may range from a Real Time Information (RTI) totem through to shelters with a range of facilities, including seating.

The locations of all potential Transport Hubs are shown in Figure 6, overleaf, known details at this point in the program are provided within Appendix 4.

BSIP will fund the following measures/facilities which will compliment hubs where possible:

- Key attractors such as interchanges with other transport modes, such as rail stations
- Bus frequency improvements
- Demand Responsive Travel services (DRT)
- RTI boards / totems
- Shelter(s) and seating at stops.

Other facilities at hub locations may be included to enhance the Hub offer, however these will only be installed by alternate funding sources, such as Market Towns or Levelling Up district council funding awards. The types of additional facilities could include:

- Taxi stand
- Parcel lockers
- Cycle Parking.

Park and Ride

A Park and Ride (P&R) study for the region has been funded through BSIP. The study identified a number of potential sites base on:

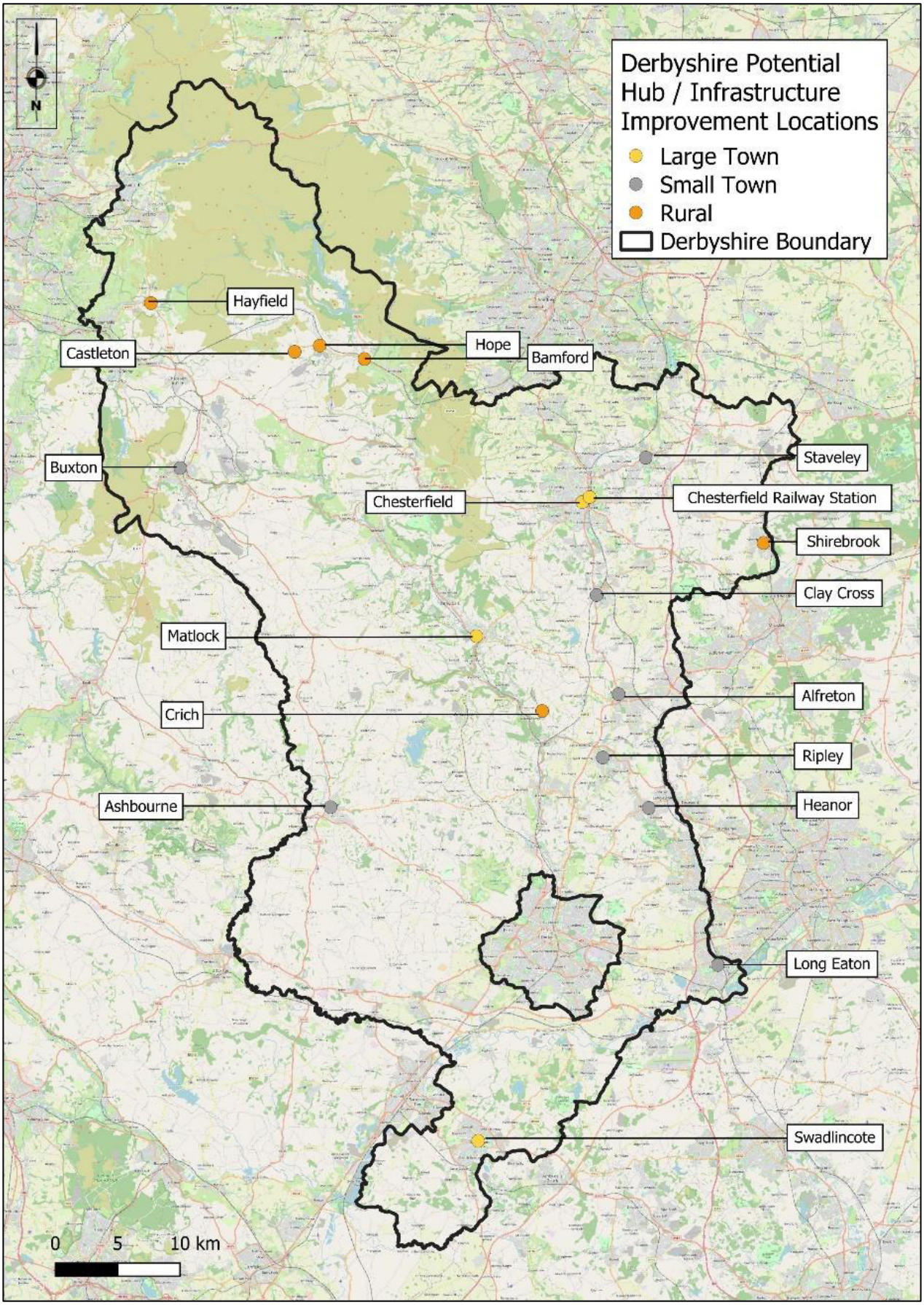
- Availability – only sites which were 'readily available' were considered i.e. the assumption that no new land will be acquired and they will be existing Council or third party car parks which have a tarmac surface already in place.
- On existing bus routes – sites must be close to existing services i.e. no new bus services for the P&R.
- Location – located where there is high demand for travel; either throughout the year or seasonally.

Sites were then further sifted and updated based on:

- Frequency of bus services – not less than every 20 minutes
- Potential demand for trips from the location
- Main road proximity for vehicle catchment and the walking distance to bus stop from the car park location
- Journey time to end destination
- Cost of any site upgrade requirements.

Discussions are now being held with site owners to see if the best performing site options are viable, should funding to implement P&R schemes become available.

Figure 6: Potential BSIP Hub/Infrastructure Improvement Locations



Source: QGIS, ©OpenStreetMap

Other Workstreams

Real Time Information (RTI) / Totems

A further 72 BSIP funded RTI signs have been installed, taking the total number of real time information boards in Derbyshire up to 302.

Belper bus station has also had a totem recently installed.

Bus Passenger Charter (Customer Charter)

The Customer Charter was completed and published in January 2023. The Charter sets out what passengers should expect from all bus operators, contact details if the service falls short of standards, as well as details about fair compensation for failure to deliver to the agreed standards. The full Charter was developed and agreed by the EP Board and can be found here.

Service Change Dates

The Council has consulted with bus operators and adjacent authorities to agree five timetable change dates. This is to provide passengers with confidence that the services are in place for a fixed period of time and know when to expect changes at fixed points of the year. The standardised dates will come into effect from March 2024 and are the Weekend of the:

1. Last Sunday in January
2. Last Sunday in March (start of British summer time)
3. First Sunday after 1st May bank holiday
4. Sunday before schools return for the new school year
5. Last Sunday in October (end of British summer time)

Progress against Targets

Headline Measures

In line with the Department for Transport's (DfT) national evaluation and monitoring of bus interventions, the headline measures and associated targets for Derbyshire are provided in Table 1. It should be noted that some targets and indicators which were provided within the original BSIP have been amended due to several factors including changes in travel behaviour since Covid-19; BSIP funding being delivered over 2.5 years, instead of the original 5 year bid; and not all improvement measures submitted in the original BSIP bid being supported financially in the final settlement award.

Patronage data is taken from DfT bus statistics and therefore will be completed following the release of new data. To reflect the slower than anticipated patronage recovery post-pandemic and the adjusted amount of BSIP funding received, the patronage target provided within the original BSIP has been amended to provide a realistic but challenging target (10% increase over 10 years from 2019/20).

Customer satisfaction data is sourced by independent watchdog Transport Focus with surveys currently underway. Surveys began in January 2023 and a mid-year report was published in September 2023. Given the new methodology, the mid-year results have been used to provide new baseline data with amended targets agreed through the EP board. The 2022/23 results show the customer satisfaction for 30th January 2023 to 23rd April 2023.

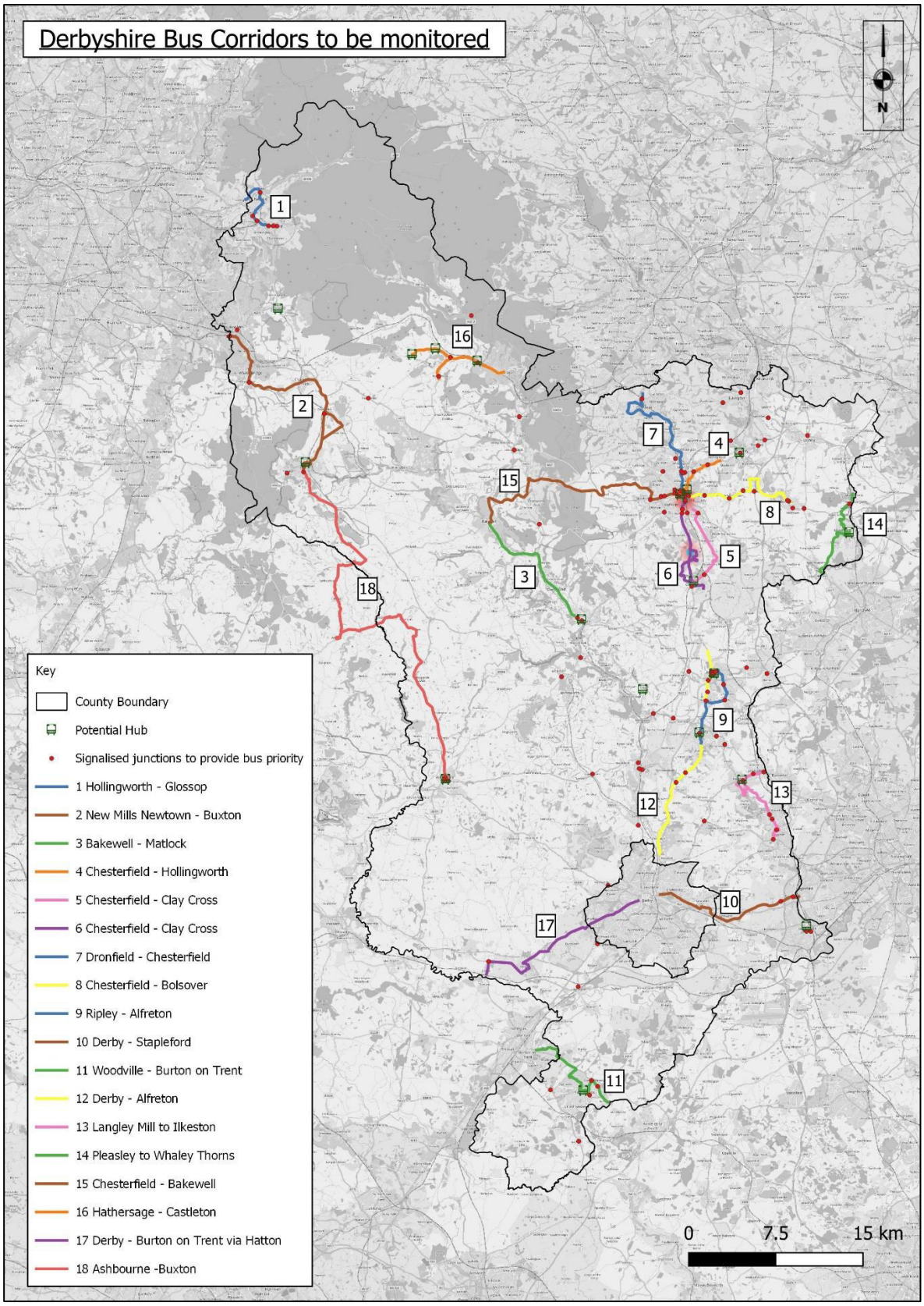
Punctuality is taken from Analyse Bus Open Data (ABOD), a service funded by DfT which provides reporting and analytics to bus operators and local authorities nationally. As 2019/20 ABOD data was not available, the baseline is taken from Q4 of 2022 (9th October-31st December) and actual 2022/23 data is taken from Q1 of 2023 (1st January-25th March).

Journey time (speed) is taken from ABOD for a number of specific corridors, which are shown in Figure 7. As 2019/20 ABOD data was not available, the baseline is taken from Q4 of 2022 (9th October-31st December) and actual 2022/23 data is taken from Q1 of 2023 (1st January-25th March). Journey times, including moving speed between stops and dwell times (time at bus stops to allow boarding/alighting) will be assessed in more detail for these key corridors using Derbyshire's Traffic Management System.

Table 1: County-wide Patronage, Satisfaction, Punctuality and Speed Targets

Headline Indicator		Baseline	Target 2024/25	Target 2029/30	Actual 2022/23	Source
Patronage		2019/20: 20.9m	20.9m	23.0m	2022/23: Awaiting results 2021/22: 14.2m	DfT Bus Statistics, BUS01e
Customer Satisfaction		81%	90%	95%	85%	Transport Focus
Punctuality	On-time	80.42%	90%	95%	84.92%	ABOD
	Late	19.58%	10%	5%	15.08%	ABOD
	Early	11.09%	5%	3%	13.33%	ABOD
Speed (average across corridors)		17.07mph	17.92mph	18.78mph	17.94mph	ABOD

Figure 7: Corridors to be monitored



Source: QGIS, ©OpenStreetMap

Through Derbyshire's BSIP and Enhanced Partnership (EP), further indicators have been developed with updated baselines and targets to measure the progress of bus intervention schemes in the county. The indicators cover the following categories:

- Journey Time, Reliability and Punctuality
- Passenger Growth
- Passenger Satisfaction
- Complementary measures.

Journey Time, Reliability and Punctuality

The punctuality and reliability baselines detailed in Table 2 below, are based on data sent from five bus operators (First South Yorkshire, Hulleys of Baslow, Midland Classic, Stagecoach Yorkshire and Trentbarton). Each operator data submission has slight variations (such as dates covered by the submission) therefore the data contained in Table 2 is an approximation based on the information provided.

In the absence of data being available from the Council TMS system, actual punctuality and journey time data for 2023 has been taken from ABOD for Q1 of 2023 (1st January-25th March), Q2 of 2023 (26th March-17th June) and Q3 of 2023 (18th June-9th September) for the corridors shown in Figure 6. Once available, new baselines (based on minimum 4 weeks data) will be sourced from the TMS system with target amendments if necessary and deemed more appropriate.

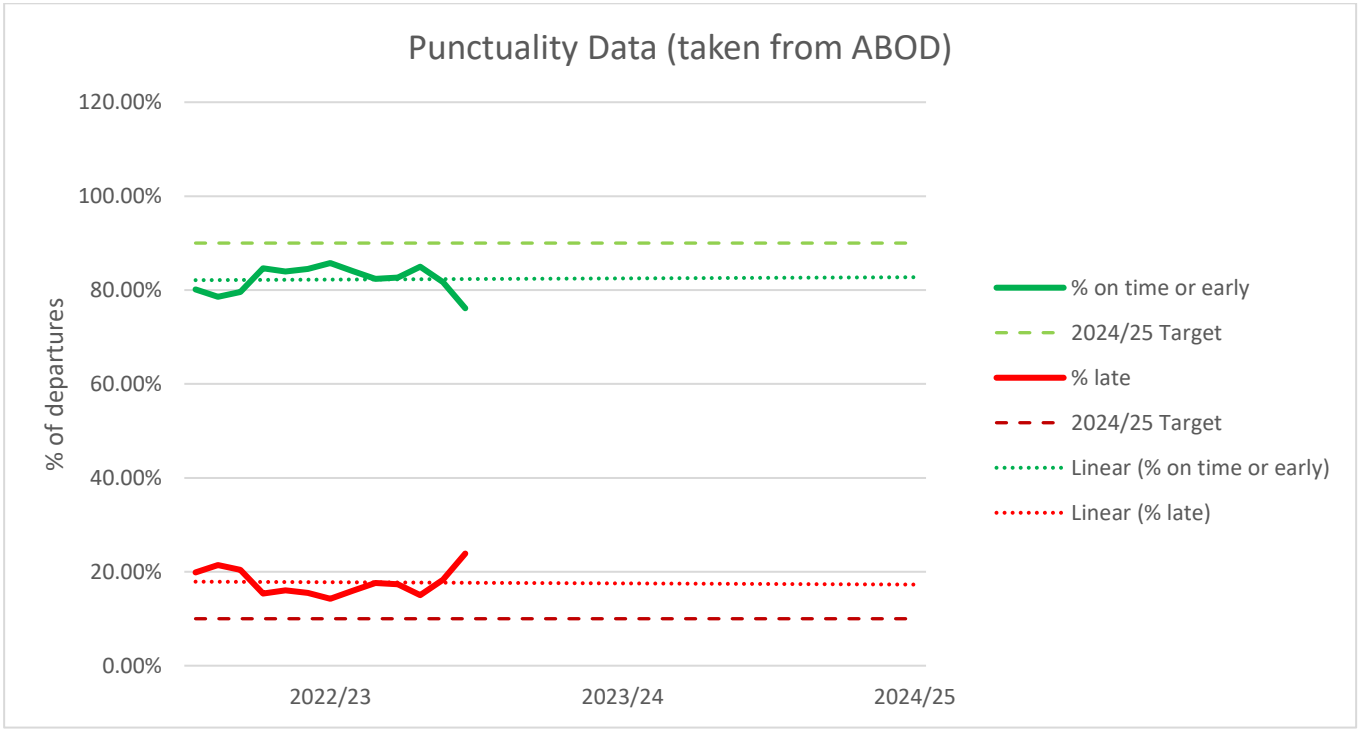
The baseline for reliability is taken from Q4 of 2022 (9th October-31st December), whilst the actual reliability for 2023 is taken from Q1 of 2023 (1st January-25th March), Q2 of 2023 (26th March-17th June) and Q3 of 2023 (18th June-9th September).

Table 2: Journey Time, Reliability and Punctuality Targets

Outcomes	Baseline 2019/20	Target 2024/25	Target 2029/30	Actual Q1 2023	Actual Q2 2023	Actual Q3 2023	Source
The maximum actual journey time on a route in Derbyshire is within 15% of the minimum journey time	~ 74%	80%	85%	U/A	U/A	U/A	Derbyshire TMS
Percentage of journeys on time (start point)	~92%	90%	95%	84.92% (ABOD)	85.34% (ABOD)	84.22% (ABOD)	ABOD / Derbyshire TMS
Percentage of journeys on time (mid-point)	~84%	86%	92%	U/A	U/A	U/A	Derbyshire TMS
Percentage of journeys early (up to and in excess of 1 minute early)	~8%	5%	3%	13.33% (ABOD)	11.55% (ABOD)	10.65% (ABOD)	ABOD / Derbyshire TMS
Percentage of journeys late (up to and over 5 minutes late)	~13%	10%	5%	15.08% (ABOD)	14.65% (ABOD)	15.77% (ABOD)	ABOD / Derbyshire TMS
Reliability (miles operated / registered miles)	96.49%	98%	98%	96.42%	97.46%	97.34%	Operators

Punctuality data collected to date from ABOD (4-weekly) has been forecasted to assess whether Derbyshire is currently on track to achieve the 2024/25 targets for this indicator. The data shown in Figure 8 illustrates that if further intervention is not put in place, the partnership is unlikely to achieve its current targets within the aspired timescales, the Council will continue to monitor this indicator. It is hoped that as bus priority is implemented at traffic signals across the bus network and operators bring in further timetable improvements, this metric should see significant improvements.

Figure 8: ABOD Punctuality data (actual, projected and targets)



Passenger Growth

Through Derbyshire's EP, the measure for passenger growth has been developed to provide more disaggregation of patronage by passenger type and time of day. This will allow any changes or developing trends to be understood in greater detail.

The patronage is inclusive of all services* operating within the Derbyshire EP area, including trips made across the border (whole service patronage).

*Patronage data was not provided by D&G or Stotts, therefore the services operated by these operators (108 and 341) are excluded.

Actual data is provided for Q4 2022 (9th October-31st December), Q1 2023 (1st January-25th March), Q2 2023 (26th March-17th June) and Q3 2023 (18th June-9th September). The aim is to increase patronage by 5% from 2022/23 to 2024/25 and a further 10% from 2024/25 to 2029/30.

Table 3: Passenger Growth Targets

Outcomes		Q4 2022	Q1 2023	Q2 2023	Q3 2023	Target 2024/25	Target 2029/30	Source
Total Patronage		6,235,234	6,379,027	6,345,027	6,402,678	+5%	+10% (on 2024)	Operators
Full Fare Payer		3,630,937	3,959,125	4,014,988	4,074,650	-	-	Operators
ENCTS (Concessions)		1,847,147	1,810,735	1,869,123	1,956,051	-	-	Operators
Discounted young person /scholar		715,500	561,470	453,534	366,756	-	-	Operators
Weekday	0700-0930	881,034	930,430	826,596	720,023	-	-	Operators
	0930-1500	2,261,737	2,256,121	2,236,275	2,339,952	-	-	Operators
	1500-1800	1,197,538	1,243,989	1,160,739	1,146,270	-	-	Operators
	1800 onwards	755,222	772,236	617,193	659,913	-	-	Operators
Weekend	Saturday	820,321	862,425	871,205	916,638	-	-	Operators
	Sunday	310,198	313,188	390,360	411,041	-	-	Operators

The Government's £2 bus fare cap scheme was introduced in January 2023 during the end of Q4 2022 and remains in place until October 2023 before being capped at £2.50 until October 2024. The impact of this incentive is understood to explain the reduction of the Discounted Young Person/Scholar tickets, as the existing Council young persons b_line scheme is not attractive when compared to the £2 single fare for many young passengers. The b_line ticketing scheme (£1.50 flat fare for b_line holders) launches 1st November 2023.

Passenger Satisfaction

Transport Focus is commissioned to deliver the 'Your Bus Journey' survey throughout 2023. Fieldwork began in January 2023 and a mid-year report was issued in September 2023. Due to the differing methodology used in the 'Your Bus Journey' survey when compared to the 2019/20 surveys, the results from the mid-year report have been used to establish new baselines for BSIP and targets have been amended accordingly, as agreed by the EP board. The provisional year to date results are also provided in Table 4.

Table 4: Passenger Satisfaction Targets

Outcomes	Baseline (2023 mid-year)	Target 2024/25	Target 2029/30	2023 Year to date (provisional)	Source
Overall journey satisfaction	81%	90%	95%	81%	Transport Focus
Satisfaction with Journey Time	84%	90%	95%	84%	Transport Focus
Satisfaction with punctuality	72%	80%	85%	74%	Transport Focus
Satisfaction with value for money	76%	85%	85%	78%	Transport Focus
Satisfaction with bus driver	87%	95%	95%	88%	Transport Focus
Satisfaction with interior cleanliness and condition	83%	90%	95%	83%	Transport Focus
Satisfaction with availability of seating or space to stand	89%	95%	95%	89%	Transport Focus

Complementary Measures

A number of additional measures are being monitored as the EP / BSIP progresses. These are outlined in Table 5 below.

Table 5: Complementary Measures

Outcomes	Baseline 2019/20	Target 2024/25	Target 2029/30	Actual 31 Mar 2023	Actual 30 June 2023	Actual 30 Sept 2023	Source
Number of signalled junctions with automatic bus priority applied via UTC and Automatic Vehicle Location systems	0	131	131 (all signalised junctions)	0	0	0	Derbyshire County Council
Number of Real Time Information displays	192	500	750	230	240	302	Derbyshire County Council
Number of stops with Timetable Cases (DCC owned)	U/A	1,900	2,000	1,810	1,820	1,832	Derbyshire County Council
Percentage of Euro 6 Buses (or better) in Derbyshire (local scheduled bus services)	35%	65%	95%	55.2%	57.9%	57.9%	Operators

Table 5 shows that the number of RTI displays and number of stops with timetable cases have increased in the last quarter. It can also be seen that operators have invested in improving the vehicle engines within their fleets with the percentage of Euro VI vehicles increasing from 35% in 2019/20 to 57.9% at the present time.

Conclusion

This report summarises the progress made by the Derbyshire Enhanced Partnership on the implementation of the BSIP since the allocation and receipt of grant funding in November 2022. It provides a review of what works have been successfully completed in the latest 6 months.

The report provides the headline measures, associated targets and progress made to enable measurement of the impact of the bus interventions as they are implemented.

Baseline and targets may differ from those originally stated within the BSIP and explanations are provided where this is the case. Additionally, some measures which were planned to be monitored will not be progressed. This is due to:

- The change in travel behaviour since Covid-19 and the recovery since the pandemic.
- The BSIP funding being over 2.5 years, not the 5 years bid.
- The subsequent reduction in funding from the original bid, meaning that not all improvement measures submitted in the BSIP being supported.
- Further understanding of fare-paying and ENCTS patronage recovery and travel patterns post Covid-19.

The Partnership will continue to monitor the measures set out within this report and provide updates on a 6-monthly basis, with the next report due to be published in May 2024.

Appendix 1

Ref	Design Priority Regions	SCN	Adress/Description	Town	Postcode
1	1	A001	A61/High St	Alfreton	DE55 7DB
2	1	A014	Alfreton A61/A615 Eachwell Lane	Alfreton	DE55 7AN
3	1	A020	Alfreton, A61/Hall Street	Alfreton	DE55 7DD
4	1	A022	Alfreton, B600/Cressy Road	Alfreton	DE55 7DP
5	2	A002	A515/A517 (1 controller covers 2 junctions) Right Junction	Ashbourne	DE6 1BE
6	2	A002	A515/A517 (1 controller covers 2 junctions) Left Junction	Ashbourne	DE6 1BE
7	2	A003	A517 Church St/Dig St	Ashbourne	DE6 1BE
8	2	A015	Ashbourne A515/King Edward Street/ent to Sainsburys car park	Ashbourne	DE6 1AA
9	3	I002	Bath St / Station Rd	Ilkeston	DE7 8FE
10	3	I004	Derby Road / Oakwell Drive	Ilkeston	DE7 5EZ
11	3	I015	Kedleston Drive	Ilkeston	DE7 8TA
12	3	I025	Shipley Common Lane	Ilkeston	DE7 8TA
13	3	L027	Main St / Station St	Long Eaton	NG10 1HY
14	3	L028	Tamworth Rd / Salisbury St	Long Eaton	NG10 1JJ
15	3	S001	Town Street / Station Road	Sandiacre	NG10 5JH
16	11	S007	B5010 Bostocks Lane	Sandiacre	NG10 5HF
17	4	B026	Buckland Hollow A610/B6013 signals	Buckland Hollow	DE5 3RH
18	4	C018	A610/A6007 Heanor Rd Codnor, Ripley	Codnor	DE5 9RH
19	4	H005	Church Square	Heanor	DE75 7DZ
20	4	L033	Greenhill Lane	Leabrooks	DE55 1LJ
21	4	L036	Station Road / Lower Dunstead Road	Langley Mill	NG16 4DQ
22	4	P005	Town Street / Brookhill Street / Victoria Road	Pinxton	NG16 6JN
23	4	R001	Ripley Market Place	Ripley	DE5 3BR
24	4	R007	A610 Brittain Drive	Ripley	DE5 3JX
25	4	S004	B6179 / B6016	Swanwick	DE55 1AD
26	4	S022	B600 Cotes Park Signals	Somercotes	DE55 4HQ
27	4	S024	B6179 Sleetmoor Lane	Swanwick	DE55 1RH
28	4	S051	Alfreton Road / Birchwood Lane	South Normanton	DE55 3EL
29	4	L034	A608 Access 26 Ind Est	Langley Mill	NG16 4AA
30	5	C003	A61/Storforth Ln Chesterfield	Chesterfield	S40 2ET
31	5	C004	A632 Hollis Ln Chesterfield	Chesterfield	S41 7RE
32	5	C005	A61/St Augustines Rd Chesterfield	Chesterfield	S40 2ER
33	5	C024	A632 Royal Hospital, Chesterfield Road, Chesterfield	Chesterfield	S41 0BW
34	5	C029	Alma Leisure Park Chesterfield	Chesterfield	S40 2EZ
35	5	C055	A61/St Augustines Rd Chesterfield	Chesterfield	S40 2ER
36	5	CB002	Church Way/St Marys Gate B6057/B6543 Chesterfield	Chesterfield	S41 7TH
37	5	CB101	Saltergate/Foljambe Rd/Rutland St, Chesterfield	Chesterfield	S40 1NJ
38	5	CB102	West Bars/Clarence Rd, Chesterfield	Chesterfield	S40 1AG
39	5	CB103	Storforth Lane, Bridge, Chesterfield	Chesterfield	S41 0QD
40	5	CB116	B6051 Newbold Rd/Loundsley Green Rd, Chesterfield	Chesterfield	S41 8RJ
41	5	CB131	Holywell St B6057/B6543 Chesterfield	Chesterfield	S41 7SA
42	5	CB132	Stephenson Place/Cavendish St Chesterfield	Chesterfield	S40 1XP
43	5	CB133	Markham Rd/Park Rd	Chesterfield	S40 1XP
44	5	CB138	Old Road/ Old Hall Road Chesterfield	Chesterfield	S40 2QT
45	5	CB139	Dunston Rd / Racecourse Rd Brimington, Chesterfield	Chesterfield	S41 8NL
46	5	CB140	Saltergate/Soresby Street/Angel Yard signals B, Chesterfield	Chesterfield	S40 1JR
47	5	CB141	Hall Lane, Barrow Hill Staveley Chesterfield	Chesterfield	S43 3YG
48	5	CB144	A632 Hady Hill / Piccadilly Rd Chesterfield	Chesterfield	S41 0RN
49	5	CB145	A632 Walton Rd/Whitecotes Ln, Chesterfield	Chesterfield	S40 3JQ
50	5	CB150	Duke St./Inkersall Rd. Staveley Chesterfield	Chesterfield	S43 3JP
51	5	CB151	Ringwood Rd./High St., Brimington, Chesterfield	Chesterfield	S43 1DE
52	5	CB156	A619 Chatsworth Rd / Storrs Rd Chesterfield	Chesterfield	S40 3JX
53	5	CB162	West Bars Roundabout, chesterfield	Chesterfield	S40 1NJ
54	5	CB163	A61 / Tesco Roundabout, chesterfield	Chesterfield	S41 9BH
55	5	CB165	B6543 Brimington Rd / A619 Chesterfield Rd	Chesterfield	S43 1AU
56	5	CB173	A619 Chatsworth Rd / Old Road, Chesterfield	Chesterfield	S40 2RE
57	5	CB177	A61 / A617 Hornsbridge, Chesterfield	Chesterfield	S40 2EZ
58	5	CB193	Sheffield Road / Site Access	Chesterfield	S41 8LS
59	5	CB194	Locoford Lane / SIte Access, chesterfield	Chesterfield	S41 7JE
60	6	A018	Arkwright Town A632/Deepsick Lane	Arkwright Town	S44 5UN

61	6	B047	A632/Mansfield Rd - Hillstown Bolsover	Bolsover	S44 6LY
62	6	B048	Bolsover, A632/B6417 Bolsover	Bolsover	S44 6HP
63	6	B060	A632 Town End/Hornscroft Road Bolsover	Bolsover	S44 6HG
64	6	B065	Bolsover A632 Market Place/ Morrisons	Bolsover	
65	6	C036	A616 / A618 Rotherham Road Crossroads, Clowne, Chesterfield	Clowne	S43 4PQ
66	6	CB153	Mansfield Rd / Calow lane, Hasland, Chesterfield	Hasland	S41 0JA
67	6	CB154	Worksop Rd / Norbriggs Rd, chesterfield	Stavely	S43 3BN
68	6	CB155	Worksop Rd / Bolsover Rd, Chesterfield	Stavely	S43 3FF
69	6	D037	B6057 Sheffield Road / B6056 Stubley Hollow, Dronfield	Dronfield	S18 2GD
70	6	D050	A632 / Megz	Duckmanton	S44 5HT
71	6	E001	Atco Crossroads	Eckington	S21 4HL
72	6	E009	B6056 / B6052 Eckington	Eckington	S21 4JF
73	6	L010	Langwith Railway Bridge	Langwith	NG20 9HS
74	6	R015	Sheffield Road/Barbers Row/Spinkhill Road	Renishaw	S21 3UA
75	6	D041	A632 / Staveley Road, Duckmanton, Chesterfield	Duckmanton	S44 5JF
76	7	G001	Norfolk Square	Glossop	SK13 8DA
77	7	G007	Wrens Bones Hill	Glossop	SK13 8EX
78	7	G009	Plough Inn	Glossop	SK13 6PB
79	7	G010	Arundel St	Glossop	SK13 8BB
80	7	G011	New Shaw Lane	Glossop	SK13 6JD
81	7	H021	New Road	Hadfield	SK13 1JN
82	7	L032	A57 / A6013 (On Capital Works Program)	Ladybower	S33 0BJ
83	7	N001	A6/A6015 Newtown	New Mills	SK22 3JS
84	7	W002	A5004/B5470 Horwich End	Whaley Bridge	SK23 7JH
85	7	N003	Union Road N003	New Mills	SK22 3EX
86	8	B001	Beeley Bridge B6012	Beeley Bridge	DE4 2NX
87	8	B004	Buxton A515/B5059 (London Rd)	Buxton	SK17 6HB
88	8	B006	Buxton A53/B5059 Burbage	Buxton	SK17 9AA
89	8	B029	Bamford A6187 / A6013	Bamford	S33 0BN
90	8	B036	Bradwell Church Street /Netherside B6049 Buxton	Bradwell	S33 9HJ
91	8	C001	A623/B6001 Crossroads Calver	Calver	S32 3XH
92	8	D051	A6 / Station Road, dove holes	Dove Holes	SK17 8BJ
93	8	G006	Grindleford Bridge	Grindleford Bridge	S32 2JH
94	8	H017	A6187 Hope Road / B6049 Stretfield Road	Hope	S33 9HG
95	8	P006	Church Lane	Peak Forest	SK17 8EG
96	9	A026	Ambergate, A610/Bullbridge Hill	Ambergate	DE56 2EW
97	9	C008	A61/Clay Lane Clay Cross, Chesterfield	Clay Cross	S45 9JR
98	9	C025	Derby Road, Cromford A6/A5012	Cromford	DE4 3RH
99	9	C048	Market Street/Howe Grove Clay Cross	Clay Cross	S45 9BF
100	9	M010	A6 Diversion Snitterton Road	Matlock	DE4 3LT
101	9	M011	A6 Diversion Sainsbury s	Matlock	DE4 3SP
102	9	M019	Main St/ Porter LnMiddleton	Middleton	DE4 4LS
103	9	O002	A615 / B6013 signalsOakerthorpe	Oakerthorpe	DE55 7NR
104	9	S003	A517 / B5023 Railway Inn	Shottle	DE56 2LG
105	10	B008	Belper A6/A517 Triangle	Belper	DE56 1BA
106	10	B023	Belper A609/Strutt St signals	Belper	DE56 1UN
107	10	B027	Belper A6/King Street signals	Belper	DE56 1AR
108	10	D038	A6 / B5023 Broadway Signals, Belper	Duffield	DE56 4BT
109	10	D053	Derby Rd / Ryknield Hill, Ripley, Denby	Denby	DE5 8NW
110	10	K001	Toll Bar	Amber Valley	DE56 0PU
111	10	M008	A608 / A609 Rose & Crown	Morley	DE7 6DG
112	10	R016	A52 Ashbourne Road / Radbourne LaneRadbourne	Derby	DE22 4LU
113	11	H008	Salt Box	Hatton	DE65 5PT
114	11	L041	Rykneld Road (Near Highfields Farm)	Littleover	DE23 4BG
115	11	N007	Stanton / A444 / Park Road	Newhall	DE15 9TH
116	11	O003	Lullington Road	Overseal	DE12 6LQ
117	11	S034	Derby Rd/Morrisons	Swadlincote	DE11 8HL
118	11	S041	A511 Burton Rd/Midway Rd	Swandlincote	DE11 7PG
119	11	W013	B5008 Etwall Rd/Findern Ln	Willington	DE65 6EL
120	11	W015	Lincoln Way / MidwaySwadlincote	Swadlincote	DE11 7JR

Appendix 2

BSIP Annex B Schemes

CONTROLLED DOCUMENT

SCN	Scheme Name	BSIP Work Package	Measure (p32 Addendum, Annex B)	Current Status - Please see 'Process Stages' for basic list of actions within each stage or click this box	Additional Information
TBA	A511 Burton Road/Wood Lane, Swadlincote	WP2	Signalisation plus electronic priority	Stage 1 COMPLETE - Feasibility study/models show scheme to be unfeasible	Modelled capacity of the junction, accounting for the proposed land purchase on the north side, and modelled with minimal pedestrian disruption, still shows excessive cycle times leading to reduced safety due to frustration caused by waiting times.
TBA	A514 Civic Way/Bus Station Exit, Swadlincote	WP2	Signalisation plus electronic priority	Stage 1 COMPLETE - Feasibility study/models and stakeholder engagement show scheme to be unfeasible	Signalisation of the junction following modelling did not have support of the wider stakeholder group. Design with the modelling showed likely increased delays to the network following scheme implementation.
TBA	A6005 Derby Road/College Street, Long Eaton	WP2	Signalisation plus electronic priority	Stage 1 - Feasibility study/modelling underway to inform preliminary design	Feasibility study to include preliminary design options for the signalisation of the junction. The close proximity of a cul-de-sac may require signalisation as an offset crossroads. There is speed reduction infrastruction with the scheme boundary that will need to be removed which will increase costs above inflation.
TBA	A6007 Nottingham Road/A609 Derby Road roundabout, Ilkeston	WP2	Co-ordinate the pedestrian stages at pedestrian signals to minimise adverse effects of offside priority at the roundabout (a sign-about)	Stage 1 - Feasibility study/modelling underway in conjunction with South Street	Upgrading equipment at the pedestrian crossing to allow connection and coordination with the proposed junction at Derby Road/South Street.
TBA	A609 Derby Road/South Street, Ilkeston	WP2	Signalise the junction plus electronic priority	Stage 1 - Feasibility study/modelling underway in conjunction with White Lion	Signalisation of the junction with bus priority being added. The close proximity of the roundabout and need to ensure blocking back does not occur, makes this a particularly challenging scheme.
N/A	A61 at Barker Road (between Chesterfield and Clay Cross)	WP2	Carriageway markings to give a dedicated RT lane into Barker Road	Stage 4 COMPLETE - Works Completed	Site is actually Baker Road and shown as installed on Google Streetview. No further action required.
N/A	A61 Northbound to Queen Victoria Road, Chesterfield	WP2	100m bus lane constructed in the existing verge. "Flip-flop traffic signals 30m from the roundabout	Stage 1 COMPLETE Feasibility study/models show scheme to be unfeasible	Feasibility shows scheme unfeasible following cost benefit analysis. The rate of return on investments into the hundreds of years.
N/A	A61 Northbound towards Horns Bridge, Chesterfield	WP2	Bus lane from Byron Street to 30m prior to Horns Bridge. Pre-signals and electronic priority	Stage 1 REPEATING - Feasibility study/modelling complete and more surveys requested	Initial modelling shows there would likely be a queue back through the entry to the bus lane, which would prevent entry and cause additional delays. Additional surveys are being carried out and options tested to provide added options for the schemes implementation.
TBA	A61 Whittington Moor/Dunston Road Roundabout	WP2	Signalisation (likely as a signabout) plus electronic priority. Scheme costs highly dependent upon civil engineering uncertainties	Stage 1 COMPLETE - Feasibility study/models show scheme to be unfeasible	Initial modelling showed some capacity issues with the initial proposed design. Additional surveys were carried out and various options were tested. All options were deemed unfeasible due to severe impact on capacity and operational function in comparison with the existing priority-controlled system. These delays would far outweigh any time saving provided by the bus priority.
TBA	A61/Harris Street, Clay Cross	WP2	Signalisation plus electronic priority	Stage 1 - Feasibility study/modelling of options	Signalisation of the existing roundabout including looking at a bus lane/bus gate on the SW side. Original estimated costs will be higher if we include the bus gate/lane to circumvent the roundabout.
C008	A61/Thanet Street, Clay Cross	WP1	Electronic priority	Stage 3 - Construction	Upgrading the existing infrastructure to allow bus priority to be implemented on site.
N/A	A617 Lordsmill Street towards Horns Bridge, Chesterfield	WP2	Provide a southbound bus lane from the A617/A632 roundabout (carriageway markings to be amended here) in the exiting carriageway to approximately 50m of the Horns Bridge Roundabout. Bus pre-signals and electronic priority	Stage 1 REPEATING - Feasibility study/modelling complete and more surveys requested	Initial feasibility study has shown that the queue lengths using the available carriageway with vertical alignment would make the scheme unfeasible. Additional surveys being completed to allow more options to be modelled and assessed.
TBA	A617 westbound towards Horns Bridge, Chesterfield	WP2	Signalise the slip road which will also act as a bus pre-signal to present the bus earlier at the signalled roundabout, plus electronic priority	Stage 1 REPEATING - Feasibility study/modelling complete and more surveys requested	Initial proposed design was shown to be likely to create queues and a lack of future capacity with traffic growth figures. Additional surveys are being carried out to ascertain the likely queue lengths and provide a more robust modelling for future growth.
N/A	A619 Baslow Road/Station Road, Bakewell	WP2	Traffic Management works	Stage 2b - Detailed Design	Works taking place on the route are being assessed and designed completed for the intelligent temporary traffic signals to meet the requirements of the schemes.
CB173	A619 Chatsworth Road/Old Road, Chesterfield	WP1	Restage signals and apply electronic priority	Stage 2a - Preliminary Design	Feasibility assessed and site to be re-staged with added infrastructure for bus priority installed.
CB120	A619 Duke Street/Lowgates, Staveley	WP2	Signalise roundabout with electronic priority applied to each approach	Stage 2b - Detailed Design	Feasibility complete with preliminary designs and modelling to provide a signalised junction with bus priority in place of the mini roundabout. Detailed designs are being worked on currently following highway extent and utilities surveys.
CB151	A619 Ringwood Road/High Street, Brimington (all approaches to the tra	WP1	Electronic priority	Stage 2b and 3 - Detailed Design and Construction as part of a rolling Programme	Currently 2 sites are being upgraded to allow for bus priority to be implemented here. We are carrying out assessments of the other signal controlled assets in the area in conjunction with the proposed new signal junction to see if a SCOOT region would provide further benefit for buses. If it would then we may look to increase the scope of the works here to incorporate another SCOOT region.
Multiple	A632 Chesterfield to Nottinghamshire	WP1	Electronic priority	Stage 2b and 3 - Detailed Design and Construction as part of a rolling Programme	13 sites are being upgraded to allow for bus priority measures. Costs have increased due to need for a site controller to be replaced to allow for bus priority works to be completed.
A018	A632/Deepsick Lane/Arkwright (all approaches to the existing traffic sig	WP1	Electronic priority	Stage 2b and 3 - Detailed Design and Construction as part of a rolling Programme	Site to have infrastructure upgrades to allow for bus priority to be installed.
N/A	Ashbourne (all signal sites)	WP2	Electronic priority	Stage 2b - Detailed Design	9 sites are included in this region and construction works have begun on the SCOOT infrastructure. As part of the assessment a new junction location has been developed with the local bus operators to provide better egress from the bus station here at Station Road/Church Street.
Multiple	Buxton (all signal sites)	WP1	Electronic priority	Stage 2b and 3 - Detailed Design and Construction as part of a rolling Programme	Initial works are being carried out to upgrade the sites to allow bus priority to be run on them. The feasibility study has shown that several sites require controller upgrades and potentially wiring upgrades to allow for the bus priority infrastructure to be installed. model of the region is being created to assess the potential additional benefits of SCOOT in this region.
Multiple	Saltergate westbound to the West Bars Gyratory, Chesterfield	WP1	Electronic priority	Stage 2b and 3 - Detailed Design and Construction as part of a rolling Programme	4 sites to have infrastructure upgrades to allow for bus priority to be installed. Part of the rolling programme within the region.

KEY	
	Scheme is undergoing additional modelling to prove feasibility
	Scheme is not feasible following study/modelling
	Scheme complete

Corridor Review Schemes

These are schemes that were identified as part of the corridor review process and have been chosen to take forward following the disappointing feasibility studies on the named Annex B Schemes.

CONTROLLED DOCUMENT

SCN	Scheme	Current Status - Please see 'Process Stages' for basic list of actions within each stage or click this box	Matrix Score	Additional Information
C182	Holywell Street, Chesterfield	Stage 3 - Construction	40	This scheme relates to two junctions in Chesterfield being: 1). Holywell St / Cavendish St and 2). Holywell St / Stephenson Place. This scheme is at the construction stage of the delivery process. The programme of deliverables were developed following consultations and meetings with the DCC permitting team, and works are being planned in coordination with other highway works in Chesterfield to ensure minimal disruption occurs. This is a major junction within the town and scored the highest value against the BSIP criteria. The Cavendish St junction incorporates a bus gate and is strategic for regional control. The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
CB162	West Bars Roundabout	Stage 2b - Detailed Design	36	The A619 is a corridor route named for improvements in BSIP. There are a large number of bus services that transverse through this junction in multiple directions. As a result, the junction scored highly on the matrix. The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
A002	Ashbourne A515 with Park Rd and Derby Road/Compton St	Stage 2b COMPLETE - Construction to be begin Q3	28	Ashbourne is named within BSIP as an area which would benefit from the application of UTC SCOOT control. As such the scheme to replace and refurbish the junctions concerned meets these aims. If the works are not done, then the system would not operate at its optimum efficiency. This location meets the criteria on the matrix to justify inclusion within the BSIP Work Package. The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
A020	Alfreton, King St/Hall Street	Stage 2b - Detailed Design	23	This scheme involves the refurbishment of a major signalised junction within Alfreton which is to the west of the bus station. The bus station is a major hub within BSIP and would benefit from the scheme as the technology introduced will assist with bus movements throughout the town. This location meets the criteria on the matrix to justify inclusion within the BSIP Work Package. The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
CB002	St Marys Gate - Church Way	Stage 2b - Detailed Design	23	This location is within a system of traffic signal-controlled junctions in the centre of Chesterfield and serves the bus interchange on Church Way. As a result, the junction scored highly on the matrix. The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
New Site	B6019 / Salcombe Road, Alfreton	Stage 2b - Detailed Design	21	This scheme is at detailed design stage and would replace the current uncontrolled roundabout with a controlled traffic signal junction. The junction is near the Alfreton railway station and acts as a local hub for rail passengers using other passenger transport facilities. This location meets the criteria on the matrix to justify inclusion within the BSIP Work Package. The application of Urban Traffic Control (UTC) and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
H005	Heanor Church, Heanor	Stage 2b - Detailed Design	19	This scheme is integral to how traffic moves through Heanor and met the criteria on the matrix to justify inclusion within the BSIP Work Package. The junction is close to the bus interchange and is consequently strategically integral to bus movements in this region. The application of Urban Traffic Control (UTC) and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.
New Site	Church Street, Ashbourne	Stage 2b COMPLETE - Construction to be begin Q3	19	This scheme is integral to how traffic moves through Ashbourne and met the criteria on the matrix to justify inclusion within the BSIP Work Package. The junction is close to the bus interchange and is consequently strategically integral to bus movements in this region. The application of Urban Traffic Control (UTC) and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.

Additional Schemes

These schemes are being developed as additional schemes to take forward if we have available funds.

CONTROLLED DOCUMENT

SCN	Scheme Name	Current Status - Please see 'Process Stages' for basic list of actions within each stage or click this box	Additional Information
CB165	A619 - Brimington: Chesterfield Rd / Brimington Rd Bus Gate	Stage 2a - Preliminary Design	This scheme is for a bus gate site at a signal controlled installation
N/A	A6005 Nottingham Road Long Eaton, Station Road towards county boundary	Stage 1 - Feasibility study/modelling of options	Possible layout out for comments 30/6/23
N/A	Swanwick B6179 – Old Colliery Road to duals	Stage 1 - Feasibility study/modelling of options	Possible layout out for comments 30/6/23
N/A	Swanwick B6179 – No 124 to number 196 southbound only	Stage 1 - Feasibility study/modelling of options	Possible layout out for comments 30/6/23
N/A	Ripley B6179 – Butterley Hill southbound	Stage 1 - Feasibility study/modelling of options	Possible layout out for comments 30/6/23
N/A	Matlock A615 - between A6 roundabout and Dimple Road	Stage 1 COMPLETE Feasibility study/models show scheme to be unfeasible	The potential facility would be a relatively short length with negligible benefit to buses. Work on scheme to be stopped 30/06/23.
N/A	Alfreton – A61 dual section south of B6025 junction	Stage 1 - Feasibility study/modelling of options	Possibly need a reduction in speed limit together with works at the B6025 junction which will make it challenging to meet timescales. Stage 1 road safety audit to be carried out to assess safety of proposed changes.
N/A	Matlock Bridge - right turn buses only (onto A6 northbound)	Stage 2a - Preliminary Design	Autotrack required for junction layout changes with surveys for bus usage.
TBA	A619 and A632 Corridor - bus layby infills	Stage 2a - Preliminary Design	Sites identified, minimum design required. Works need to be ordered on Confirm then issued to Construction Services for construction. 3 possible locations: A619, 12 on A632.

Scoring Matrix

This shows all the possible schemes that were evaluated as part of the corridor review process.

CONTROLLED DOCUMENT

Scheme Name	Providers	Services	Regularity	Cor/BNet	TC or MI	UTC	Enf	WP Xover	Score
Holywell Cross, Chesterfield	3	14	5	3	3	3	3	6	40
West Bars Roundabout	3	15	5	3	3	3	0	4	36
Swadlincote - Levelling up Traffic Signals tie in	2	12	5	3	3	3	0	2	30
Ashbourne A515 / Park Rd / Derby Road / Compton St	6	7	4	3	3	3	0	2	28
Swadlincote Bus Station off Civic Way Real Time Information	2	12	5	3	3	0	0	2	27
Chesterfield Sheffield Road phase 4 works outside Lidl	3	9	5	2	3	3	0	0	25
St Marys Gate / Church Way	1	6	5	0	3	3	3	2	23
B6019 / Salcombe Road, Alfreton	3	5	5	0	3	3	0	2	21
Swadlincote A514 Civic Way / Belmont Street Junction	2	9	4	0	3	3	0	0	21
A619 Chesterfield Rd / Brimington Rd Bus Gate	1	5	4	3	0	3	3	2	21
Heanor Church, Heanor	2	5	4	0	3	3	0	2	19
Church Street, Ashbourne	3	3	2	3	3	3	0	2	19
Dale Road / Station Road, Darley Dale	4	8	3	0	0	3	0	0	18
Shipley Common Lane, Ilkeston	2	4	4	0	0	3	0	2	15
A619 / Storrs Road	2	4	3	3	0	3	0	0	15
Buxton 5 Ways	2	2	2	3	0	3	0	2	14
B5010 Derby Road / Bostocks Lane	2	2	4	0	0	3	0	2	13
Brittain Drive, Ripley	1	1	3	0	0	3	0	2	10
A61 Rother Way	Inv	Inv	Inv	2	0	3	0	0	5
King St / Hall St, Alfreton	3	5	5	0	3	3	0	4	23

Scoring	
Providers	Number
Services	Number
Regularity	Scored - bus less than 15 minutes is 5, less than 30 is 4, less than 1 hour is 3, greater than an hour is 2, limited daily service is 1
Corridor or BSIP Network	Scored - on a BSIP corridor is 3, link to BSIP corridor is 2, not on a BSIP Corridor or linked is 0
Town Centre or Mobility interchange/hub	Scored - yes is 3, no is 0
UTC/ Bus Call	Scored - yes is 3 no is 0
Remote Enforcement Possible Scored	Scored - yes is 3, no is 0
Work Package Interdependencies	Scored 2 per WP (WP2 not inc in scoring)

Notes
Info taken from Google re services and departure times
Services shown in different text colours and infills have been assumed to be different service providers

Glossary
Inv - investigate further
MI - Mobility Interchange - close proximity to bus service or modal interchange

This is a simple version of the stage processes for construction works taking place on Highways for the Bus Service Improvement Plan.

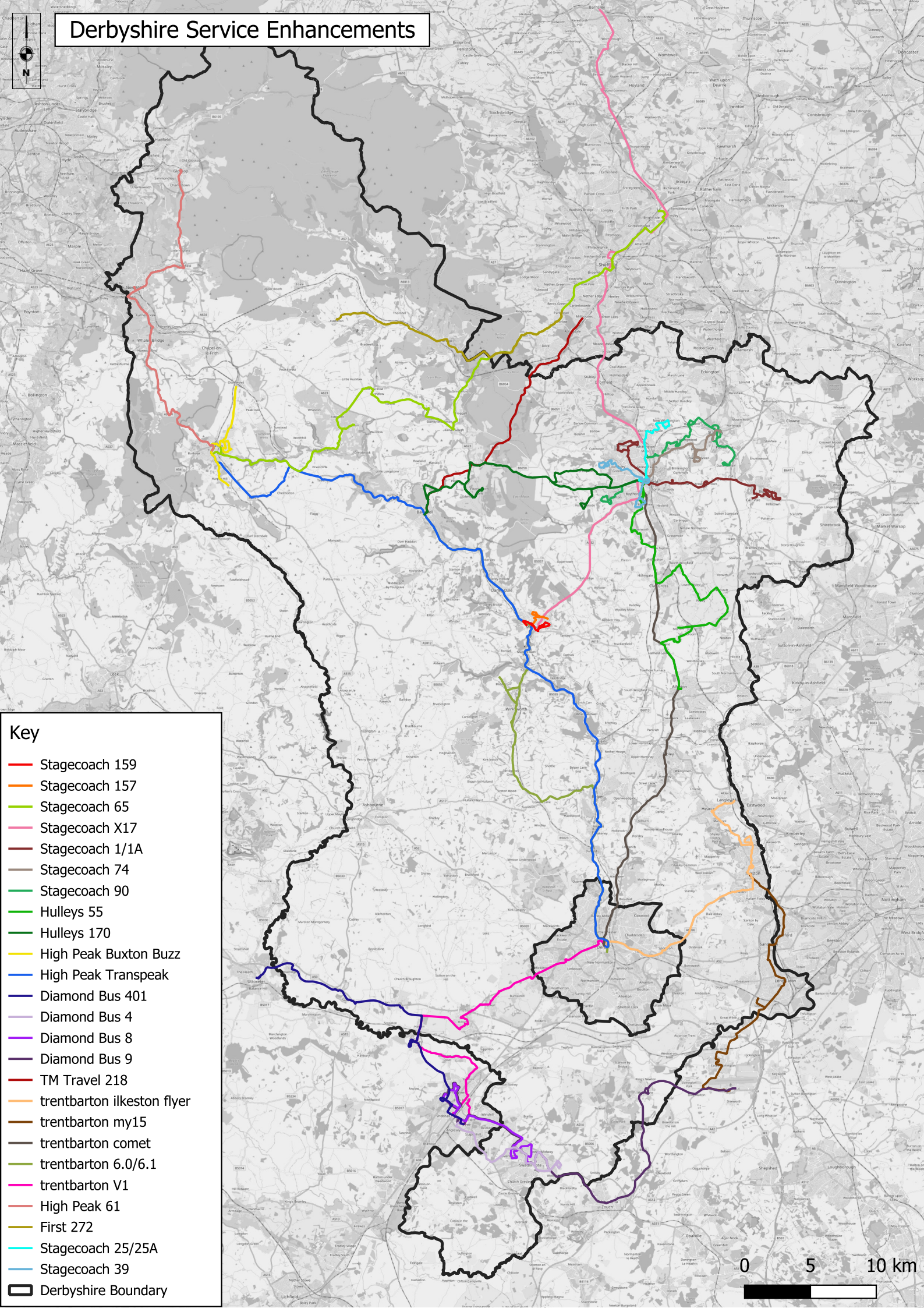
Stage 1 - Feasibility / Surveys	Description	Rough Time Range
Topographical Survey	Undertaken by land surveyors. Using highly specialised survey equipment and skills, measurements of the position and height of both the artifical and natural topogrographical features on the site are taken. The could include slopes, areas of woodlands, roads, drainage information and boundary treatments etc.	Around a week, depending on site size and complexity.
Basement / Structure Survey	A thorough inspection of a building's structure, including structure, inspection of a buildings structure, icluding its foundations, walls, floors, roof and other key elements.	Five to ten business days.
Lighting Survey	Conducted to identify too much bright light, glare, low light or flickering light to avoid potential hazards.	
Drainage CCTV Survey	The use of a specially designed close circuit television system which takes a live feed from a camera attatched to the end of a cable which is fed into the drain, pipes or manhole.	For a small system they can be completed within 2 hours.
Traffic / Pedestrian Surveys	Aim to capture data that accurately reflects the real-world traffic situation in the area. It may be counting the number of vehicles using a road or collecting journey time information for example, but there are many other types of data that traffic surveys collect.	Dependent on type of data collection.
Highway existing asset survey (Condition)	Used to assess the current condition of the highway.	
LiDAR	LiDAR technology uses the light from a laser to collect measurements.These are used to create 3D models and maps of objects and environments	Survey takes under an hour.
Ground Penetrating Radar	A geophysical locating technique that makes use of radio waves to take images of entites below ground level, without digging up the soil.	Scans take 2-3 hours .
Trial Holes	A type of inrusive site investigation used to determine the ground conditions across a site to study or sample the structure and compositon of the subsurface.	It generally takes between 30 minutes to an hour to excavate a trial pit.
Carriageway Cores	Serves to determine exisitng thicknesses and determines the type of native soils that form a pavement's subgrade or structural foundation.	
C2 surveys	The most comprehensive search available covering all the main utilities, cable, independent utilities and highways specific searched.	Provider must respond within 10 working days- responses only valid for 28 days.
Design Reviews	An independent and impatrial evaluation process in which a panel of relevant experts in road design and development with the aim of improving the quality of design.	
Data Sharing		
Highways Extents	A plan showing the extent of highways and adopted roads in relation to the property.	3-5 working days.
Stage 2 - Preliminary Design		
Inception Meeting	The Inception Meeting (or workshop) is an opportunity to present the technical elements and approaches of the project, to review the overall plan, to confirm objectives, outcomes and goals of the project	
Joint Site Visit		
Traffic Modelling (LinSig)	Traffic engineers model traffic signals and their effect on traffic capacities and queuing.	Can take several days.
Accident Data Review	Identifying various factors associated with road accidents and can help in reducing the accident rate or identify a potential safety issue.	
Environmental Impact	Refers to the possible effects a particular action may have on the natural environment.	
Risk Register	A risk register helps the project team track potential risks to a project, which allows the team to lessen the impact of each risk, if not to prevent them altogether.	
Stage 1 Road Safety Audit	Undertaken at the completion of preliminary design and normally before planning consent is granted. They should include road safety matters which have a bearing upon land take, licence or easement before the draft orders are published or planning consent is applied for.	Roughly a week.
BoQ / Cost Summary	The bill of quantities assits tenderes in the calculation of construction costs for their tender and as it means all tenders will be pricing the same qauntities, it also provides a fair and accurate system for tendering.	
Stakeholder Consultation - Internal		
Stakeholder Consultation - External		
Health and Safety Risk Assessment	Requires teams to assess the risk within the organisation or system - helps to define the potential for major risks very early on before big decisions are made.	
Pre-construction information		
Design Workbook		
F10 notification	Specified information required to be sent to the Heath and Safety Executive (HSE) about the start of a constructon project when it meets the threshold requirements. the HSE must be notified of projects where construction work is expected to: (a) last more than 30 working days; or (b) involve more than 500 person days, for example 50 people working for over 10 days.	Input the Start Date and the Duration (in weeks) as stated on the F10 and it will tell you the expiry date of the F10. Remember that if your F10 expires before the project finish date, then you will need to update the F10 on the HSE website by clicking on "Edit a Notification".
C3's / C4's	C3 - detials on affected apparatus and estimated cost. C4 - final design submitted, timescale and detailed cost estimates.	C3 - responses within 20 working days. C4- responses within 25 working days.
Permits		
Section 58 notices (Protection of other works period)	Allows a local authority to protect a street from any planned street works following any major surfacing works. This restriciton can be in place for up to 5 years depending on the type of work that has taken place.	This restriction can be in place for up to five years depending on the type of work that has taken place.
Vehicle Tracking Drawings	Allows the exploration of different designs to determine if a vehicle can complete the necessary movements.	Depends on the movement and vehicles to be assessed.
Client Meetings		
Vegetation Clearance	May be to remove hazardous plant species, dangers substrances or refuse left from fly-tipping.	
Preliminary Design Drawing (Including MOVA where applicable)	The initial project plans of a project that are produced to convey concepts, design ideas and establish an understanding among professionals. These can become binding documents that evidence agreed upon details between parties to a contract.	
Stage 3 - Detailed Design		
Construction Phase Plan	A Construction Phase Plan is a key document that details the health and safety risks associated with the construction phase of the project and the control measures that will be implemented to minimise risks or where possible, eliminate them.	
Pre-construction information	Should include: anticipated dates, details of clients, principal designer, designers and other consultants, extent and location of exisiting records and plans	
Series 100 - General Arrangement	Presents the overall scheme.	Depends on the size of the scheme.
Series 200 - Site Clearance	Should include a plan indicating by shading or hatching the area to be measured as general site clearance	Depends on the size of the scheme.
Series 500 - Drainage and Ducting		Depends on the size of the scheme.
Series 700 - Pavements		Depends on the size of the scheme.
Series 1100 - Kerbs, Footways and Paved Areas		Depends on the size of the scheme.

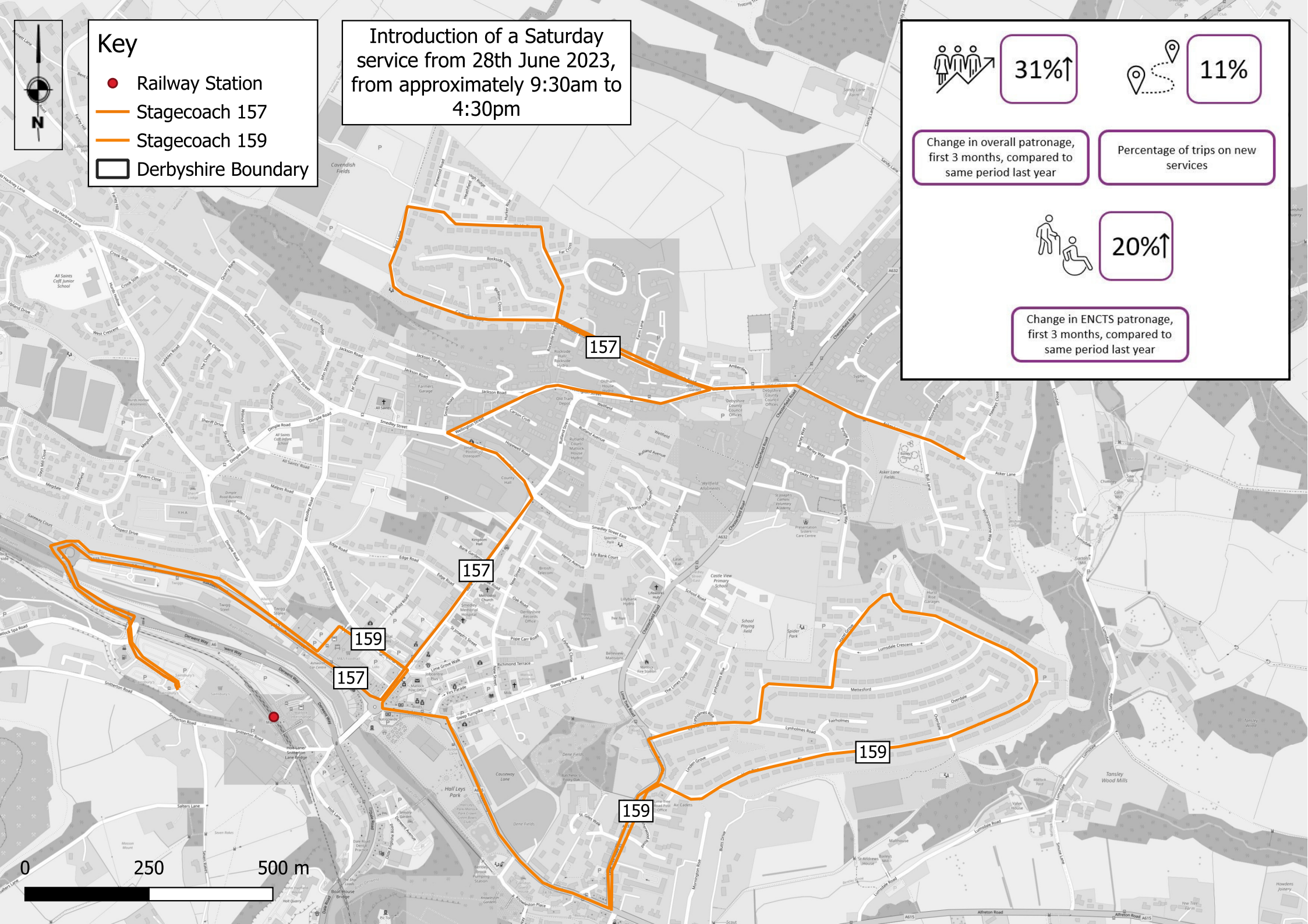
Series 1200 - Signs and Road Markings	The Series 1200 covers all traffic signs including permanent, prescribed temporary and temporary.	Depends on the size of the scheme.
Series 1300 - Street Lighting (type of column, layout and connection details)	The Specification includes design requirements since the Contractor is required to propose columns and brackets, CCTV masts and cantilever masts for traffic signals and/or speed cameras, which have been designed by the manufacturer; to design foundations for planted lighting columns/cantilever masts to meet the Overseeing Organisation's stated requirements, and to submit designs to the Overseeing Organisation for acceptance.	Depends on the size of the scheme.
Traffic Signals Design	Phase design, determination of amber time and clearance time, determination of cycle length, apportioning of green time, pedestrian crossing reequirements and performance evaluation of the design obtained in the previous steps.	
Risk Register - Update	You should review your risk register at least once a month, or more frequently if your project is complex or volatile. During the review, you should check if any new risks have emerged, if any existing risks have changed in likelihood or severity, and if any risks have been resolved or avoided.	
Stage 2 RSA	To be undertaken at completion of the detailed design stage of the works. The audit team will be able to consider issues such as the layout of junctions, position of signs, carriageway markings, lighting provision and other issues.	Roughly a week.
BoQ / Cost Summary		
Traffic Diversion Plans	A specific route arranged for traffic to follow when the normal roite cannot be used.	
Works Notification Letter	Sending a letter to make aware of potential works.	
TRO (Traffic Regulation Order)	A legal order which allows the highway authority to regulate the speed, movement and parking of vehicles.	Often simple TRO can take between 12 and 18 months to deliver.
TTRO (Temporary Traffic Regulation Order)	The legal process used to temporarily stop or limit vehicles or pedestrians on the highway. They can last up to 18 months and can be applied to roads, footways or public rights of way.	A minimum lead time of 12 weeks (three months) to process a Temporary Traffic Regulation Order (TTRO). This can be brought forward to 8 weeks (two months) but there must be an agreement with the TTRO Team before the application is submitted.
Stage 4 - Construction		
Response to TQ's Civil Contractor		
Factory Acceptance Test (Desk Top)	Takes places before installation, where everything can be tested and adjusted.	Between 1-3 days
Site Acceptance Test	A process used to verify that a system meets the requirements of the customer or user.	1 - 2 weeks
MOVA Validation	Is the strategy in use for the control of traffic light signals at isolated junctions	
SCOOT Validation	Enables groups of traffic signals in busy areas to work together so that traffic flow is smoother and congestion reduced.	
Update Imtrac with as built information	An on-line database of traffic control and traffic management information.	

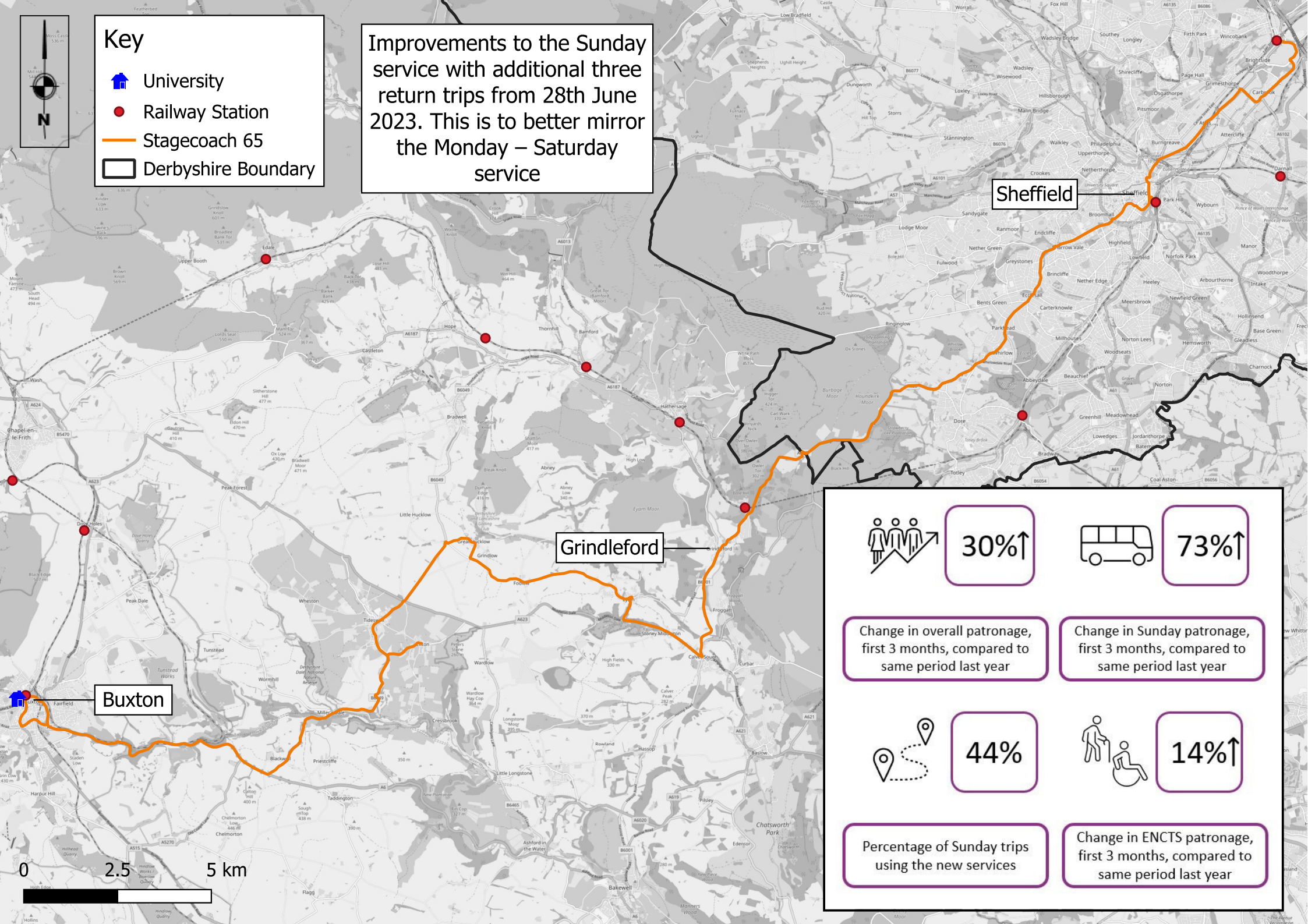
Appendix 3

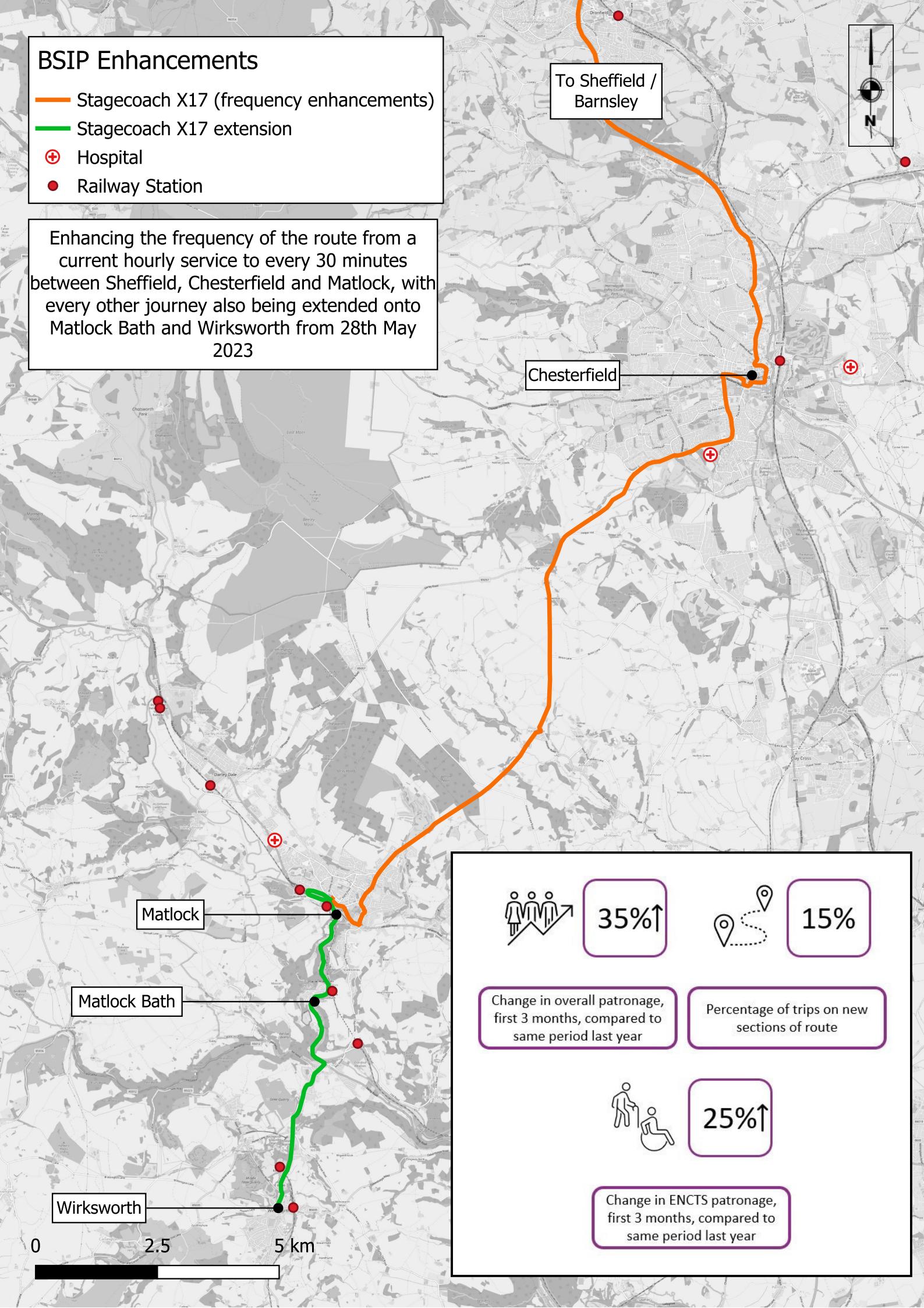
Appendix 3 – Service Enhancements

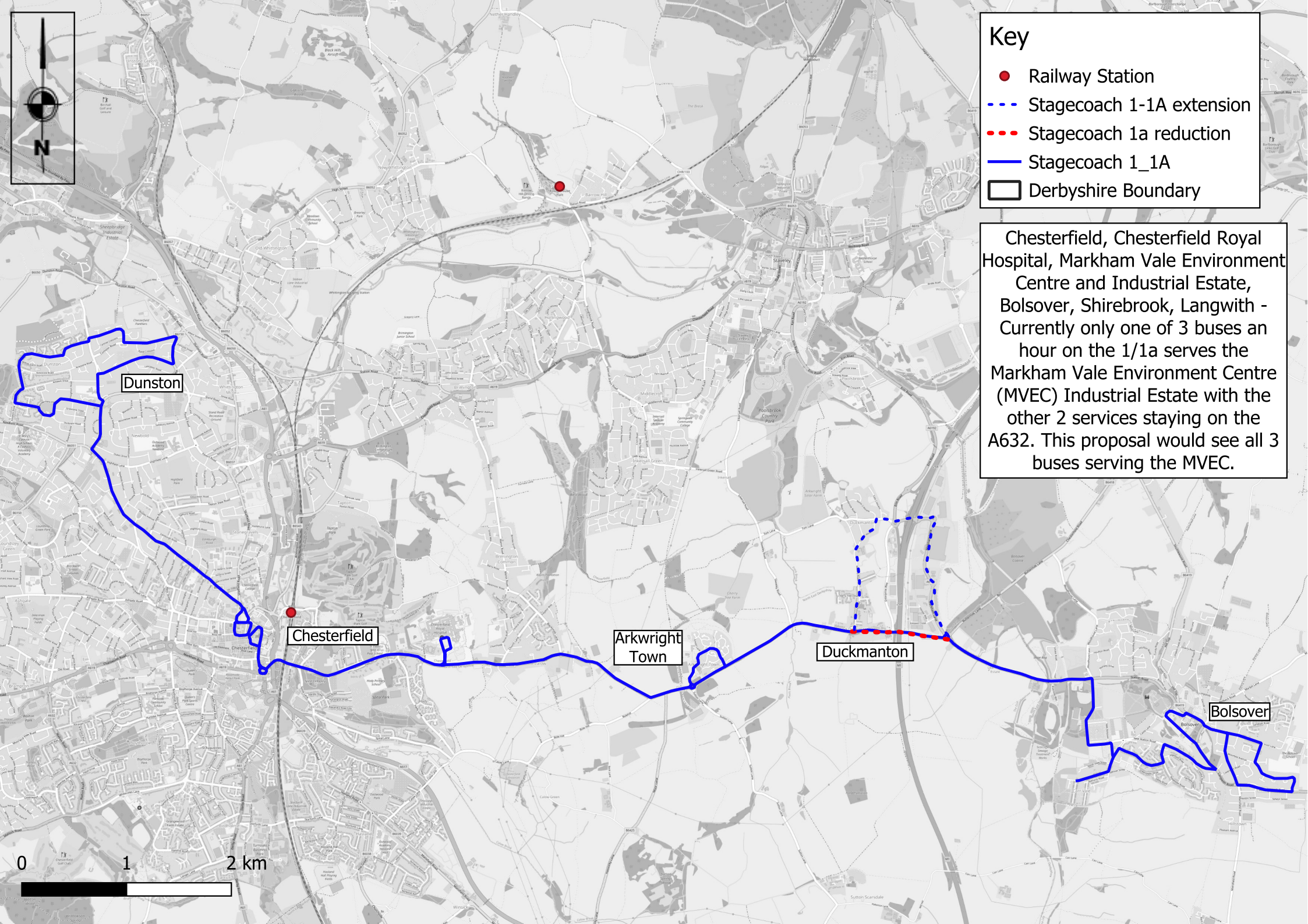
Operator	Service	Details of enhancement	Start Date	Change in overall patronage	Change in ENCTS patronage
				First 3 months, compared to same period last year	
Stagecoach	157/159	Introduction of a Saturday service from approximately 9.30am to 4.30pm.	28/06/23	31% increase	20% increase
Stagecoach	65	Improvements to Sunday service with an additional three return trips.	28/06/23	30% increase	14% increase
Stagecoach	X17	Increased frequency on Matlock to Chesterfield section also some trips extended to Wirksworth.	28/05/23	35% increase	25% increase
Stagecoach	1/1A	Improvement to provide better access to Markham Vale business park. An overall increase in frequency across the area.	29/10/23	-	-
Stagecoach	74	Extension to serve the Mastin Moor area and provide an enhanced frequency	29/10/23	-	-
Stagecoach	90	Extension to serve Duckmanton and Markham Vale every hour	29/10/23	-	-
Stagecoach	25/25a	Improved daytime frequency to provide a half hourly daytime service Monday to Saturday	29/10/23		
Stagecoach	39	Improved evening services Monday to Saturday	29/10/23		
Hulleys	55	Extension of route to serve Chesterfield rail station, hospital and Wimsley Way industrial estate and increased frequency of evening services	26/03/23	-	-
Hulleys	170	Extension of route to serve Chesterfield rail station and Matlock	26/03/23	-	-
High Peak	Buxton Buzz	Better frequency and extension of route to serve new residential and industrial areas to the south of the town.	23/07/23	38% increase	26% increase
High Peak	Transpeak	Longer hours of operation and improved Sunday service to provide hourly frequency.	10/07/23	44% increase	7% increase
High Peak	61	Improvements to middle of the day frequency Monday to Friday and early and later buses on a Saturday	06/08/23		
Diamond Bus	401	Extension of route to serve more of the Dove Valley business park and additional early morning and evening services to linked to shift change over time.	22/05/23	3% decrease	0.5% decrease
Diamond Bus	4	More frequent evening and weekends service links with 8&9 service to create a 15 min frequency service between Swadlincote and Burton		-	-
Diamond Bus	8	More frequent evening and weekends service links with 4&9 service to create a 15 min frequency service between Swadlincote and Burton		-	-
Diamond Bus	9	More frequent evening and weekends service links with 4&8 service to create a 15 min frequency service between Swadlincote and Burton		-	-
TM Travel	218	Additional later evening journeys Monday to Saturday and earlier services on a Sunday	23/07/23	-	-
trentbarton	ilkeston flyer	Increased evening frequency.	25/06/23	9% increase	1% increase
trentbarton	My15	Improvement to Sunday service.	25/06/23	13% increase	4% increase
trentbarton	rainbow one	Improvement to evening service.	25/06/23	18% increase	11% increase
trentbarton	comet	Additional evening services and an introduction of a Sunday service	23/07/23	-	-
trentbarton	6.0/6.1	Improvement to later evening services	23/07/23	-	-
trentbarton	V1	Improvement better early morning Monday to Sunday and evening services on a Sunday	23/07/23	-	-
First	272	Additional late night service on Friday and Saturdays from Sheffield to Castleton	03/09/23		

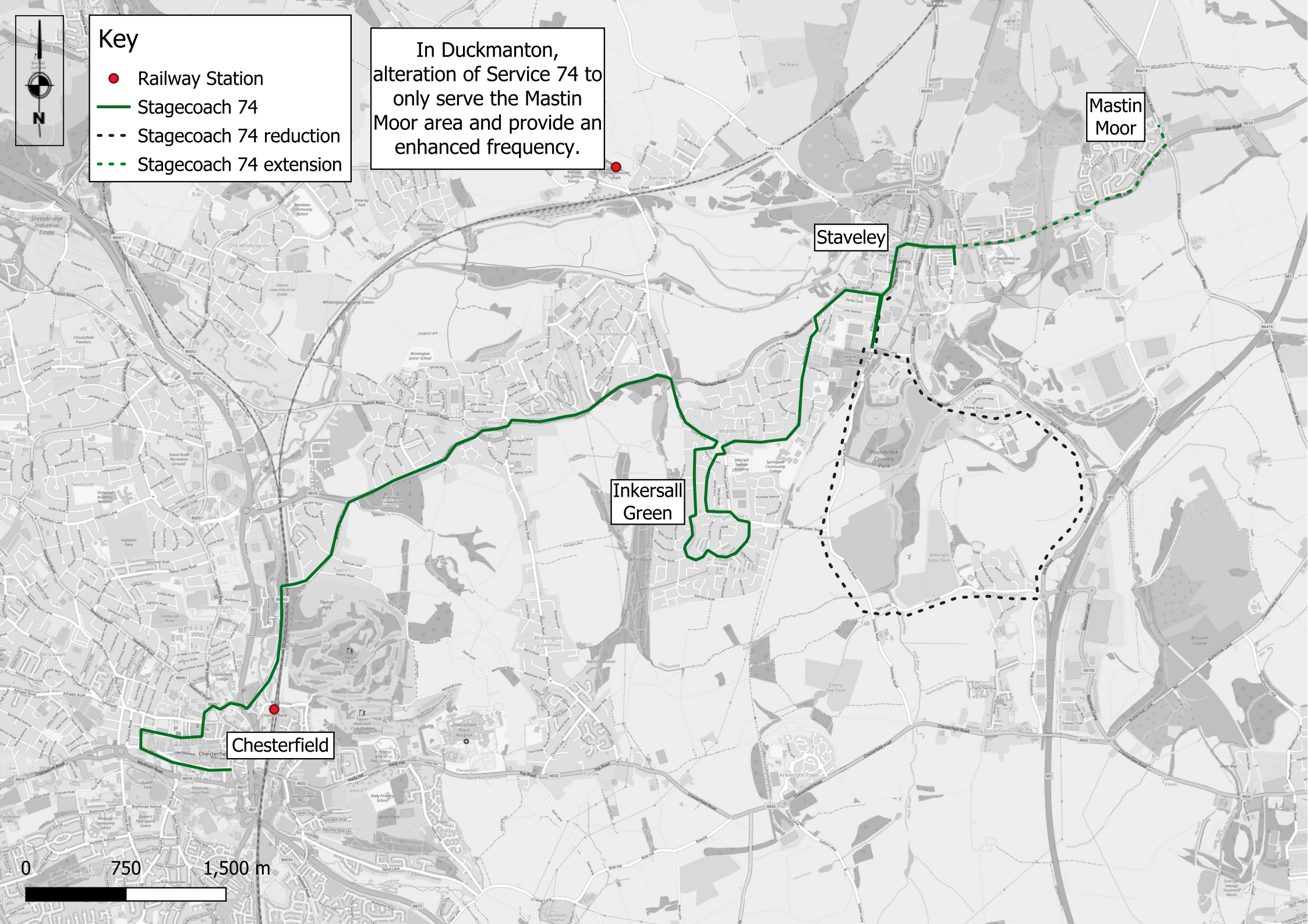

Derbyshire Service Enhancements
N
Key
Stagecoach 159
Stagecoach 157
Stagecoach 65
Stagecoach X17
Stagecoach 1/1A
Stagecoach 74
Stagecoach 90
Hulleys 55
Hulleys 170
High Peak Buxton Buzz
High Peak Transpeak
Diamond Bus 401
Diamond Bus 4
Diamond Bus 8
Diamond Bus 9
TM Travel 218
trentbarton ilkeston flyer
trentbarton my15
trentbarton comet
trentbarton 6.0/6.1
trentbarton V1
High Peak 61
First 272
Stagecoach 25/25A
Stagecoach 39
Derbyshire Boundary
0
5
10 km

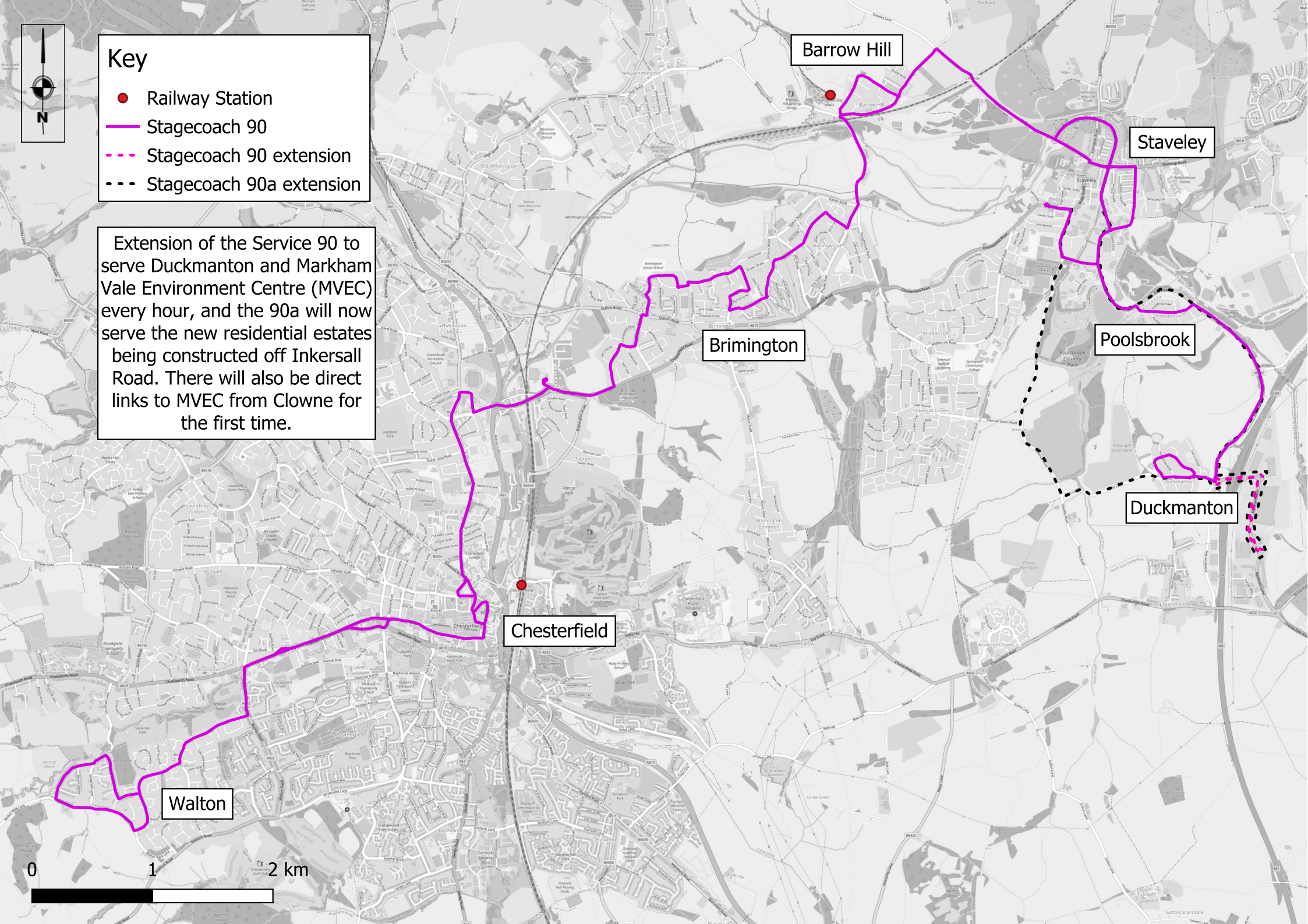

Key
Railway Station
Stagecoach 157
Stagecoach 159
Derbyshire Boundary
Introduction of a Saturday service from 28th June 2023, from approximately 9:30am to 4:30pm
31%↑
11%
Change in overall patronage, first 3 months, compared to same period last year
Percentage of trips on new services
20%↑
Change in ENCTS patronage, first 3 months, compared to same period last year
157
157
157
159
159
159
0
250
500 m

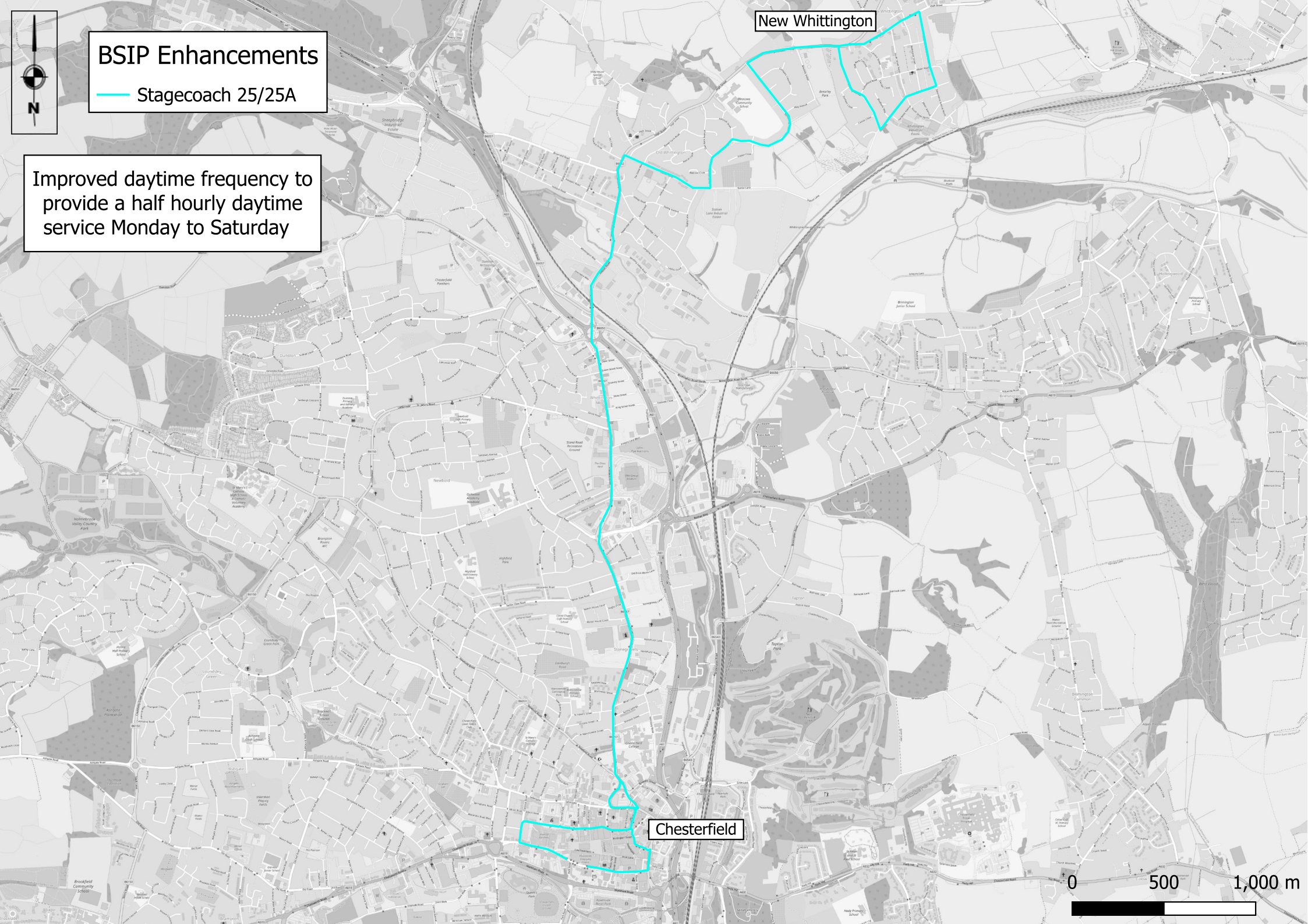

Key
University
Railway Station
Stagecoach 65
Derbyshire Boundary
Improvements to the Sunday service with additional three return trips from 28th June 2023. This is to better mirror the Monday – Saturday service
Sheffield
Grindleford
Buxton
0
2.5
5 km
30%↑
73%↑
Change in overall patronage, first 3 months, compared to same period last year
Change in Sunday patronage, first 3 months, compared to same period last year
44%
14%↑
Percentage of Sunday trips using the new services
Change in ENCTS patronage, first 3 months, compared to same period last year


BSIP Enhancements
Stagecoach X17 (frequency enhancements)
Stagecoach X17 extension
Hospital
Railway Station
Enhancing the frequency of the route from a current hourly service to every 30 minutes between Sheffield, Chesterfield and Matlock, with every other journey also being extended onto Matlock Bath and Wirksworth from 28th May 2023
To Sheffield / Barnsley
N
Chesterfield
Matlock
Matlock Bath
Wirksworth
0
2.5
5 km
35%↑
Change in overall patronage, first 3 months, compared to same period last year
15%
Percentage of trips on new sections of route
25%↑
Change in ENCTS patronage, first 3 months, compared to same period last year

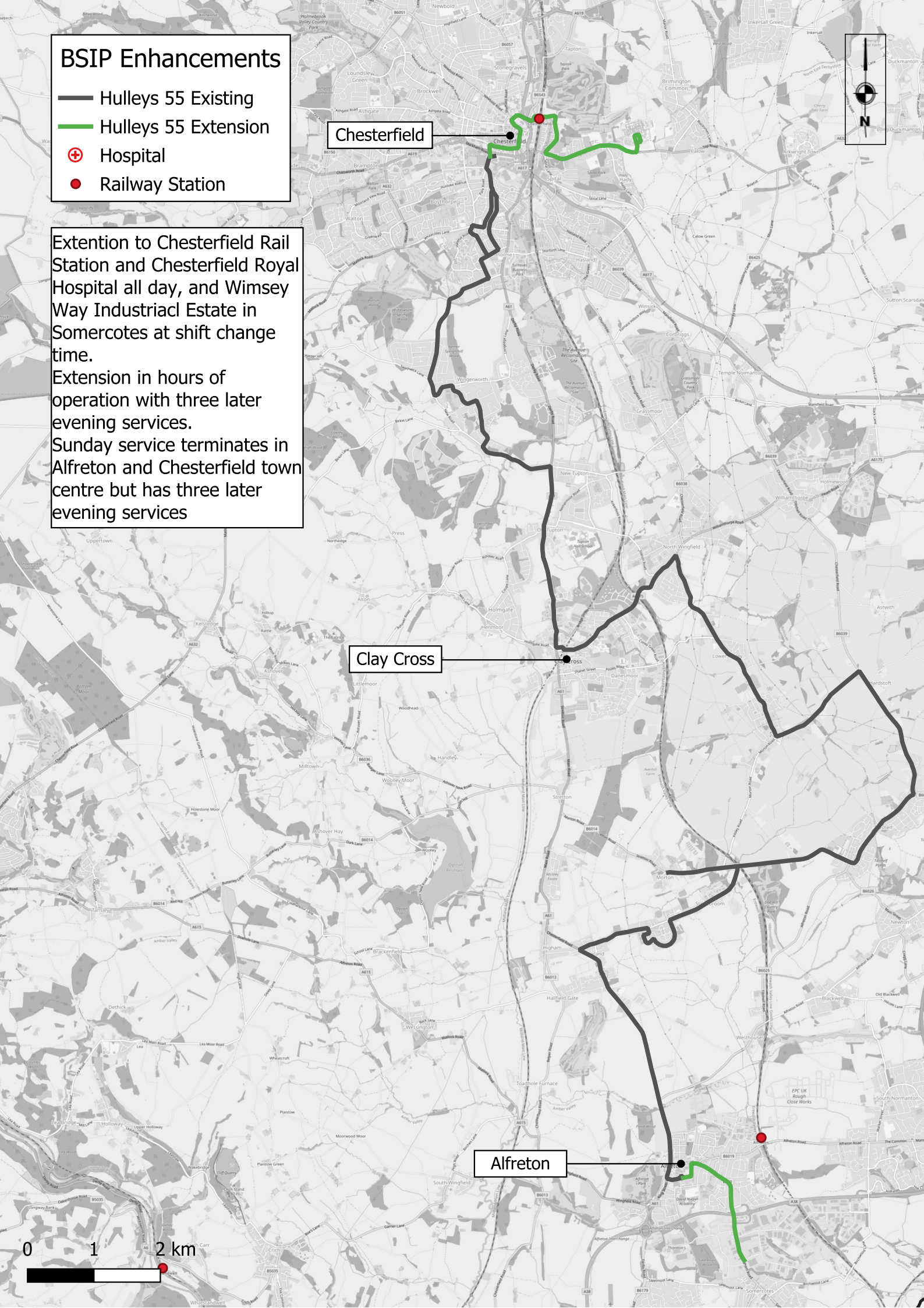

Key
Railway Station
Stagecoach 1-1A extension
Stagecoach 1a reduction
Stagecoach 1_1A
Derbyshire Boundary
Chesterfield, Chesterfield Royal Hospital, Markham Vale Environment Centre and Industrial Estate, Bolsover, Shirebrook, Langwith - Currently only one of 3 buses an hour on the 1/1a serves the Markham Vale Environment Centre (MVEC) Industrial Estate with the other 2 services staying on the A632. This proposal would see all 3 buses serving the MVEC.
N
Dunston
Chesterfield
Arkwright Town
Duckmanton
Bolsover
0
1
2 km

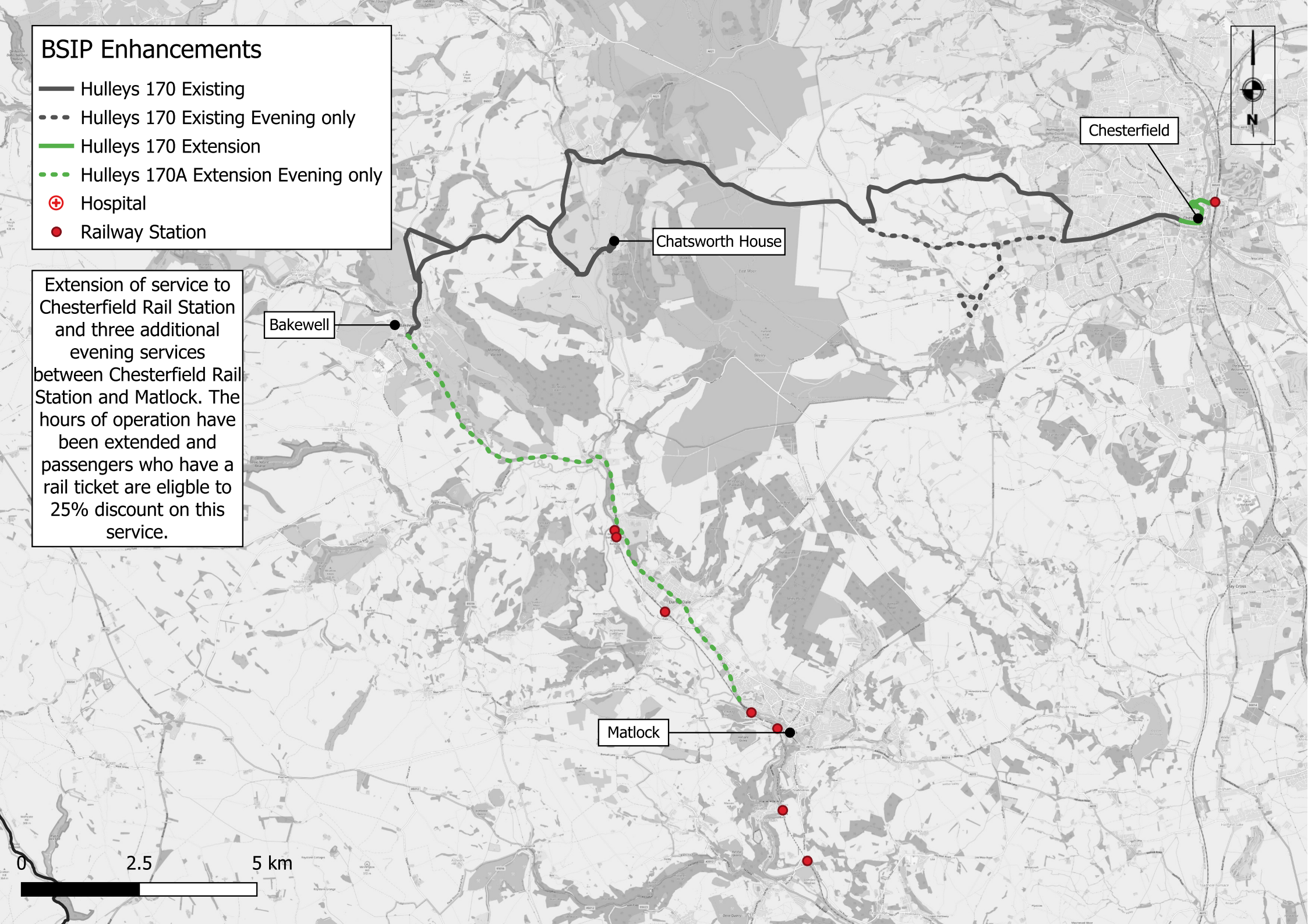

Key
Railway Station
Stagecoach 74
Stagecoach 74 reduction
Stagecoach 74 extension
In Duckmanton, alteration of Service 74 to only serve the Mastin Moor area and provide an enhanced frequency.
Mastin Moor
Staveley
Inkersall Green
Chesterfield
0
750
1,500 m

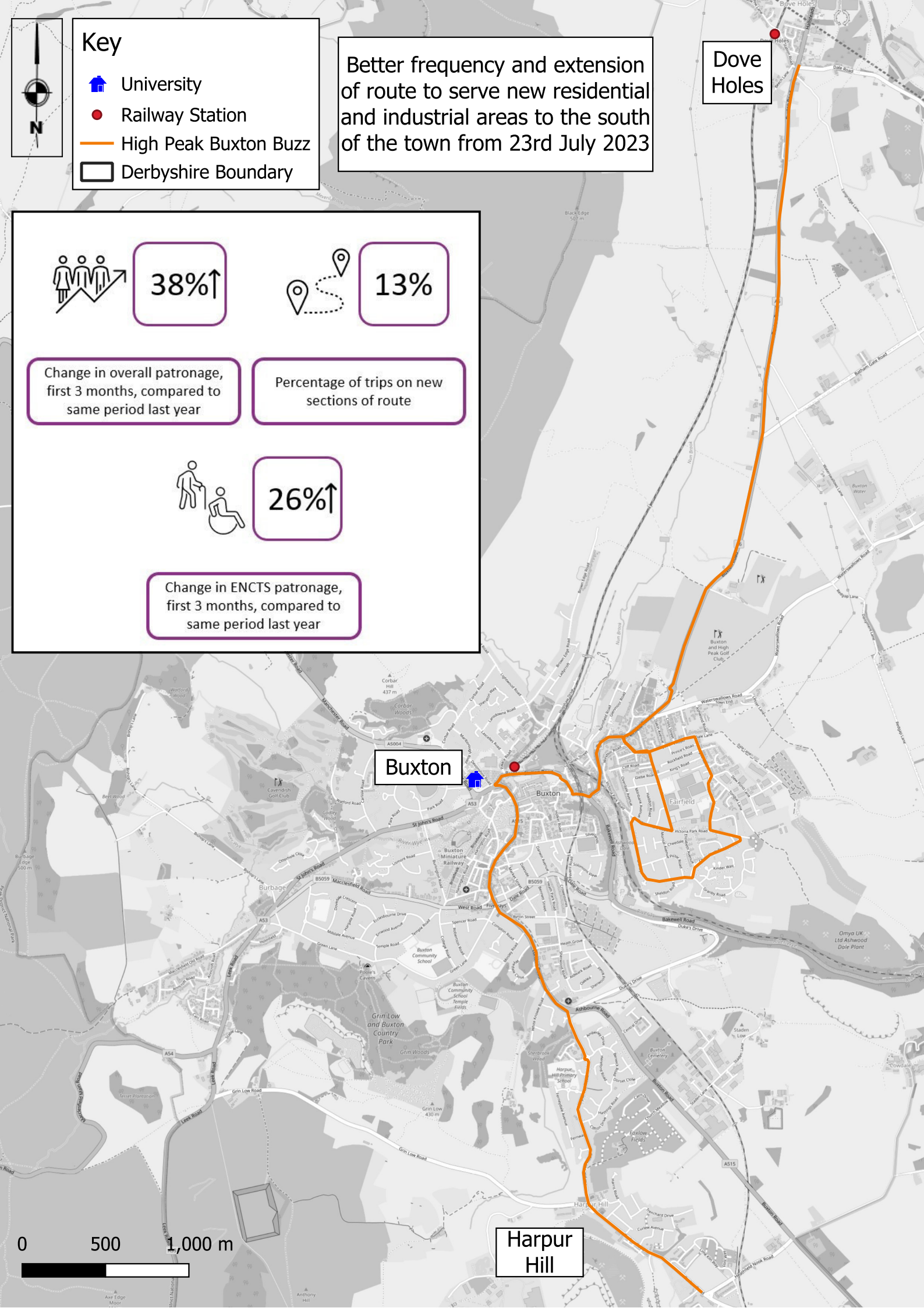

Key
Railway Station
Stagecoach 90
Stagecoach 90 extension
Stagecoach 90a extension
Extension of the Service 90 to serve Duckmanton and Markham Vale Environment Centre (MVEC) every hour, and the 90a will now serve the new residential estates being constructed off Inkersall Road. There will also be direct links to MVEC from Clowne for the first time.
N
Barrow Hill
Staveley
Poolsbrook
Brimington
Duckmanton
Chesterfield
Walton
0
1
2 km

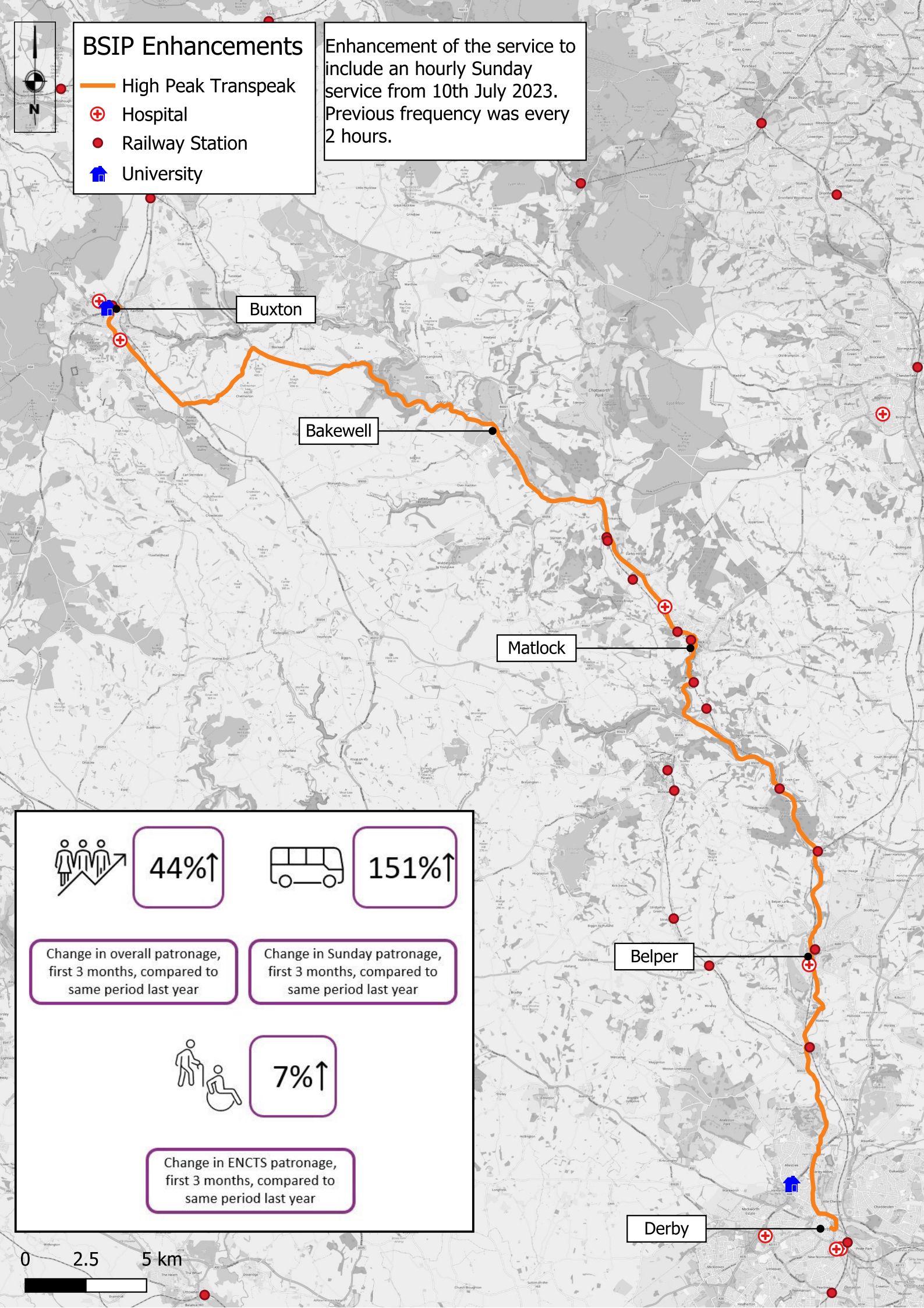

BSIP Enhancements
Stagecoach 25/25A
Improved daytime frequency to provide a half hourly daytime service Monday to Saturday
New Whittington
Chesterfield
N
0
500
1,000 m

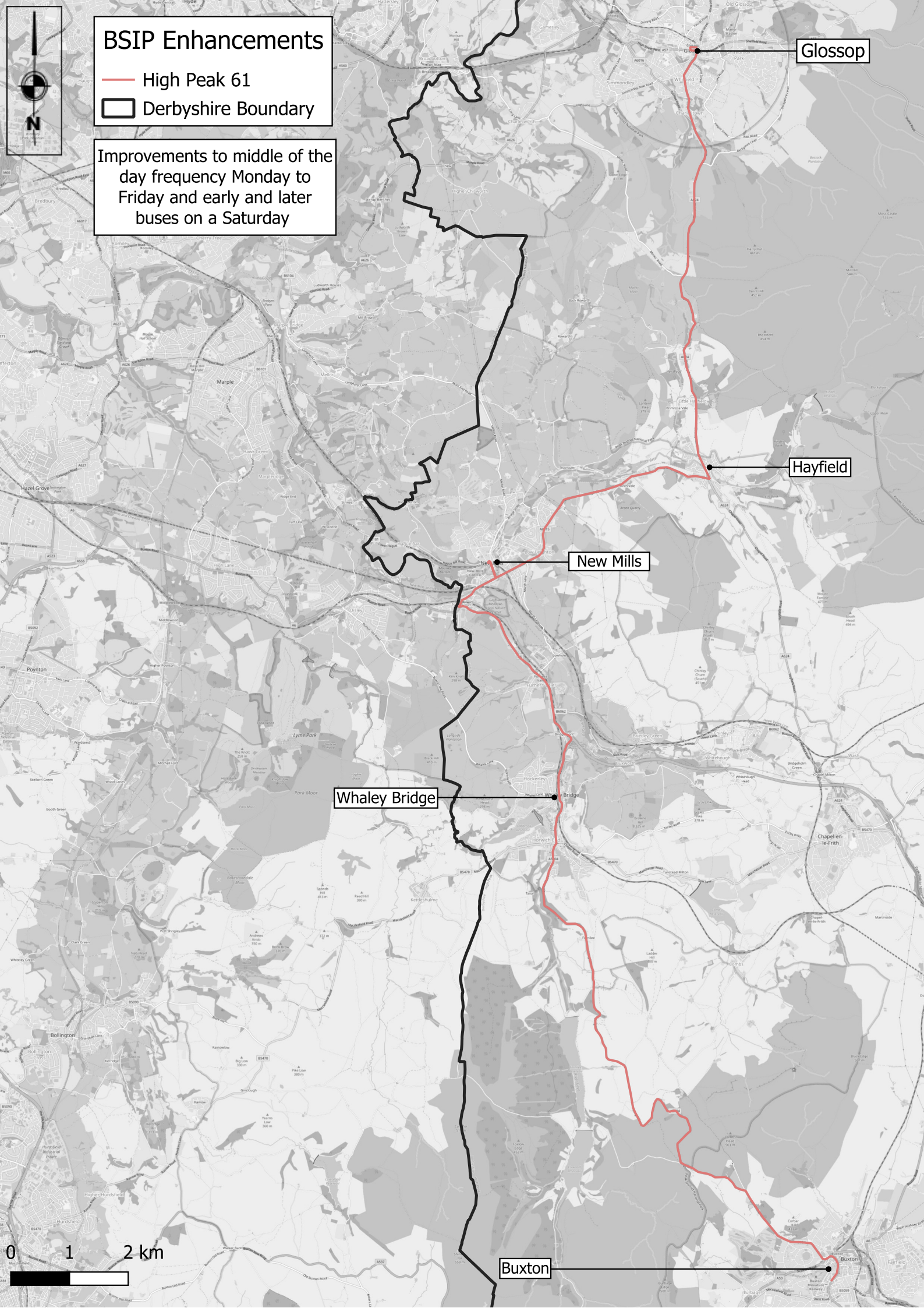

BSIP Enhancements
Stagecoach 39
Improved evening services
Monday to Saturday
Holme Hall Estate
Chesterfield
Birdholme
N
0
500
1,000 m

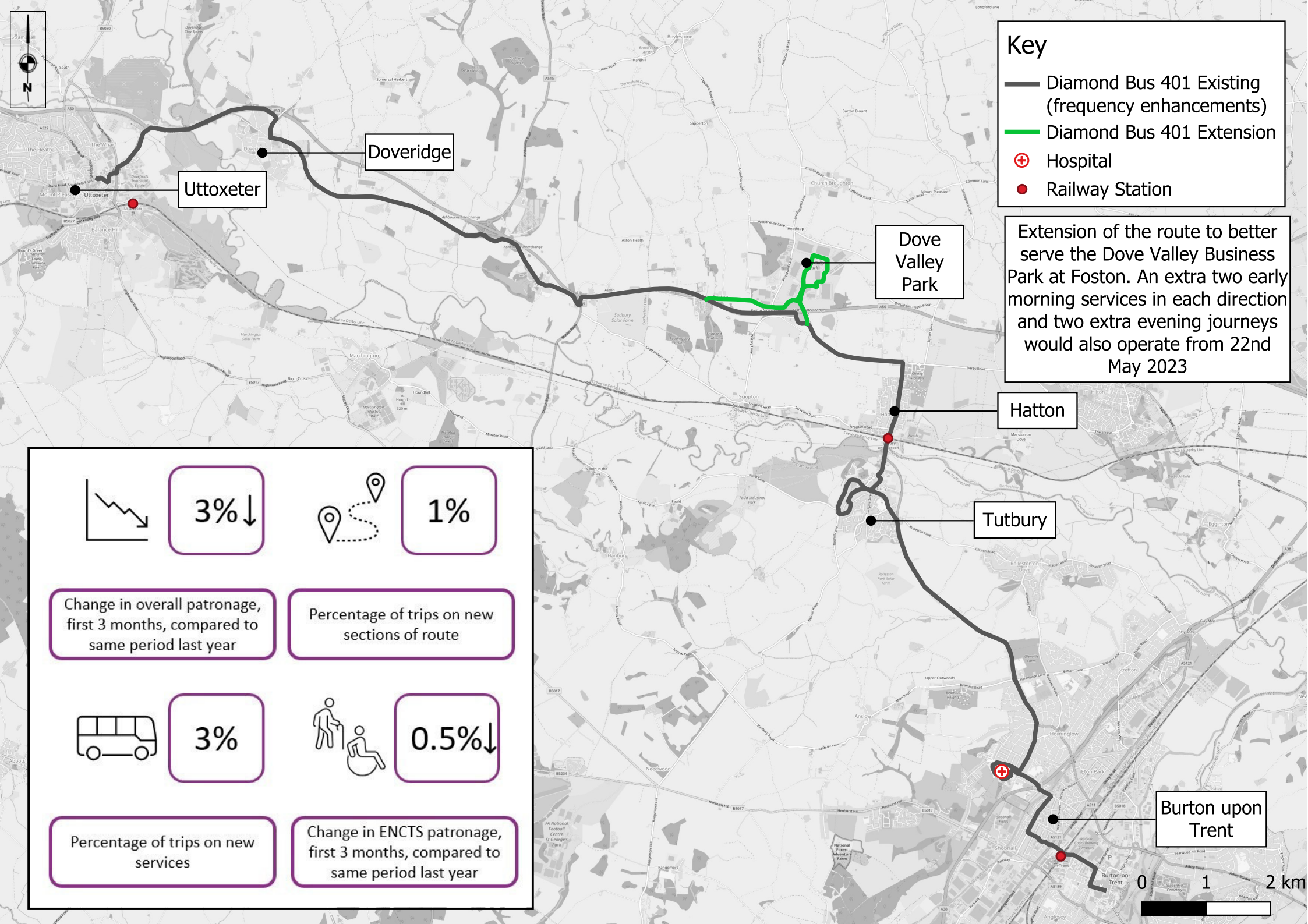

BSIP Enhancements
Hulleys 55 Existing
Hulleys 55 Extension
Hospital
Railway Station
Extention to Chesterfield Rail Station and Chesterfield Royal Hospital all day, and Wimsey Way Industriacl Estate in Somercotes at shift change time.
Extension in hours of operation with three later evening services.
Sunday service terminates in Alfreton and Chesterfield town centre but has three later evening services
Chesterfield
Clay Cross
Alfreton
N
0
1
2 km

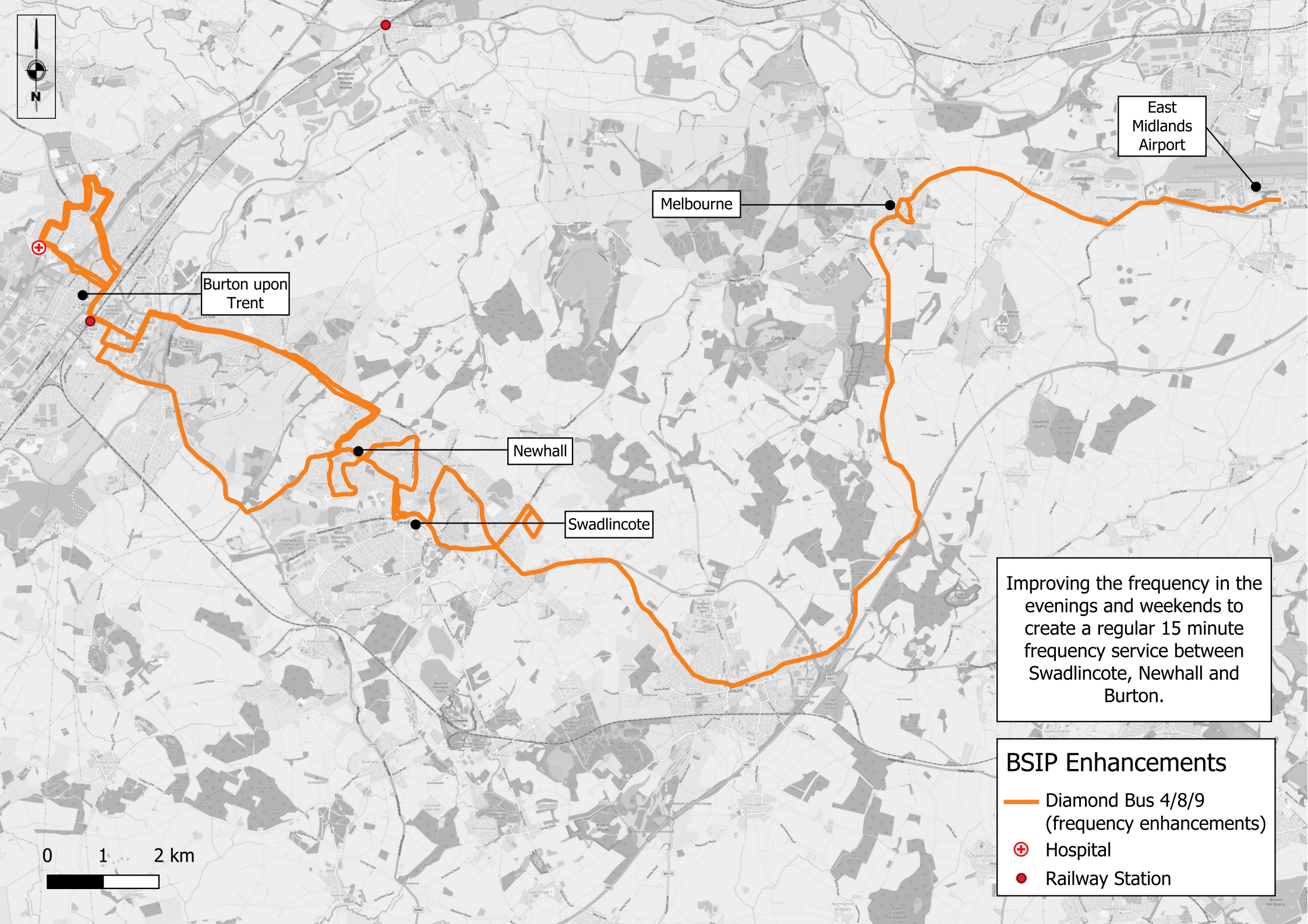

BSIP Enhancements
Hulleys 170 Existing
Hulleys 170 Existing Evening only
Hulleys 170 Extension
Hulleys 170A Extension Evening only
Hospital
Railway Station
Extension of service to Chesterfield Rail Station and three additional evening services between Chesterfield Rail Station and Matlock. The hours of operation have been extended and passengers who have a rail ticket are eligble to 25% discount on this service.
Chesterfield
Chatsworth House
Bakewell
Matlock
N
0
2.5
5 km

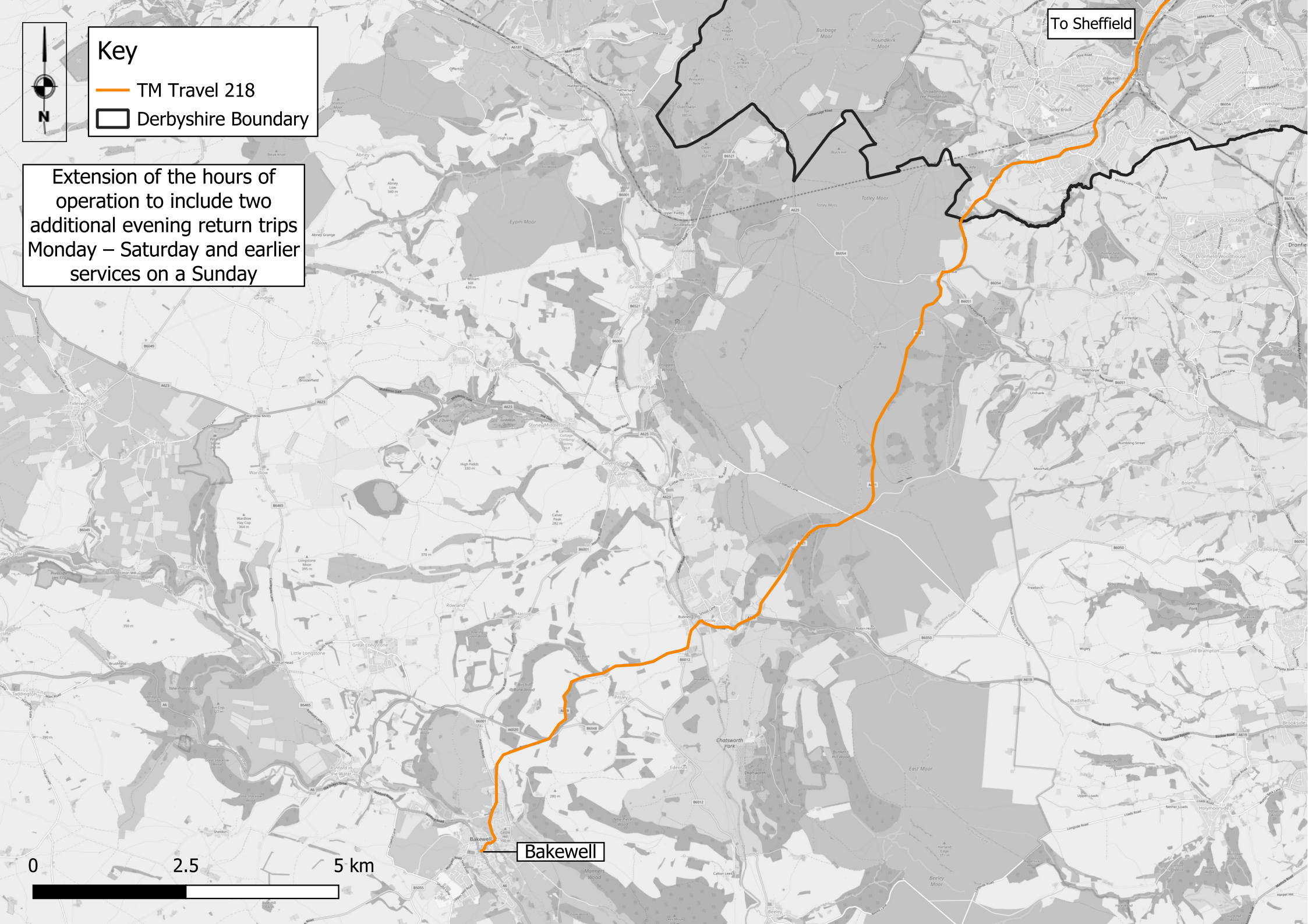

Key
University
Railway Station
High Peak Buxton Buzz
Derbyshire Boundary
N
Better frequency and extension of route to serve new residential and industrial areas to the south of the town from 23rd July 2023
Dove Holes
38%↑
Change in overall patronage, first 3 months, compared to same period last year
13%
Percentage of trips on new sections of route
26%↑
Change in ENCTS patronage, first 3 months, compared to same period last year
Buxton
Harpur Hill
0
500
1,000 m

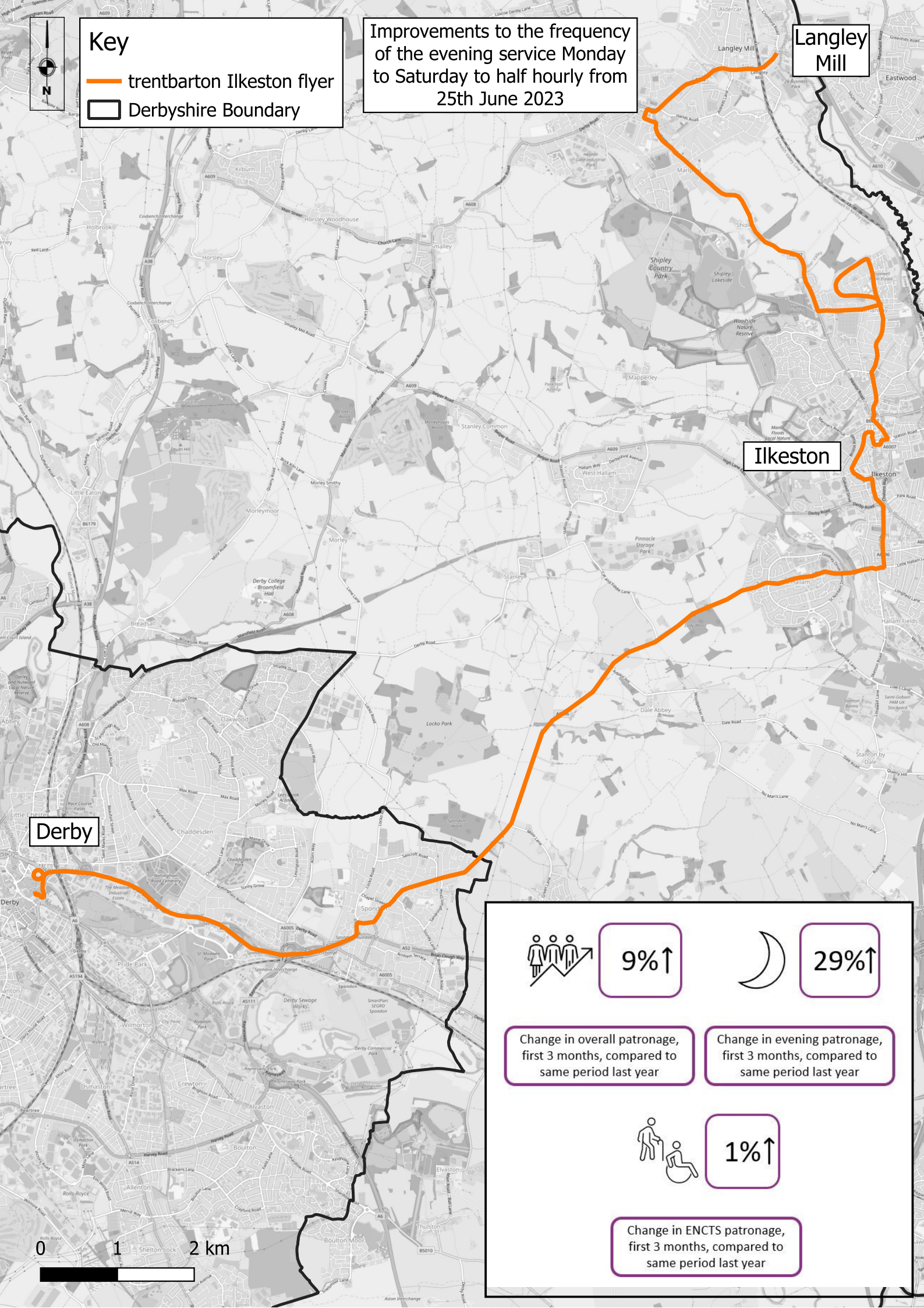

BSIP Enhancements
High Peak Transpeak
Hospital
Railway Station
University
Enhancement of the service to include an hourly Sunday service from 10th July 2023. Previous frequency was every 2 hours.
Buxton
Bakewell
Matlock
Belper
Derby
44%↑
Change in overall patronage, first 3 months, compared to same period last year
151%↑
Change in Sunday patronage, first 3 months, compared to same period last year
7%↑
Change in ENCTS patronage, first 3 months, compared to same period last year
0
2.5
5 km

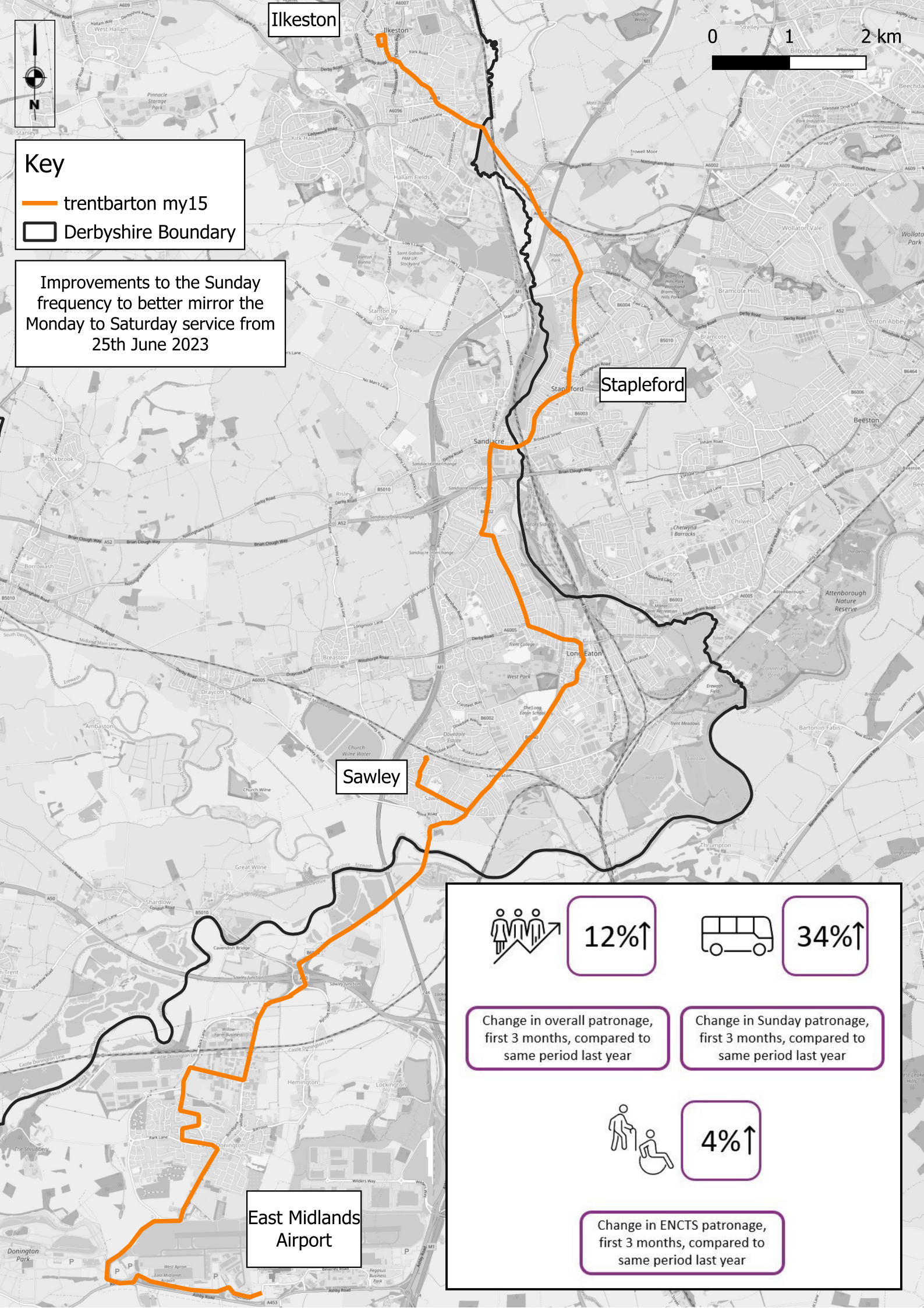

BSIP Enhancements
High Peak 61
Derbyshire Boundary
Improvements to middle of the day frequency Monday to Friday and early and later buses on a Saturday
N
Glossop
Hayfield
New Mills
Whaley Bridge
Buxton
0
1
2 km

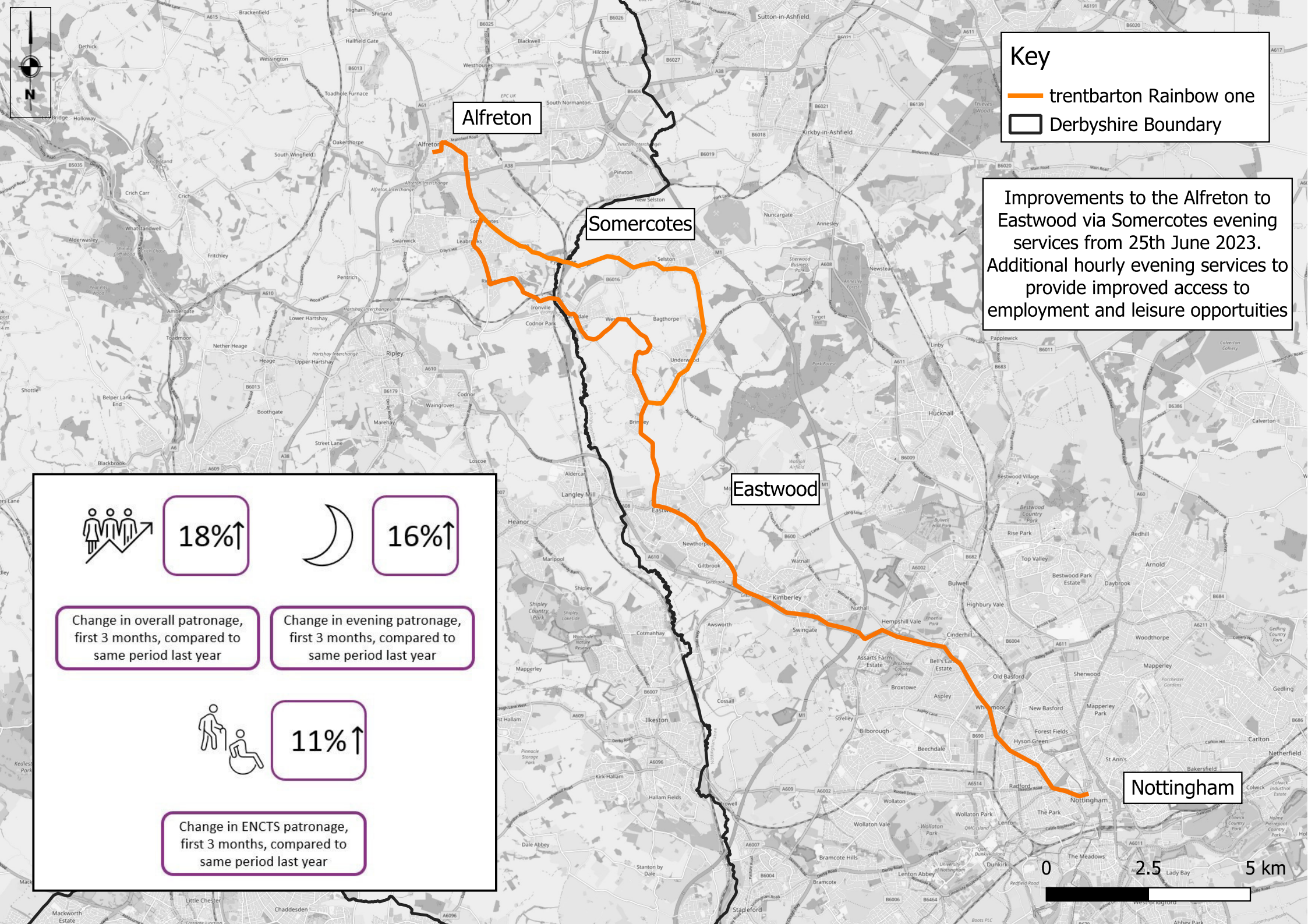

Key
Diamond Bus 401 Existing (frequency enhancements)
Diamond Bus 401 Extension
Hospital
Railway Station
Extension of the route to better serve the Dove Valley Business Park at Foston. An extra two early morning services in each direction and two extra evening journeys would also operate from 22nd May 2023
Doveridge
Uttoxeter
Dove Valley Park
Hatton
Tutbury
Burton upon Trent
3%↓
Change in overall patronage, first 3 months, compared to same period last year
1%
Percentage of trips on new sections of route
3%
Percentage of trips on new services
0.5%↓
Change in ENCTS patronage, first 3 months, compared to same period last year
0
1
2 km

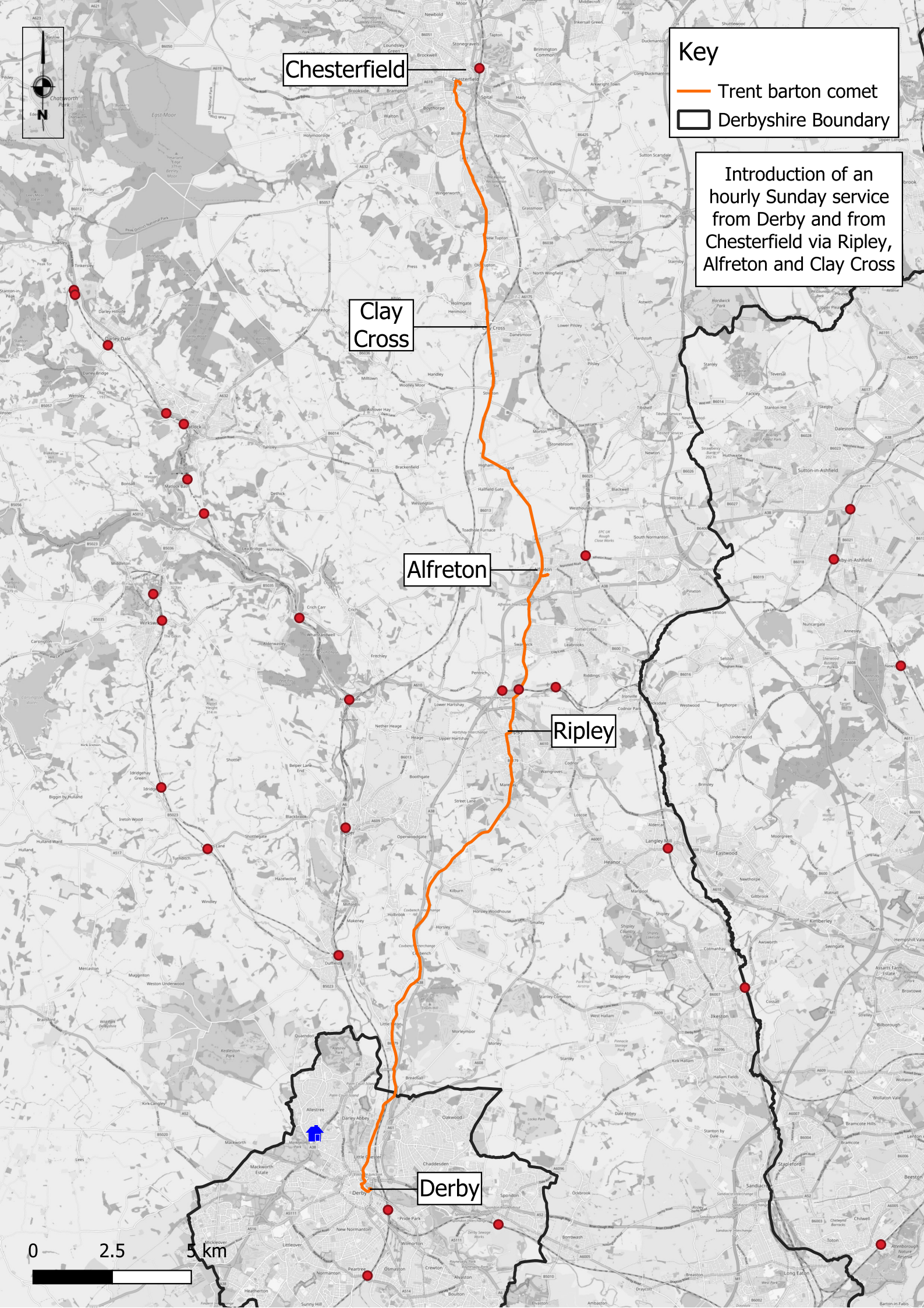

East Midlands Airport
Melbourne
Burton upon Trent
Newhall
Swadlincote
Improving the frequency in the evenings and weekends to create a regular 15 minute frequency service between Swadlincote, Newhall and Burton.
BSIP Enhancements
Diamond Bus 4/8/9 (frequency enhancements)
Hospital
Railway Station
0
1
2 km

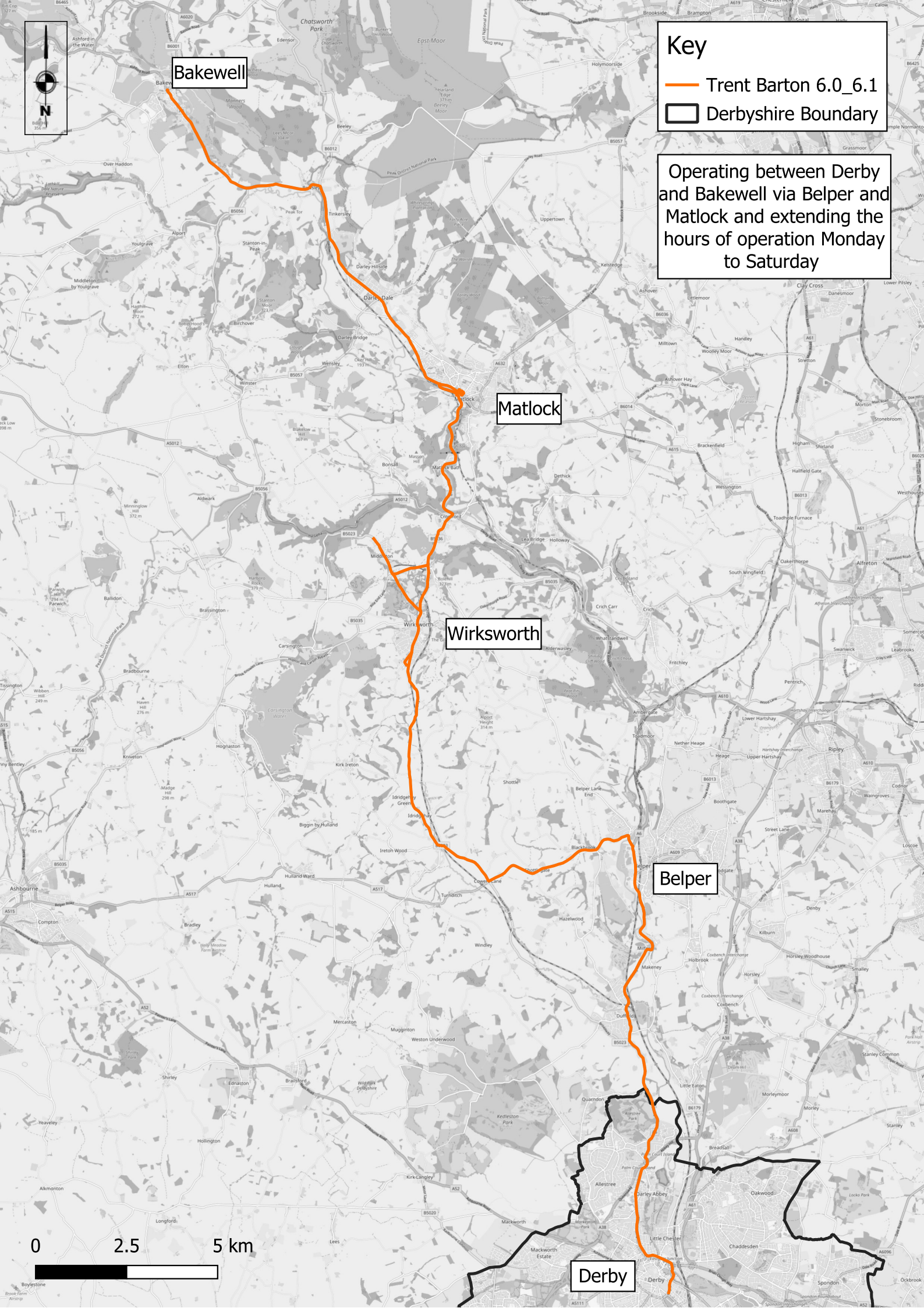

Key
TM Travel 218
Derbyshire Boundary
N
Extension of the hours of operation to include two additional evening return trips Monday – Saturday and earlier services on a Sunday
To Sheffield
Bakewell
0
2.5
5 km

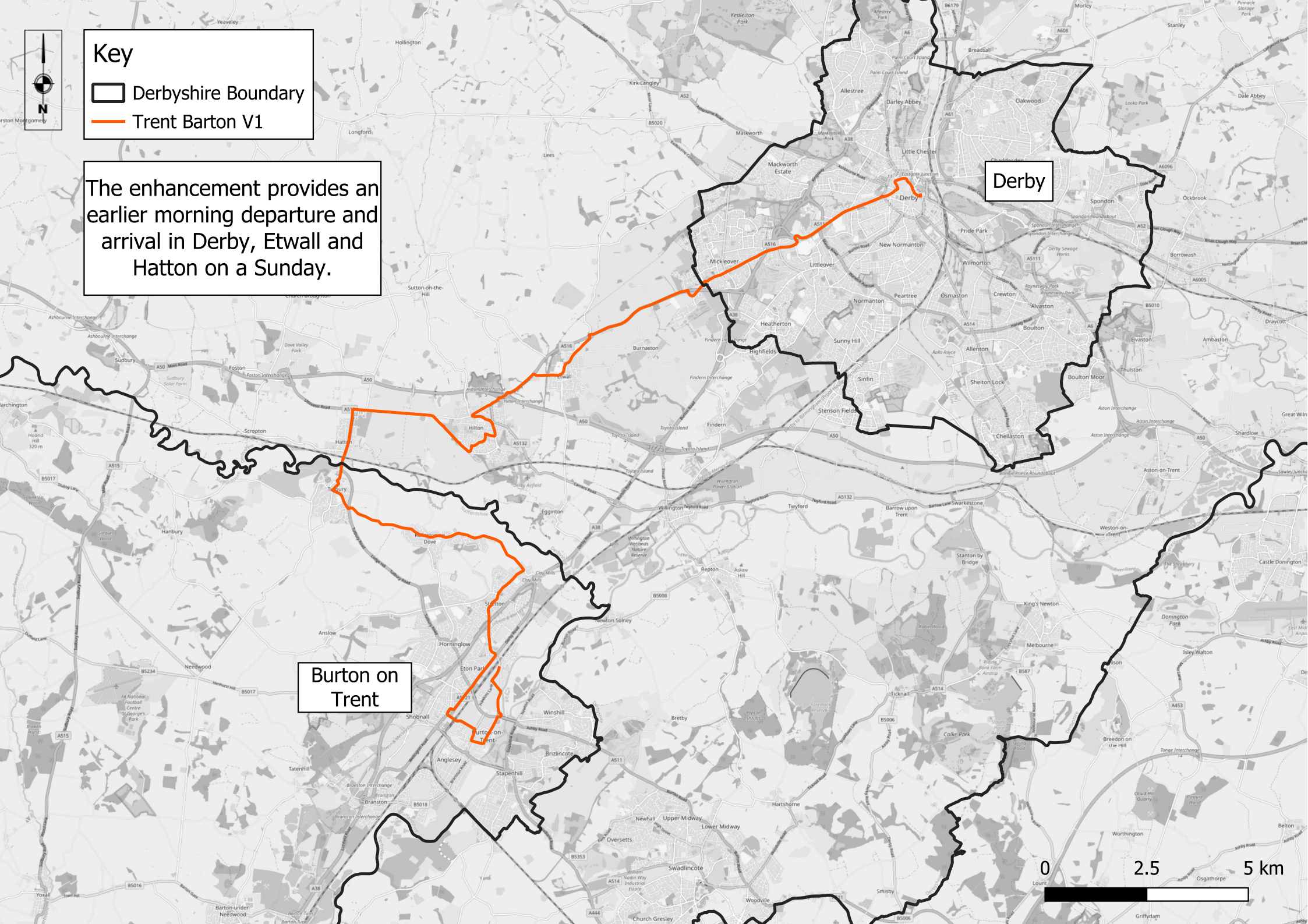

Key
trentbarton Ilkeston flyer
Derbyshire Boundary
Improvements to the frequency of the evening service Monday to Saturday to half hourly from 25th June 2023
Langley Mill
Ilkeston
Derby
9%↑
29%↑
Change in overall patronage, first 3 months, compared to same period last year
Change in evening patronage, first 3 months, compared to same period last year
1%↑
Change in ENCTS patronage, first 3 months, compared to same period last year
0
1
2 km

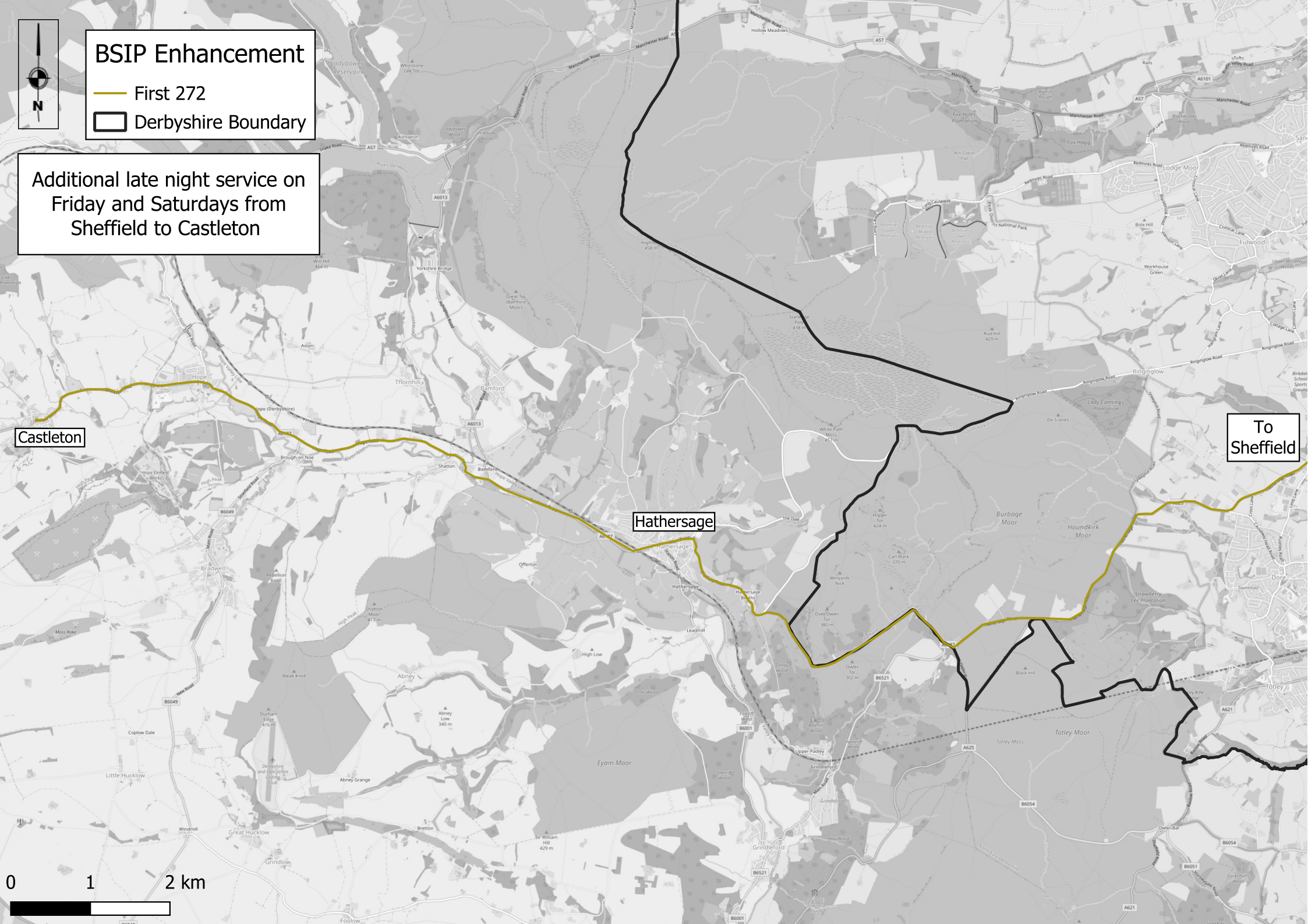

Ilkeston
Stapleford
Sawley
East Midlands Airport
0
1
2 km
N
Key
trentbarton my15
Derbyshire Boundary
Improvements to the Sunday frequency to better mirror the Monday to Saturday service from 25th June 2023
12%↑
34%↑
Change in overall patronage, first 3 months, compared to same period last year
Change in Sunday patronage, first 3 months, compared to same period last year
4%↑
Change in ENCTS patronage, first 3 months, compared to same period last year


Key
trentbarton Rainbow one
Derbyshire Boundary
Improvements to the Alfreton to Eastwood via Somercotes evening services from 25th June 2023. Additional hourly evening services to provide improved access to employment and leisure opportuities
Alfreton
Somercotes
Eastwood
Nottingham
18%↑
Change in overall patronage, first 3 months, compared to same period last year
16%↑
Change in evening patronage, first 3 months, compared to same period last year
11%↑
Change in ENCTS patronage, first 3 months, compared to same period last year
0
2.5
5 km


Chesterfield
Clay Cross
Alfreton
Ripley
Derby
Key
Trent barton comet
Derbyshire Boundary
Introduction of an hourly Sunday service from Derby and from Chesterfield via Ripley, Alfreton and Clay Cross
N
0
2.5
5 km


Key
Trent Barton 6.0_6.1
Derbyshire Boundary
Operating between Derby and Bakewell via Belper and Matlock and extending the hours of operation Monday to Saturday
Bakewell
Matlock
Wirksworth
Belper
Derby
N
0
2.5
5 km


Key
Derbyshire Boundary
Trent Barton V1
The enhancement provides an earlier morning departure and arrival in Derby, Etwall and Hatton on a Sunday.
Derby
Burton on Trent
N
0
2.5
5 km


BSIP Enhancement
First 272
Derbyshire Boundary
Additional late night service on Friday and Saturdays from Sheffield to Castleton
Castleton
Hathersage
To Sheffield
0
1
2 km

Appendix 4

Appendix 4 - Hub Details

Location	Details	Timescale for delivery
Long Eaton	Nottingham Road/ Station Road adj. Civils Delivered, shelter on order.	Complete - awaiting shelter
	Nottingham Road/ Station Road opp. Dependant on Highway works to deliver a bus lane - stop will be provided after this.	Dependent on Highway works
	2 stops in vicinity of Town Hall	TBC
Bamford, Mytham Bridge	Building on an earlier Local Bus initiative (2021/22) which delivered some improvements to the site, it is planned to ugrade the passenger waiting facilities with a new accessible bus shelter and RTI. The operational bus area / cycle lane access will be re-aligned to prevent the regular over-running of the island area which is damaging the verge.	To be delivered November/ December 2023
Castleton, Bus Terminus	Improvements to the passenger infrastructure will see a new shelter, Real-Time Information and an improved waiting and circulation area. Improved accessibility will see improvments to the uncontrolled pedestrian crossing point at the exit from the bus terminus.	To be delivered late 2023/early 2024
Hayfield, Countryside Centre, Sett Valley Trail	To improve facilities for bus passengers at this important key network bus location. Will result in improved accessibility and waiting facilities for passengers along with improved operations at the site.	To be delivered January/February 2023
Buxton Station	This project is intended to improve access to bus services for passengers using Buxton Station. In conjunction with Northern Railways we are developing design options to deliver improved bus access in to the Station forecourt area. Works here would also be in conjunction with partners Network Rail. Along with this we are looking to improve the alevel of accessibility and passenger facilities at the two nearby bus stops on Station Road.	Station Road element of the project being considered for early 2024 delivery. The forecourt works would be delivered separately but are still subject to detailed discussions with Northern Railways.
Alfreton, Bus Station	A project to bring the facilities here for passengers up to date with improved accessibility, waiting areas and enhanced RTI. From an operational point of view changes would be made to improve bus access and circulation. The bus stop area on Marshall Street would be upgraded to provide for additional operational flexibility.	Construction to start no earlier than April 2024
Swadlincote, Bus Station	A partnership project with South Derbyshire District Council using BSIP funding. Work to primarily improve passenger accessibility and infrastructure which will include new shelters and RTI. Changes to the site would require the car park entrance to be combined with the exit at the western end of the site.	Construction to start no earlier than April 2024
Shirebrook, Market Street	To follow Bolsover District Council (BDC) project which is to deliver improvements to the Market Place . Shelters will be replaced, RTI provided and there are to be improvements to the accessibility and passenger circulation areas.	Dependent on delivery of BDC project.
Heanor, Market Place	Amber Valley Borough Council are using Government Future High Street Funding to deliver an improved Market Place in the heart of Heanor. This will include improvements to the accessibility, passenger waiting facilities and enhanced RTI at the two stops adjacent to the site. Derbyshire County Council is working closely with AVBC on this project. Following on from this we will be delivering complementary improvments to the two stops on Wilmot Street and also the one adjacent to The King of Prussia pub.	The AVBC project is due for delivery by end of March 2024. The DCC project to upgade stops on Wilmot Street and Market Street (The King of Prussia) will follow at a date to be programmed.
Staveley, Market Street	In conjunction with a Chesterfield Borough Council Market Place redevelopment. Improvements to passenger accessibility and waiting facilities with enhanced RTIShelters to be replaced with enhanced RTI.	TBC - is subject to the CBC programme.
Clay Cross, Bus Station	Deliver new infrastructure in the Bus Station Scale and scope of what will be delivered is consequent upon progress of the North East Derbyshire District Council (NEDDC) Town Deal redevelopment proposals.	Dependent on progress of NEDDC Clay Cross Town Deal project.
Crich, Market Place	Consideration being given to possibly delivering works here via more appropriate funding streams.	TBC
Ripley, Market Place	Area next to Town Hall to have accessibility improved and improved passenger waiting facilities and upgraded RTI	TBC
Chesterfield Station	A reduced project (from that originally envisaged) to provide for a much improved bus passenger facility within the station frontage. To create an accessible bus boarding area which will include a shelter and RTI.	TBC with on-going discussions with EMR. Would also require approvals from Network Rail.
Chesterfield, New Beetwell Street/ Coach Station	Infrastructure upgrade for 8 shelters, improvements to desire lines at crossings and upgrading of kerbing is needed	TBC
Ashbourne	The 'Ashbourne Reborn' project, led by Derbyshire Dales District Council, aims to deliver improvements around Ashbourne using the Government's Levelling Up fund. Part of this is an upgrade to the Methodist Church to create 'The Link' hub and DCC are looking to contribute to this by providing a RTI installion within the site. Consideration is to be given to the possibility of a new bus stop on Station Road for bus services travelling towards Buxton.	TBC
Matlock, Bus Station/ Bakewell Road	A project to improve bus facilities within the 'Market Hall' Bus station and at the main Bakewell Road bus stop. Working in partnership with Derbyshire Dales District Council as part of their commercial development proposals for the site.	Discussions are still on-going with DDDC with regard to their expectations for works to start on the site.
Hope Station	Installation of RTI for bus information.	TBC