

# The Lincolnshire Enhanced Partnership Scheme For Buses



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# 1. EP Scheme Content

1.1.1. This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138A to 138E of the Transport Act 2000, the EP Scheme document sets out:

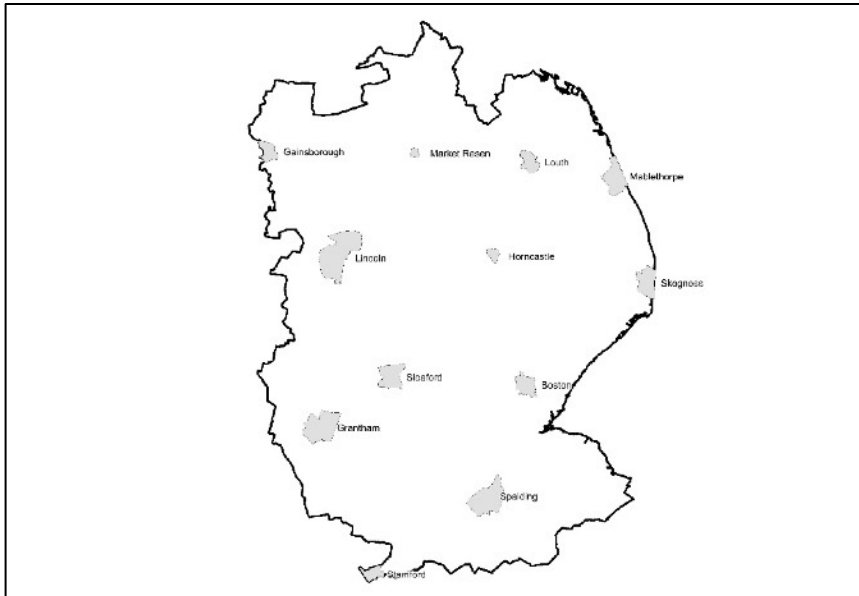
- Scope of the EP Scheme and commencement date
- Obligations on the Local Authorities
- Obligations on Bus Operators
- Governance Arrangements

1.1.2. This EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan. The EP Scheme has been jointly developed by Lincolnshire County Council, relevant lower tier authorities and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both Lincolnshire County Council (as the Local Transport Authority and Local Highway Authority) and operators of local services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

## 2. Scope of the EP Scheme and Commencement Date

2.1.1. The EP Scheme will support the improvement of local bus services operating in the Lincolnshire County Council administered area. This EP Scheme and the EP Plan are focussed on the same geographical area, presented below.

**Figure 2-1 EP Scheme area**



2.1.2. The EP Plan and EP Scheme are made on 1st April 2023, and this EP Scheme shall come into operation on 1st April 2023. The EP Scheme has no specific end date but will only be in place while the EP Plan is in place, and will be reviewed by Lincolnshire County Council (“the County Council”) every six (6) months in accordance with section 5.5.

2.1.3. All local bus services within the county area of Lincolnshire are included within this EP Scheme. Services that are excluded from this EP Scheme are:

- A service which has part of its route registered as a local service in the EP geographical area, but where that part of its route is 10% or less of the overall route distance covered by the service from its service start to service end point
- A service which is registered as a local service under section 6 of the Transport Act 1985 but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act is exempt from this Scheme

## 3. Obligations on the Authority

### 3.1. Summary of obligations

3.1.1. The following table summarises the facilities and measures that will be provided through this EP Scheme and the responsible Authority.

#### Facilities

Responsibility	Local Authority	Local Highway Authority	Local Transport Authority
Bus stop infrastructure - see 3.2.2 to 3.2.5	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
Bus lanes – see 3.2.6 to 3.2.7	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
Traffic light priority at signalised junctions – see 3.2.8 to 3.2.9	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC

#### Measures

Responsibility	Local Authority	Local Highway Authority	Local Transport Authority
Managing roadworks in the EP Scheme Area See 3.3.5	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
All operator bus information – see 3.3.6 to 3.3.7	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
Fix My Street – see 3.3.8	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
Freedom Never Gets Old campaign – see 3.3.9 to 3.3.11	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC
Promote PlusBus – see 3.3.9 to 3.3.11	Lincolnshire CC	Lincolnshire CC	Lincolnshire CC

## 3.2. Facilities

3.2.1. Lincolnshire County Council will provide the following facilities through this Enhanced Partnership Scheme:

- Audit bus stop infrastructure within the county
- Existing bus stop infrastructure for which the County Council is currently responsible
- Existing bus lanes
- Consider the feasibility of new bus stop and bus lane infrastructure at one or more locations around the county
- Bus priority at one or more applicable junctions

### **Existing and new bus stop infrastructure**

3.2.2. The County Council will continue to provide and maintain existing bus stop infrastructure, where it has responsibility for that infrastructure, across the area of the Scheme throughout the duration of this Scheme.

3.2.3. When upgrading existing bus stop infrastructure, enhancements could include bus stop poles and flags, provision of timetable cases, shelters, seating, real time information, raised kerbs and/or improved lighting, depending on need, technical constraints and cost for each stop. These decisions will be taken following consultation with the bus stop infrastructure inventory, see 3.3.2.

3.2.4. Some new bus stops may be implemented during the period of this EP Scheme. Where such additional bus stops are identified then the bespoke variation procedure set out in Section 5.5 will apply if they are to be included in this EP Scheme.

3.2.5. The County Council will maintain all bus stop infrastructure and carry out remedial works as and when required. The County Council will seek to address repairs and other remedial work in a timely manner for all the bus stop infrastructure that it has ownership and responsibility for, throughout the duration of this Scheme.

## **Existing bus lanes**

3.2.6. The County Council will provide and maintain the following existing bus lanes throughout the duration of this Scheme:

- High Street, Lincoln
- Roman Bank, Skegness

3.2.7. Maintenance of these bus lanes shall consist of:

- Maintaining the quality of road surface to enable smooth bus journeys along the length of the bus lanes
- Maintenance of bus lane paint to ensure bus lanes are visual for all road users
- Road sweeping on a regular basis to maintain the carriageway
- Cutting back of nearby trees and vegetation (where applicable) on a 'when needed' basis

## **Traffic light priority**

3.2.8. Lincolnshire County Council will incrementally introduce more bus priority at both standalone and Scoot-enabled junctions across the area of the EP Scheme. From April 2023 this facility will be considered and where appropriate activated on a junction-by-junction basis and will be maintained throughout the period of this EP Scheme.

3.2.9. Lincolnshire County Council will also explore reducing the 'lateness' requirement in order for buses to receive priority from the current 3 minutes late to 1 or 2 minutes depending on the junction and the potential impact on other road users. This will be carried out during 2022-23 and if considered to be feasible, changes to the lateness threshold will be actioned on a junction-by-junction basis as soon as practicable.

### **3.3. Measures**

3.3.1. This section describes the measures that Lincolnshire County Council has agreed to take to improve bus services in Lincolnshire during the period of this Scheme.

#### **Existing bus stop infrastructure**

3.3.2. The County Council will carry out a comprehensive audit of all bus stop infrastructure and produce a bus stop inventory for Lincolnshire. This review will commence during 2022-23. This inventory will be used by the Enhanced Partnership Forum and Board to identify where bus stop infrastructure could be enhanced, see 3.2.2.

#### **New bus lanes**

3.3.3. The County Council will explore the potential for extension of existing and/or installation of new bus lanes. Feasibility studies will be carried out by the County Council to identify bus lane opportunities at the following sites:

- High Street, Lincoln – an extension to the current in-bound bus lane (initially as far as its junction with Alfred Street)
- Roman Bank, Skegness – examine how the discontinuous sections can be constructed to ensure a continuous bus lane
- Broadgate, Lincoln – examine the feasibility of introducing a new southbound bus lane

3.3.4. Depending on the outcomes of the feasibility studies, the County Council will consider how any new sections of bus lane which are identified as opportunities to implement can be implemented and the County Council will engage with the Enhanced Partnership Board to identify where and when individual bus lanes should be introduced. Where new bus lanes are identified, funding is available and all Traffic Regulation Order processes have been followed by the County Council, then the bespoke variation procedure set out in section 5.5 will apply if they are to be included in this EP Scheme.

#### **Managing roadworks in the EP Scheme Area**

3.3.5. Roadworks and the late notification of roadworks can make operating bus services challenging. Lincolnshire County Council will require a member of the Highways department from the County Council to engage with the Enhanced Partnership Forum to improve communication channels between the County Council and operators. An information sharing mechanism will be developed between operators and the County Council Highways' department, and a defined process for notifying operators of planned roadworks. Once this has been agreed, then the bespoke variation procedure set out in section 5.6 will apply if it is to be included in this EP Scheme.



## **All-operator bus information**

3.3.6. Lincolnshire County Council currently provides information for most operators using the following channels:

- Lincsbus.info website
- Bus stop information
- Real time information at selected bus stops

3.3.7. The County Council will maintain this information provision throughout the duration of this EP Scheme and work with the Enhanced Partnership Forum and Board to improve the information provided. The County Council will work with bus operators to ensure that there is consistency and accuracy in the bus stop information provided across the area of the EP Scheme, although this may involve bespoke approaches in different areas of Lincolnshire with individual operators or corridors. The County Council will also work with the EP Forum and Board to ensure that bus stop information meets the needs of bus users.

## **Fix My Street**

3.3.8. Lincolnshire County Council currently enables residents and interested stakeholders to report any issues with public infrastructure to the Council through 'Fix My Street'. The County Council will continue to provide 'Fix My Street' throughout the duration of this Scheme and will respond to notifications.

## **'Freedom Never Gets Old' ENCTS Campaign**

3.3.9. Lincolnshire County Council will design and deliver a campaign to encourage ENCTS pass holders to return to the bus. The campaign will focus on overcoming some of the barriers introduced as a result of the COVID pandemic, such as fears over safety of travelling by bus.

3.3.10. The campaign will be launched in August 2022 and will continue until 31st January 2023. The campaign consists of:

- Development of a campaign slogan and message
- Development of campaign materials and 'digital toolkit' for bus operators, parish councils and other stakeholders to use
- Posters and leaflets
- Refresh of bus stop information across Lincolnshire to remove any COVID-related messaging
- Engagement plan to engage with target stakeholders
- Monitoring and evaluation plan to understand the impact of the campaign

3.3.11. The performance of the campaign will be evaluated and fed back to the EP Board to inform future campaigns.

### **Promote PlusBus**

3.3.12. PlusBus is the 'add-on' ticket that rail users can purchase to make onwards journeys by bus. PlusBus is available in Lincolnshire, and has been available for many years, at the following stations:

- Grantham
- Lincoln
- Skegness

3.3.13. The County Council will use reasonable endeavours to ensure PlusBus continues to be available for the three existing towns.

3.3.14. Lincolnshire County Council will improve its promotion of PlusBus to raise awareness of the scheme. The Council will promote PlusBus using the following media channels:

- Through Lincsbus.info website
- On the Lincolnshire County Council website
- On social media channels including Facebook and Twitter
- During ad-hoc local promotions to encourage public transport use

## 4. Obligations on Local Bus Operators

4.1.1. This section describes the standards of service that those operating registered local bus services in Lincolnshire must meet.

### **Adherence to the Lincolnshire Bus Passenger Charter**

4.1.2. All local bus operators in Lincolnshire will adhere to the Lincolnshire Bus Passenger Charter, presented in Annexe A. The Passenger Charter will come into effect from 1st April 2023 and will provide the standards expected of local bus operators throughout the duration of this EP Scheme.

4.1.3. Changes can be made to the Lincolnshire Bus Passenger Charter during the EP Scheme, subject to consultation with the Enhanced Partnership Forum and Enhanced Partnership Board. Any changes to the Lincolnshire Bus Passenger Charter will be made using the bespoke variation procedure set out in section 5.5 to vary Annexe A.

### **Vehicle Standards**

4.1.4. Local bus operators shall operate vehicles with a minimum of Euro 3 emission standards from 1<sup>st</sup> April 2023. If and when it is agreed that minimum emissions standards can be raised across the area of the Scheme, then this will be established as a requirement under the EP Scheme using the bespoke variation mechanism set out in section 5.5, including specifying the timescales for requiring any such raised standards.

### **Ticketing**

4.1.5. The intention is that all bus operators participating in the area of the EP Scheme will accept a 'Lincolnshire Rover' countywide day ticket to enable travel across multiple operators and across the whole of Lincolnshire. It is intended that all operators will sell and accept these tickets for travel on their local bus services and that, in addition, all operators will promote the Lincolnshire Rover ticket on their website and other media channels to encourage sales and use.

4.1.6. In order to achieve this, the Enhanced Partnership Board will collaborate to define the following aspects of the Lincolnshire Rover ticket (amongst other aspects):

- Form of the ticket (paper, smartcard, mobile)
- Ticket validity periods (day, week etc)
- Ticket variants (adult, young person/child, family etc)
- Hours of operation
- Pricing
- Revenue management
- Reporting and trip recording
- Customer services
- Marketing

4.1.7. It is intended that, subject to agreement being reached, in accordance with 4.1.6, the Lincolnshire Rover ticket will be introduced during the period of this EP Scheme, and will remain in place until at least the end of the Scheme period, and where such agreement is reached, this will be established as a requirement under the EP Scheme using the bespoke variation mechanism set out in section 5.5.

### **Promote PlusBus**

4.1.8. Lincolnshire Bus Operators will promote PlusBus in areas where PlusBus is available. Operators in the areas where PlusBus arrangements are available (currently Lincoln, Skegness and Grantham) will promote PlusBus tickets using their own media channels including, but not limited to:

- Websites
- Social media
- On-bus advertising

4.1.9. Operators will promote PlusBus throughout the duration of this Scheme, commencing from 1<sup>st</sup> April 2023.

## **Operator Information Provision**

- 4.1.10. Lincolnshire Bus Operators will provide all necessary information and inputs to maintain the accuracy of real time passenger information (RTPI) across the county.
- 4.1.11. Operators will also provide information specifically relating to the impact of facilities and measures implemented as a result of this Scheme to enable the Scheme to be evaluated. The data required for this evaluation process is presented in Table 61 in the EP Plan.

## 5. Governance Arrangements

5.1.1. This section sets out the governance arrangements for this Lincolnshire Enhanced Partnership Scheme.

### 5.2. EP Board

5.2.1. For the purposes of this Enhanced Partnership Scheme, the Lincolnshire Enhanced Partnership Board has been set up. The Board is made up of the following participants:

- Executive Director, Place, Lincolnshire County Council
- Assistant Director, Communities, Lincolnshire County Council
- Head of Transport Services, Lincolnshire County Council
- Representative from Stagecoach East Midlands
- Representative from Brylaine Travel
- Representative from Delaine Buses
- Representative from Centrebus
- Representative from PC Coaches
- Representative of Hunts Coaches or other local bus operator, as agreed amongst operators not named on the Enhanced Partnership Board
- Representative from Sleafordian Coaches
- Independent chairperson, who will be agreed every two years by the members of the EP Board

5.2.2. The representative from Hunts Coaches (or such other operator as smaller operators may agree between themselves and notify to the County Council) shall be the EP Board representative on behalf of all smaller operators in Lincolnshire.

5.2.3. The Lincolnshire EP Board representatives can change and evolve over time. Any changes to the Board participants and structure for this EP Scheme can be made using the bespoke variation procedure set out in section 5.5.

5.2.4. The EP Board will be formed from the point at which the Enhanced Partnership Plan and Scheme are formally made. The Board shall remain in place throughout the duration of the Scheme(s).

- 5.2.5. The EP Board will meet on a quarterly basis, but may meet more or less frequently from time to time, depending on the need for a Board meeting. Meetings will be held face to face, with an option to attend virtually via Microsoft Teams or similar conferencing software.
- 5.2.6. Attendees will be notified of forthcoming meetings at least 7 days in advance of the meeting taking place, and 14 days in advance should there be a need to discuss a proposed variation to the Scheme. Papers for each meeting will be provided at the same time. Should non-scheduled meetings be required, Board members will be given as much notice as possible, with papers shared at the earliest opportunity in advance of the meeting.
- 5.2.7. The EP Board will be required to inform decision-making relating to the Scheme from time to time. Recommendations made by the EP Board will take into consideration any recommendations made by the EP Forum (as formed pursuant to section 5.3). Decision-making will be assisted by the use of one or more decision-making tools, to help consider the relative merits and risks associated with any measures and/or facilities that could be introduced through this Scheme. The tool(s) will take account of various factors, including (but not limited to):
- Delivery against EP Plan objectives
  - Value for money (costs and benefits)
  - Deliverability including physical and practical constraints
  - Political acceptance (locally and countywide)
  - Timescales for delivery
  - Land ownership
  - Planning permission considerations
  - Fit with other strategies and programmes
- 5.2.8. The tools will be identified and/or developed by the County Council working in partnership with the EP Board, during the 2023-24 financial year.
- 5.2.9. In order to consider a variation to the Scheme, the EP Board will consider all inputs from the EP Forum and the above tools to arrive at conclusion on whether to formally recommend the variation. During this period representatives on the EP Board – including County Council and bus operator representatives - will also undertake the necessary consultation within their respective organisations to obtain support if the variation is proposed to proceed. Once the EP Forum has commented on the proposed measures and/or facilities, the Board recommendation and Scheme variation process shall be followed in accordance with section 5.5.

## 5.3. EP Forum

5.3.1. The Lincolnshire Enhanced Partnership Forum is a wider group than the EP Board, incorporating different stakeholders as and when they need to be consulted on changes to the Scheme. The EP Forum will include all of the members of the EP Board, but will offer the opportunity for the following groups (as well as others not listed) to engage with the delivery of the Enhanced Partnership:

- Other Lincolnshire operators who do not have a direct place on the EP Board
- District Councils in Lincolnshire
- Local businesses
- Local bus user groups
- Neighbouring local transport authorities
- County Council departments that have an influence on bus services e.g. Highways Department
- Other groups or organisations that have an interest in the Lincolnshire EP Scheme

5.3.2. An open invitation to join the EP Forum will be issued to the groups noted in 5.3.1 as well as other groups, and this will be included on the Lincolnshire County Council website. The acceptance of different groups on the EP Forum will be the decision of the County Council, taking account of the views of bus operators represented on the EP Board.

5.3.3. The EP Forum is not a decision-making body but will inform and make recommendations to the EP Board in advance of decisions being taken by the Board.

## 5.4. Review of EP Scheme

5.4.1. Once the EP Scheme is made, it will be reviewed by the EP Board every six months following publication of data on progress towards targets, as required by the BSIP. This will ensure any necessary action is taken to deliver the targets set out in the BSIP.

5.4.2. Lincolnshire County Council will initiate each review. The EP Board can also decide to review specific elements of the scheme on an ad hoc basis. EP Board members should contact Lincolnshire County Council explaining what the issue is and its urgency. The LTA will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Board members to gather more quickly.



## **5.5. Bespoke arrangements for varying or revoking the Enhanced Partnership Scheme**

5.5.1. In accordance with section s.138E of the Transport Act 2000, the procedure in this section 5.6 may apply in place of the provisions of section 138L to 138N of the Transport Act 2000 in order to vary this EP Scheme, in the specific circumstances expressly specified in this Scheme, or otherwise where any variation is proposed by the County Council or any Operator for the purposes of implementation of any requirement or objective of the EP Plan.

### **Proposer of a variation**

5.5.2. Consideration will be given to potential EP Scheme variations highlighted either by a local authority, one of the organisations represented on the EP Forum, or by an operator of local bus services (Proposed Variation). Any variations can be proposed to the scheme, whether specified or not within the Scheme, provided such variation is intended to implement the requirements or objectives of the EP Plan. The proposer of a Proposed Variation shall, so far as reasonably practicable: demonstrate how the Proposed Variation might contribute to achieving the objectives set out in the BSIP, EP Plan and/or current local transport policies; identify the local services (and operators of such services) and area which will be affected by the Proposed Variation, including any requirements which would be imposed on operators in respect of local services; identify any facilities or measures which are to be implemented; and identify any significant effect on competition that the Proposed Variation might have.

5.5.3. Such requests should be in writing and submitted to the Executive Director for Place at Lincolnshire County Council. The County Council will forward all requests onto each EP Board members within 5 working days.

### **Decision-making process and bespoke objection mechanism**

5.5.4. On receipt of a request for a variation under this section, Lincolnshire County Council will reconvene the EP Board, giving at least 14 days' notice for the meeting, to consider the proposed variation. Each representative will consult with their organisation as set out in paragraph 5.2.9.

5.5.5. If the proposed variation is agreed at the EP Board by Lincolnshire County Council and all Operators present then section 5.5.8 shall apply,

5.5.6. If the proposed variation is agreed at the EP Board by Lincolnshire County Council and all Operators present whose services are affected by the Proposed Variation (notwithstanding that other Operators may not agree to the Proposed Variation) then section 5.5.8 shall apply,

5.5.7. If the proposed variation is agreed at the EP Board by Lincolnshire County Council and some but not all Operators present whose services are affected by the Proposed Variation (notwithstanding that other Operators may not agree to the Proposed Variation) then the Proposed Variation may be put to the operator objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, as if the Proposed Variation was a variation to this EP Scheme notified under section 138L of the Transport Act 2000 save that:

- A. a reduced objection period of [14] days shall apply in place of the 28 day period stated in section 138L(2)(c) of the Transport Act 2000;
- B. references to "the area to which the scheme relates" in section 138L(5)(b) of the Transport Act 2000 shall be taken to be references to the area covered by the services affected by the Proposed Variation,

and if objections under this operator objection mechanism do not reach the statutory objection limit then section 5.5.8 shall apply.

5.5.8. Where this paragraph applies the County Council will consider the Proposed Variation taking into account the agreement reached by the EP Board, and shall unless they determine that there is a good reason not to make the Proposed Variation make the EP Scheme variation and publish the revised EP Scheme on its website.

5.5.9. EP Board members who are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.

## **5.6. Revocation of an EP Scheme**

5.6.1. Section 138O of the Transport Act 2000 shall apply to the revocation of this EP Scheme.

## **5.7. Data Sharing**

5.7.1. All data provided to Lincolnshire County Council for the purposes of monitoring the impact of the EP Scheme and the delivery of the Lincolnshire Bus Service Improvement Plan shall be treated in confidence and will not be shared with any other party, except for:

- Any external consultancies working directly for the County Council
- Department for Transport or other external parties engaged by the DfT for the purpose of monitoring or auditing EP Plans and Schemes

- 5.7.2. Where data obtained from operators is commercially sensitive, yet is required to be reported either to the EP Board, to the DfT or any other relevant body or organisation, the County Council will seek to aggregate any information it obtains where possible and appropriate - given the nature of the work being undertaken on the EP Scheme - and put in place measures to avoid inadvertently disclosing any commercially sensitive information provided by a bus operator. If an operator can demonstrate that certain information they provide is commercially sensitive, the County Council shall look favourably upon any request from that operator for a confidentiality or nondisclosure agreement.
- 5.7.3. It is not envisaged that any personal data will be collected by the County Council or the EP Board during the period of this Scheme. If any personal data is collected and held, then it will be done so in accordance with GDPR regulations and will be subject to the following Lincolnshire data protection policy: [Lincolnshire data protection policy](#).

# Annexe A Bus Passenger Charter

Lincolnshire County Council (LCC) is your Local Transport Authority. LCC works to co-ordinate and improve all public transport within its borders.

All operators of bus services running within Lincolnshire have adopted this passenger charter, which does not affect your legal rights.

All our bus passengers can expect:

- your bus will normally arrive at your starting point within five minutes of the scheduled time
- your driver will keep you informed if your bus is seriously delayed
- you can expect at least 99% of journeys to be operated each week unless there are exceptional circumstances beyond the operator's control
- a clean bus - your vehicle will be cleaned internally and externally at least once every day
- a friendly and helpful driver
- CCTV in operation on an increasing number of buses for your security
- a range of value for money tickets and passes that are easy to understand and purchase
- a network of bus routes connecting our towns, and Lincoln, and running along all our major roads
- real-time next bus displays at major stops, and also on our smartphone app
- up-to-date timetable and fare information available on line
- a space on every bus large enough to take one wheelchair or two buggies
- timetable changes to be restricted to six times per year

Performance against operational targets will be published monthly on the [Lincsbus.info](http://Lincsbus.info) website.

## **Customer feedback and queries**

If you feel we have not met your expectations, please let us know - we actively welcome comments and suggestions as well as complaints. Please complain directly to us, your bus operator, in writing. Details of how to do so can be found on each operators website, or [www.lincsbus.info](http://www.lincsbus.info) where contact details for all operators can be found.

We commit to responding to all complaints within 7 days.

If you are dissatisfied with the operator's response, you can escalate the issue to Bus Users UK who are the only Dispute Resolution Body for bus and coach services. You can contact Bus Users UK as follows:

Post: Bus Users, 22 Greencoat Place, London, SW1P 1PR

Tel: 0300 111 0001

Email: [complaints@bususers.org](mailto:complaints@bususers.org)

Web: <http://www.bususers.org/complaints>

## Annexe B – EP Scheme if funding became available

The Lincolnshire Enhanced Bus Partnership will deliver the following three schemes if Lincolnshire County Council receives funding from the Department for Transport:

- Bus driver training college, in partnership with Boston College
- Market town bus improvement programme
- Bus-cycle interchanges

These are presented in the table below.

Proposed Scheme	BSIP Objectives Met	EP Approach	Funding Request
Bus driver training college	<p>Recover bus patronage to pre-COVID levels.</p> <p>Increase bus user satisfaction rates.</p> <p>Increase service levels to meet the travel needs of all our communities, including those living in new developments.</p> <p>Maintain the number of operators providing bus services in Lincolnshire.</p> <p>Reduce rural isolation through more available bus services.</p>	<p>Work in partnership with Boston College.</p> <p>Develop a bespoke and holistic training academy including PSV drivers and Passenger Assistants to address shortages in the industry that leave smaller operators struggling to address.</p> <p>Project includes a range of transport roles e.g., Maintenance.</p> <p>Builds on an existing project focusing on addressing HGV driver shortages.</p>	£2,200,000 between 2023 and 2026

Proposed Scheme	BSIP Objectives Met	EP Approach	Funding Request
<p>Market town bus improvement programme</p>	<p>For buses to contribute to the quality of place across Lincolnshire.</p> <p>Recover bus patronage to pre-COVID levels from April 2022.</p> <p>Increase bus user satisfaction rates.</p> <p>Increase service levels to meet the travel needs of all our communities.</p> <p>Provide efficient multi-modal connectivity between our rail, bus and other transport networks to connect Lincolnshire with the East Midlands and beyond.</p> <p>Support economic growth and the levelling up of our more deprived communities through improving access for all to education, employment health and leisure.</p> <p>Improve air quality &amp; reduce carbon emissions from transport.</p>	<p>Focus on Boston, Gainsborough and Grantham.</p> <p>Upgrades to stops &amp; shelters – raised kerbs, street lighting etc.</p> <p>Introduction of real time information at key bus stops.</p> <p>Bus network review in all three towns, assessing routes, timetables etc.</p> <p>Updating of timetable information at all bus stops.</p> <p>Traffic light junction priority.</p> <p>Identification of pinch points and exploration of optimal solutions, such as bus lanes, bus gates, red routes, review of parking provision etc.</p> <p>Enhanced service levels, with increased morning, evening and weekend services to better meet the needs of local people and local businesses.</p> <p>Developing business cases for investment in zero emission buses.</p>	<p>£4,340,000 between 2023 and 2026</p>

Proposed Scheme	BSIP Objectives Met	EP Approach	Funding Request
<p>Bus-cycle interchanges</p>	<p>For buses to contribute to the quality of place across Lincolnshire.</p> <p>Recover bus patronage to pre-COVID levels from April 2022.</p> <p>Provide efficient multi-modal connectivity between our rail, bus and other transport networks to connect Lincolnshire with the East Midlands and beyond.</p> <p>Reduce rural isolation through more available bus services.</p>	<p>Feasibility study to identify sites for cycle parking at bus stops in rural villages.</p> <p>Priority route for Lincolnshire is the service 101 corridor (Bourne to Market Deeping).</p>	<p>£332,000 between 2023 and 2026</p>

**Total Funding Request: £6,872,000**





Lincolnshire County Council, County Offices, Newland, Lincoln, LN1 1YL

T: 01522 552222 [www.lincolnshire.gov.uk](http://www.lincolnshire.gov.uk)