

PLYMOUTH ENHANCED PARTNERSHIP SCHEME April 2023



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PLYMOUTH ENHANCED PARTNERSHIP SCHEME

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Definition of Terms

Bus Lane – signposted lane, designated for use by registered local bus services and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

Bus Lane Enforcement – action taken to ensure that bus lanes and bus gates are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.

CCTV - closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and safety and security purposes.

Bus Passenger Charter– document setting out the commitment of the Council and bus operators to ensure certain standards are met for each journey.

Enforcement Camera – roadside camera that records and produces suitable evidence of unauthorised use of bus lanes or bus gates for the Local Highway Authority to issue civil penalties under section 144 of the Transport Act 2000.

EP Scheme Area - area to which this EP Scheme document applies.

Facilities – physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme area. This is deemed for such purposes as section 138D (1) of the Transport Act 2000.

Plymouth Enhanced Partnership Board - the decision making body of the Plymouth Enhanced Partnership.

Plymouth Enhanced Partnership Forum – group providing external insight and constructive challenge on the Plymouth Enhanced Partnership; able to make recommendations for decisions to the Plymouth Bus Service Enhanced Partnership Board.

Plymouth Enhanced Partnership Plan – document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Local Authorities – prescribed under section 23 of the Local Government Act 2003.

Local Highways Authority – Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means Plymouth City Council.

Local Transport Authority (LTA) – In the case of this EP Scheme this means Plymouth City Council.

Measures – improvements with the aim of:

- Increasing the use of local bus services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus services.

Registered Local Bus Service – as set out in Section 2 of the Transport Act 1985.

PLYMOUTH ENHANCED PARTNERSHIP SCHEME

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

PLYMOUTH CITY COUNCIL

Section One – Enhanced Partnership Scheme Content

This document fulfils the statutory requirements for an Enhanced Partnership (EP) Scheme and sets out:

Section Two - Scope of the EP Scheme and commencement date

Section Three - Obligations on the Local Authorities

Section Four - Obligations on Bus Operators

Section Five - Governance Arrangements

The EP Scheme has been jointly developed by Plymouth City Council¹ “the Council” and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both the Council (as 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 Enhanced Partnership Plan.

¹ Plymouth City Council is a unitary authority and hence includes the Highway Authority for the Plan area

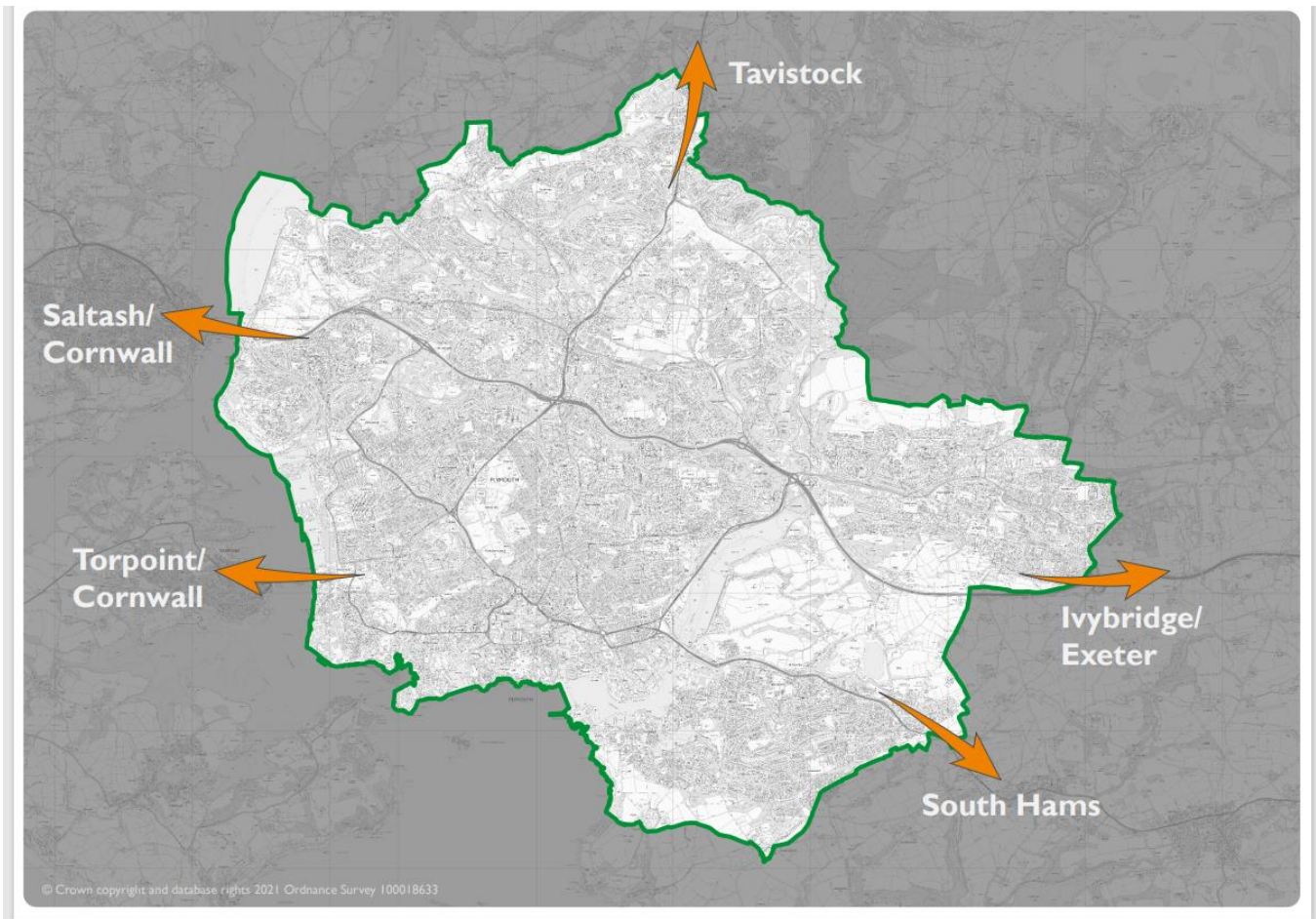
Section Two – Scope of the EP Scheme and Commencement Date

2.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all local bus services operating within Plymouth as defined by the administrative boundary of the Council (Figure 2.0).

The areas covered by the Enhanced Partnership Plan and the Enhanced Partnership Scheme are the same.

Figure 2.0 Map of the Enhanced Partnership Plan and Scheme Areas



2.2 Commencement Date

The EP Scheme commencement date will be 7 days after it has been made.

The EP Scheme will have no specific end date but will be reviewed by the Council, in conjunction with the Board, at least annually.

2.3 Qualifying and Exempted Services

This scheme will apply to all bus operators operating registered local bus services with one or more stopping places within the geographical area of the Enhanced Partnership, with the exception of the following services which are exempt from the requirements of the EP Scheme:

- 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.

Registered local bus services with one or more stopping places within the geographical of the Enhanced Partnership, which are not exempt, are referred to as “qualifying local bus services” in this document, and operators of such services are referred to as “qualifying bus operators”.

Section Three – Obligations on the Council

3.1 Summary of obligations on the Council

Table 3.0 summarises the specific interventions that the Council will deliver as part of the EP Scheme.

Table 3.0 Summary of obligations on the Council

Facilities
Bus Lanes described in section 3.2.1
Park and Ride facilities described in section 3.2.2
Measures
Bus Lane enforcement described in section 3.3.1
Managing roadworks in the EP Scheme area – described in section 3.3.2

3.2 Facilities²

The Council will provide the following Facilities:

3.2.1 Bus Lanes

The Council will provide and maintain the list of Bus Lanes described in Annex One from April 2023.

Exempt from section 3.2.1 are

- (1) changes to bus lanes which have been either included as part of a planning permission and agreed through a Section 278 (s278) highway agreement, or proposed to the Council through the same process, pre April 2023.
- (2) changes to bus lanes which are within an area affected by a highways project for which a business case has been submitted to the funding body pre April 2023 and / or where consultation on the design has happened pre April 2023.

The authority reserves the right to remove, amend, suspend or introduce bus lanes as part of any future transport scheme or development project.

3.2.2 Park and Ride facilities

The Council will provide and maintain the Park and Ride sites described in Annex Two from April 2023.

The authority reserves the right to remove, amend, suspend or introduce Park and Ride sites as part of any future transport scheme or development project.

3.3 Measures³

3.3.1 Bus Lane Enforcement

From April 2023 the Council will use the discretionary powers granted in the Traffic Management Act 2004 to enforce those bus lanes with CCTV equipment, as set out in Annex Three.

² Provided under s.138D(1) of the Transport Act 2000

³ Provided under s.138D(2) of the Transport Act 2000

The Council is an approved local authority under The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of section 144 of the Transport Act 2000 (Civil Penalties for Bus Lane Contraventions).

The Enforcement cameras and recording systems will be approved in accordance with the requirements of The Bus Lanes (Approved Devices) (England) Order 2005.

The Council will develop with bus operators, an evidence-based assessment process to determine the initial need and continued operational business case of any bus lane enforcement system used under this EP Scheme.

3.3.2 Managing roadworks in the Enhanced Partnership Scheme area

From April 2023 the Council will give all bus operators a minimum of three days' notice of **planned** roadworks within the EP Scheme area. Emergency works are outside the scope of this EP Scheme.

From April 2023 the Council will establish with local bus operators a mechanism to minimise disruption to local bus services from both planned and emergency roadworks. This will include liaison with bus operators, through monthly Network Management meetings and the weekly publication of the Council roadworks list, to ensure that the co-ordination of works across the network minimises disruption, as well as setting out their processes and procedures for the provision and management of street works permits in the EP Scheme area.

Section Four – Obligations on Qualifying Bus Operators ⁴

4.1 Summary of obligations on Qualifying Bus Operators

Table 4.0 summarises the specific interventions that qualifying bus operators are required to deliver as part of the EP Scheme. The obligations apply to all qualifying local bus services except those exempted under section 2.3 of the Enhanced Partnership Scheme. The dates from which the obligations will apply are set out in sections 4.2, 4.3, 4.4 and 4.5.

Table 4.0 Summary of obligations on Qualifying Bus Operators

Measures
Produce a co-ordinated network map detailing all local bus services operating within the Enhanced Partnership Plan and Scheme Area, described in section 4.2
Provide a link to a single source of bus service information for all local bus services operating within the Enhanced Partnership Plan and Scheme Area, described in section 4.3
Promote contactless payments , described in section 4.4
Continue to deliver an enhanced cleaning regime as introduced during the Covid-19 pandemic, described in section 4.5
Participate in a Plymouth Bus Passenger Charter , described in section 4.5
Reinvest any operating cost savings from any new bus priority provided in the future into the delivery of improvements within the BSIP, described in section 4.6

⁴ Under s.138C of the Transport Act 2000

4.2 Co-ordinated network map

From April 2023 all qualifying bus operators within the Enhanced Partnership Scheme area will provide the bus operator within the EP Scheme area with the largest market share (as defined by annual mileage), by the date requested by that operator, information on local bus services, including new services or service variations occurring within the next 30 days which need to be reflected on the map, as required, but a minimum of three times a year (January, April and September), to allow the production of a co-ordinated network map.

Using the information provided, the bus operator with the largest market share (as defined by annual mileage) will produce a co-ordinated network map for the EP Scheme Area where the map features all qualifying local bus services and operators with equal prominence, at nil cost to the participating operators.

On production of the co-ordinated map, all qualifying bus operators and the Council will display the map on their websites and promote its availability in all printed literature and at all promotional events.

4.3 Single source of bus service information

From April 2023 all qualifying bus operators will include a link to www.plymouth.gov.uk/plan-your-bus-journey on their websites, which will act as a single source of information for all qualifying local bus services and provide a link to the integrated network map and the Traveline website.

4.4 Ticketing

From April 2023 all qualifying bus operators with more than 5% of the EP area market share (as defined by annual mileage) will provide, and subsequently promote, the use of contactless payments on all services. All qualifying bus operators, irrespective of market share, will provide, and subsequently promote, the use of contactless payments on all services by 31 March 2025.

4.5 On-bus cleaning

From April 2023 all qualifying bus operators will continue to deliver an enhanced cleaning regime as introduced during the Covid-19 pandemic.

4.6 Bus Passenger Charter

By December 2022, all qualifying bus operators will sign up to the Plymouth Bus Passenger Charter, which will be displayed on the Council's [Plan your bus journey webpage](#). The Charter will set out a commitment from the Council and bus operators to ensure certain standards are met for each journey. It will include tangible outcomes for passengers and clear communication channels so that passengers have a voice, enabling the partnership to address concerns raised.

4.7 Reinvestment

Where operational cost savings have been achieved through the implementation of measures to improve service running times and/or reliability, qualifying bus operators will reinvest these savings into the bus network in the Scheme area.

Providing that qualifying bus operators are engaged at every stage from concept design to detailed design for all new bus infrastructure projects, they will share on a transparent, open book basis, any operational savings generated and achieved from such projects. These operational cost savings may include costs savings in areas including fuel, vehicle maintenance, driver costs and any other cost as reasonably requested by the Council in so far as they relate to the bus priority or infrastructure. Qualifying bus operators will be permitted to demonstrate any cost savings that they were achieving through independent actions they were taking so as they are excluded from the calculation of cost savings evident from the introduction of the bus priority infrastructure project.

Non-disclosure agreements, as required, will be put in place between qualifying bus operators and the Council to facilitate the exchange of cost information on a confidential basis. Qualifying bus operators will provide cost information 6 months after the implementation of new bus priority schemes and will agree with the Council whether significant savings have been generated.

Savings generated and agreed will then be expected to be reinvested in improvements for passengers. Qualifying bus operators will agree with the Council how and when this reinvestment will be made and could include but is not limited to any one or combination of fares and ticketing initiatives; improved frequency of services; additional journeys; promotion and marketing of the bus network within the scheme area; or investment in better quality and/or zero emission buses.

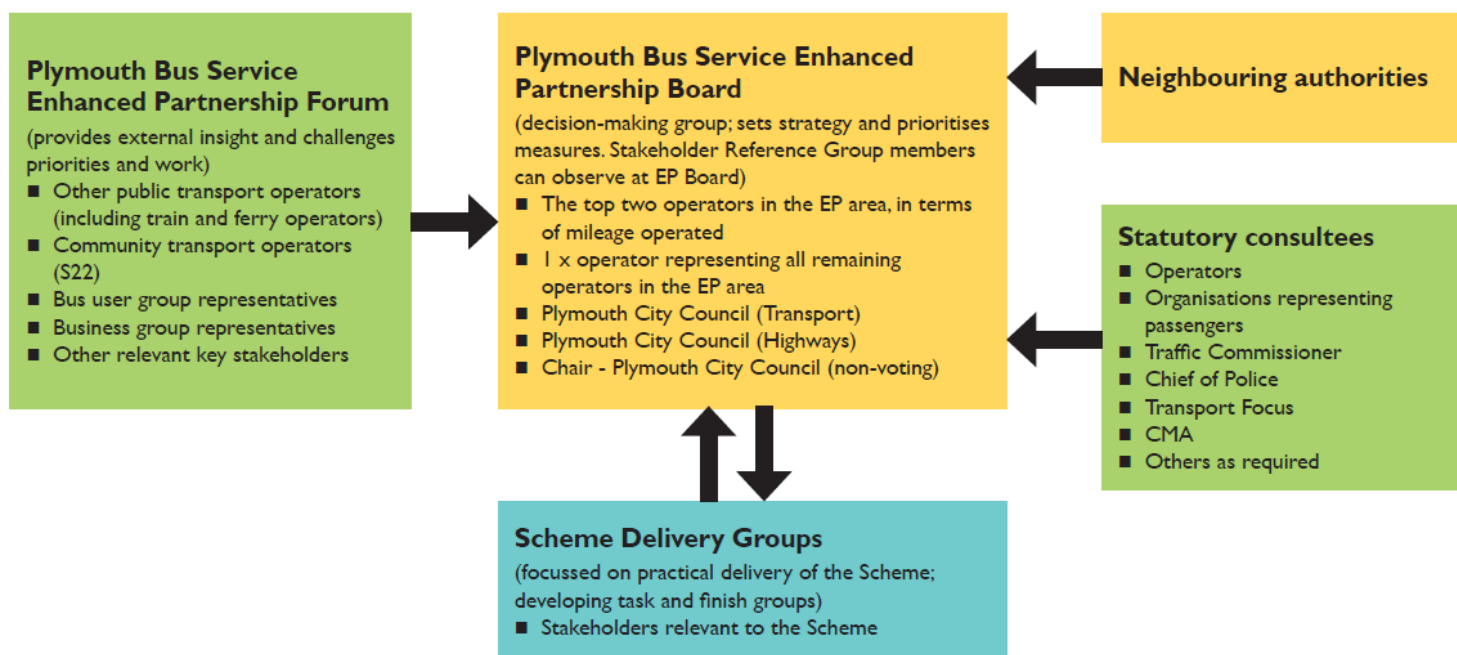
Priorities for reinvestment of operator cost savings will be negotiated on a case by case basis between individual qualifying bus operators and the Council and reported back to the EP Board once agreed.

Section Five – Governance

The Enhanced Partnership is overseen by the Council who will also monitor progress made towards achieving the EP Plan objectives.

The governance structure is set out in Figure 5.0.

Figure 5.0 Governance Structure



For decision-making purposes, the Plymouth Enhanced Partnership will be governed by two primary bodies:

- Plymouth Bus Service Enhanced Partnership Board** – has the mandate to make decisions using an Enhanced Partnership Scheme Variation mechanism (Section 5.5) on issues put to them by either the **Plymouth Bus Service Enhanced Partnership Forum** or by members of the **Plymouth Bus Service Enhanced Partnership Board**, and other issues identified as being relevant to partnership delivery.

- **Plymouth Bus Service Enhanced Partnership Forum** – in which all bus operators and wider stakeholders, as set out in section 5.3, will be entitled to participate and be invited, although attendance is voluntary.

5.1 Plymouth Bus Service Enhanced Partnership Board

The Plymouth Bus Service Enhanced Partnership Board will be the decision making body of the Plymouth Enhanced Partnership.

Membership of the **Plymouth Bus Service Enhanced Partnership Board** will comprise the following representatives:

- The top two Qualifying Bus Operators in the EP area, in terms of mileage operated (1 vote each)
- One Qualifying Bus Operator representing all remaining Qualifying Bus Operators in the EP area (1 vote)
- Plymouth County Council – Sustainable Transport (1 vote) (Sustainable Transport Manager and the Sustainable Transport Co-ordinator or nominated delegates if unavailable)
- Plymouth County Council – Highways (1 vote) (the Plymouth Network Manager and the Head of Parking or nominated delegates if unavailable)
- Chair (non-voting)

Should other operators of qualifying local bus services start operating in Plymouth they will automatically become part of the Board and, should any of the aforementioned bus operators cease to operate qualifying local bus services in Plymouth they will automatically cease to be members of the Board.

5.1.1 Meeting observers:

Any representative of the Plymouth Bus Service Enhanced Partnership Forum will be able to attend the Board meetings as observers but will not have the right to vote. Observers may be invited to make comments or ask questions of the Board at the Chair's discretion or invited to defer these until the next Forum meeting.

5.1.3 Meeting arrangements:

Board meetings will take place quarterly with provision for additional meetings as required under the Variations to the Scheme arrangements (Section 5.5).

Meetings will be arranged, chaired and minutes taken by the Council. They will normally be held at the Council House, however, a blended meeting platform will be utilised, at least for the first two meetings. This is to facilitate participation by stakeholders who are not based in Plymouth and to reduce travel associated with each meeting, in accordance with Plymouth's Climate Emergency Declaration and commitment to reduce carbon emissions. Meeting length will vary according to agenda content but ordinarily is expected to be one to two hours.

The Chair will be the Head of Transport for the Council, or an appointed delegate should the Head of Transport be unavailable. A separate note taker, who will be a Plymouth City Council officer, will also be in attendance. Neither the Chair nor the note taker will have voting rights on the Board.

Agendas and meeting papers will be circulated to all Board members by the Council no later than one week in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Board meeting.

Board meetings will require a quorum of at least two qualifying local bus operator representatives, one of which must be from the qualifying local bus operator with the largest market share (as defined by annual mileage); and two voting representatives from the Council.

5.2 Enhanced Partnership Scheme Delivery Group(s)

An **Enhanced Partnership Scheme Delivery Group(s)** will be responsible for implementing the measures set out in the EP Scheme(s). This group(s) will consist of representatives from the Council, bus operators and other relevant stakeholders and experts as appropriate. It will establish specific task and finish groups to implement particular measures, and will report directly to the Enhanced Partnership Board. Membership of the Enhanced Partnership Scheme Delivery Group(s) will be decided by the Plymouth Bus Service Enhanced Partnership Board at the first Board meeting and will be reviewed in subsequent meetings.

5.3 Plymouth Bus Service Enhanced Partnership Forum

The Plymouth Bus Service Enhanced Partnership Forum will provide external insight and constructive challenge, and provide opportunities for discussing issues of all kind affecting Plymouth's bus network, consulting with, and building consensus across, the various stakeholders and making recommendations for decisions to the **Plymouth Bus Service Enhanced Partnership Board**.

Membership of the Forum will comprise:-

- The **Plymouth Bus Service Improvement Plan Partnership**, which led on the development of the Bus Service Improvement Plan, and comprising the following representatives:
 - Plymouth City Council
 - Plymouth's local bus operators
 - Community Transport operators
- Confederation of Passenger Transport
- Heart of the South West Local Enterprise Partnership
- Bus Users UK
- Transport Focus
- Plymouth train operating companies
- The head of public transport, or equivalent officer, for neighbouring authorities (as observers); Cornwall Council, Devon County Council and Torbay Council.
- Other representatives to be agreed by the Plymouth Bus Service Enhanced Partnership Board

Participation by these representatives is entirely voluntary.

Representation by the Council at the Plymouth Bus Service Enhanced Partnership Forum will include officers from the Councils Highways and Parking services, reflecting participation in Plymouth's Bus Punctuality Improvement Partnership which the **Plymouth Bus Service Enhanced Partnership Forum** replaces.

On occasions, from time to time other external organisations may also be invited, by the Council, to join the Forum on an advisory basis for fixed periods to provide specialist expertise.

The Forum will support the delivery and monitoring of the Plymouth Enhanced Partnership.

Continuous dialogue will also be held with neighbouring authorities to ensure the EP delivery is compatible with neighbouring EPs.

5.3.1 Meeting arrangements

Plymouth Bus Service Enhanced Partnership Forum meetings will take place at least four times per year, normally six calendar weeks before a **Plymouth Bus Service Enhanced Partnership Board** meeting. Forum meetings will be arranged, chaired and minutes taken by the Council. The Chair will be Plymouth City Council's Sustainable Transport Manager, or an appointed delegate should they be unavailable.

Forum meetings will normally be held at the Council House, however, a blended meeting platform will be utilised, at least for the first two meetings. This is to facilitate participation by stakeholders who are not based in Plymouth and to reduce travel associated with each meeting, in accordance with Plymouth's Climate Emergency Declaration. Meeting length will vary according to agenda content but ordinarily is expected to be one to two hours.

Agendas and meeting papers (including a copy of minutes and outcomes of decisions taken at the previous **Plymouth Bus Service Enhanced Partnership Board**) will be circulated by the Council no later than one week in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Forum meeting.

5.4 Small and medium-sized operators

The needs of small and medium-sized operators (SMOs) have been considered in the development of the Enhanced Partnership, with opportunities for all bus operators to participate throughout, either through individual discussions or through attendance at National Bus Strategy meetings. The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of operators providing services. Measures to address reasonable changes by smaller operators will be set out within specific EP Schemes.

5.5 Decision Making and Variations to the Scheme

Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented in the **Plymouth Bus Service Enhanced Partnership Forum** or the **Plymouth Bus Service Enhanced Partnership Board**, as set out above.

Any bespoke variation to the Scheme will be undertaken in regard to Section 138(E) of The Bus Services Act 2017 and the statutory guidance contained within The Bus Services Act 2017 Enhanced Partnership Scheme Guidance.

The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies.

Such requests should be set out in writing and submitted to buspartnership@plymouth.gov.uk. On receipt of a valid request for a variation (below – Council right of veto), the Council will reconvene the **Plymouth Bus Service Enhanced Partnership Board**, giving at least 21 days' notice for the meeting, to consider the proposed variation.

If the proposed variation is agreed by all bus operators and local authority representatives present, the Council will make the EP Scheme variation. Bus operators neither represented at the meeting nor providing written representations will be deemed to be abstaining from the decision.

If there is not full agreement, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the Council website and emailed to operators of qualifying local bus services in the EP Scheme area. If the proposed variation passes the operator objection mechanism, the Council will make the EP Scheme variation.

For the variation to be rejected, objections must fulfil either of the following criteria:

- I. The combined registered distance of all the qualifying local bus services operated by objectors in the scheme area is at least 25% of the total registered distance of all local bus services operated by all the bus operators in the area and:
 - a. where there are four or more operators in the Scheme area, at least three are objectors; or

- b. where there are less than four operators in the Scheme area, all are objectors.
- 2. At least 50% of the total number of operators of qualifying local bus services within the Scheme area have objected and the combined registered distance of qualifying local bus services operated by the objectors in the relevant area is at least 4% of the registered distance of all local bus services operated by all the bus operators in that area.

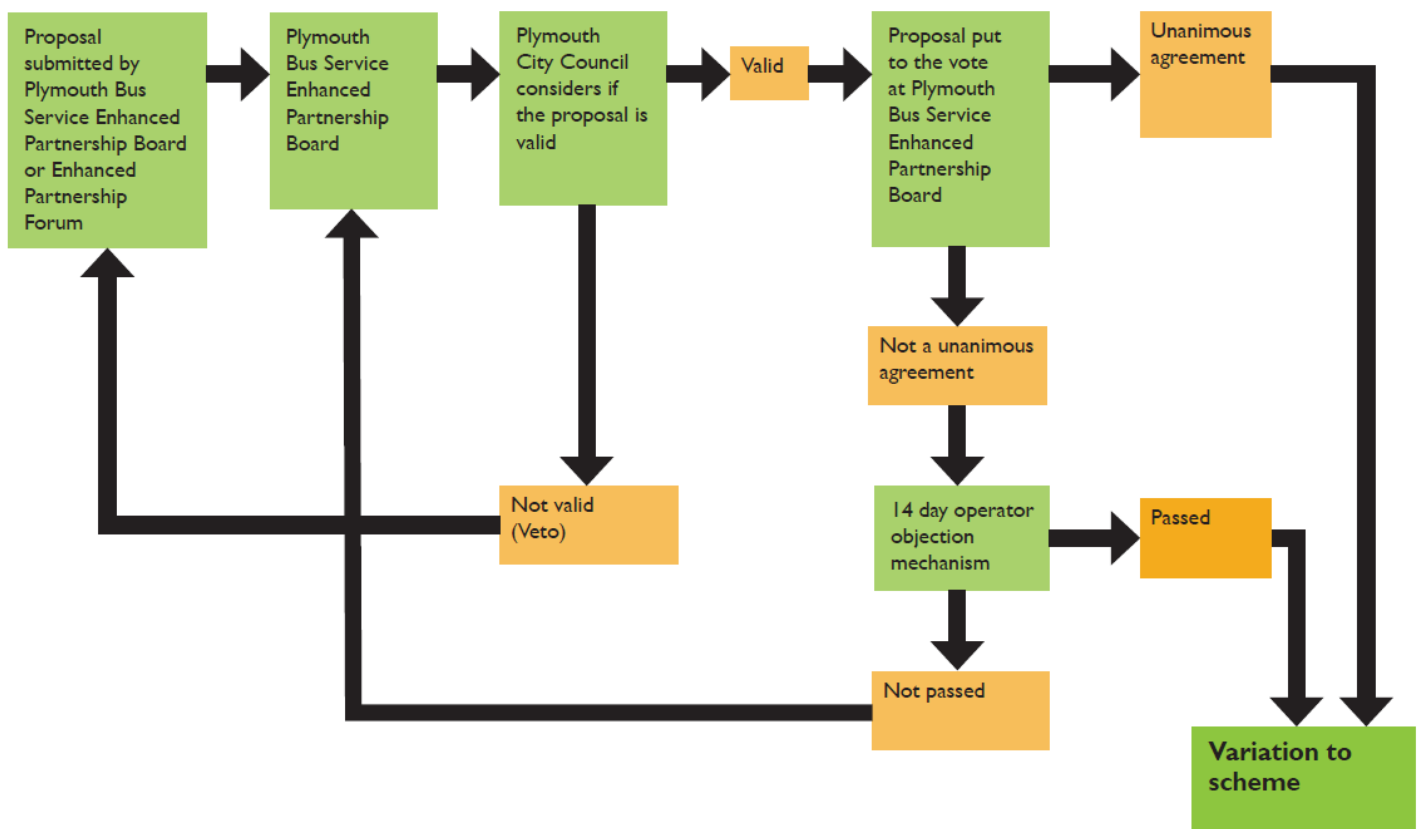
5.5.1 Plymouth City Council veto with respect to assessing the validity of any proposed variation:

On receipt of a request for a variation the Council will consider the validity with regards to the proposal. The Council may, in exceptional circumstances, exercise veto over whether a proposed variation is put to the Board where it reasonably believes or suspects the variation would be unlawful, has anti-competitive implications, or is otherwise significantly against the public interest, or that there exist circumstances under which the Council would be unable to comply with any obligations that would be imposed upon the Council were the decision to be implemented.

These controls ensure that the voting system does not allow an individual operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors; there is no opportunity for a group of operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; there is no discrimination between operators; and that actual or potential competition, entry to new services and by new operators, or innovation, is not inhibited.

The decision of the Council will be shared, in writing, with the proposer and the Council will also share the decision with the Board at the next Board meeting convened.

Figure 5.1 Plymouth Enhanced Partnership Plan and Scheme Decision Making Process



5.6 Competition

The Enhanced Partnership has been subjected to the Competition Test as set out in Part I of Schedule 10 of the Transport Act 2000. The assessment, undertaken by Plymouth City Council, concluded that there would be no adverse impact on competition. The implementation of an Enhanced Partnership Plan and associated Scheme are aimed at delivering improvements to bus services for passengers in a deregulated environment. The Enhanced Partnership will not impact on competition, as operators will be free to amend and introduce services in the area, provided that the standards that apply to all operators are met.

5.7 Review of the EP Scheme

Once the EP Scheme is made, it will be reviewed by the **Plymouth Bus Service Enhanced Partnership Board** at least annually. The Council will initiate each review and it will take no longer than 6 months to complete.

5.8 Revocation of the EP Scheme

If, for some reason, it becomes necessary for the EP Scheme to be revoked, the **Plymouth Bus Service Enhanced Partnership Board**, will be reconvened and follow the same process as outlined in Section 5.5 'Variations to the Scheme' (noting that the agreement will be for revocation and not variation).

If at any point in the future the EP Scheme area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme document will cease to apply from the commencement date of the Franchising Scheme.

5.9 Data sharing

The Council, in order to effectively monitor the delivery of the Plymouth Enhanced Partnership Scheme will require information from qualifying local bus operators.

The Council will work in partnership with the qualifying local bus operators to agree the scope of the information and timescales for providing the information to ensure effective monitoring can be achieved.

The type of information that may be requested under the Schedule to the Information Regulations⁵ is set out below:-

- How and when a local service operated by an operator is used by passengers once the Enhanced Partnership Scheme has been made or varied.
- The structure of fares for journeys on the local service.
- The types of tickets used by passengers, and by particular types of passenger, on the local service.
- The time taken for journeys, and parts of journeys, on the local service including information about adherence to timetables at all times or at certain times of the day.
- The total distance, in miles or kilometres, covered by all vehicles used by the operator in qualifying local bus services in the area.⁶
- The vehicles used on local bus services, including information about the age of those vehicles, emissions and types of fuel or power.
- The result of any activities undertaken with a view to promoting increased passenger use of the local service.
- The particulars of a local service's registration under section 6 of the Transport Act 1985.
- Any other data or information that may be relevant over the lifetime of the EP Scheme.

The information may be requested in any form in which it is reasonable to expect it to be provided, taking into account the manner in which it is kept.

⁵ The Franchising Schemes and Enhanced Partnership Plans and Schemes (Provision of Information) Regulations 2017.

⁶ The total distance operated, per year, as set out in the registration held by the traffic commissioner

Once obtained the Council will only use the information for the purpose for which it was obtained. Where it is necessary for those purposes, the Council may share the obtained information with third parties including, but not limited to:

- the Secretary of State for Transport
- anyone providing services to the above, such as a consultant (including anyone providing services to the council who obtained the information).

The Council is mindful that some of the information obtained will be commercially sensitive. The Council will therefore seek to aggregate information it obtains where possible and appropriate – given the nature of the work being undertaken in 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 Council will look favourably upon any request from the operator concerned for a confidentiality or non-disclosure agreement. The Council will also consider carefully what confidentiality agreements may be needed if information is shared with another body as described above.

Information obtained by the Council using these powers will not be disclosed if it is information that the Council would refuse to disclose in response to a request under the Freedom of Information Act 2000 in reliance on provisions in the Freedom of Information Act 2000⁷ that exempt disclosure of certain categories of information.

However, these restrictions do not prevent it being shared as set out above, or disclosed;

- if it is personal information and the person concerned has consented to its disclosure;
- in connection with the investigation of crime or for the purposes or criminal proceedings or civil action under the 2017 Act or the Transport Act 1985;
- to comply with a court or tribunal order; and / or
- to comply with a legal requirement.

⁷ See sections 40,41,42 and 43 of the Freedom of Information Act 2000

Annex One: Schedule of Facilities - Bus Lanes

The current bus lanes detailed in Table A1.0 will be maintained by Plymouth City Council as part of the EP Scheme.⁸ The authority reserves the right to remove, amend, suspend or introduce bus lanes as part of any future transport scheme or development project.

Table A1.0 Plymouth Bus Lanes

ID	Bus Lane Description	Hours of operation	Category of vehicle permitted
1	Billacombe Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
2	Charles Cross Roundabout	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
3	Charles Street	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
4	Cobourg Street	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
5	Derriford Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
6	Derriford Roundabout	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
7	Derry's Cross	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
8	Embankment Road (Inbound)	Bus Lane At Any Time	Exemption for Buses only
9	Embankment Road (Outbound)	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
10	Exeter Street	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
11	Hyde Park Road	8am and 9:15am Monday to Saturdays	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
12	Laira Bridge Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
13	Leypark Drive	Bus Lane At Any Time	Exemption for Buses only
14	Madeira Road	Bus Lane At Any Time	exemption for Buses, Taxis, Motorcycles and Pedal Cycles

⁸ Maps showing the extent of the bus lane TRO are held by Plymouth City Council

15	Mannamead Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
16	Marjon Hill	Bus Lane At Any Time	Exemption for Buses and Pedal Cycles
17	Pemros Road	Bus Lane At Any Time	Exemption for Buses, and Taxis
18	Plymouth Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
19	Royal Parade	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
20	Runway Road	Bus Lane At Any Time	Local Services Only
21	Saltash Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
22	Tavistock Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
23	Union Street	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
24	Western Approach	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
25	William Prance Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles
26	Wolseley Road	Bus Lane At Any Time	Exemption for Buses, Taxis, Motorcycles and Pedal Cycles

Annex Two: Schedule of Facilities – Park and Ride Sites

The current park and ride sites detailed in Table A2.0 will be maintained by Plymouth City Council as part of the EP Scheme. The authority reserves the right to remove, amend, suspend or introduce Park and Ride sites as part of any future transport scheme or development project.

Table A2.0 Park and Ride Sites

Site	Location	Number of car parking spaces
Coypool Park and Ride	Near Marsh Mills Roundabout off the A38 (PL7 4TB)	450
George Park and Ride	North of the city opposite the George Hotel on Tavistock Road (PL6 7HB).	750
Milehouse Park and Ride	Near Plymouth Argyle Football Club on Outland Road (PL2 3DE).	700

Annex Three: Schedule of Measures - Bus Lane Enforcement

Bus lane enforcement cameras will be provided in at least 7 locations across the EP Scheme Area. These will be maintained and operated by Plymouth City Council as part of the EP Scheme. These, minimum 7 locations will be provided at locations listed in Table A3.0

Table A3.0 Bus Lane Enforcement Camera Locations

ID	Description	Responsibility for Maintaining
1	Embankment Road (Inbound) 50.372333, -4.113466	Plymouth City Council
2	Embankment Road (Outbound) 50.371251, -4.118016	Plymouth City Council
3	Exeter Street (after Friary Mill Retail) 50.370649, -4.128589	Plymouth City Council
4	Exeter Street (before Friary Mill Retail) 50.370874, -4.129843	Plymouth City Council
5	Laira Bridge Road 50.371143, -4.116938	Plymouth City Council
6	Leypark Drive 50.410210, -4.096075	Plymouth City Council
7	Marjon Hill 50.418097, -4.113744	Plymouth City Council
8	Pemros Road 50.406537, -4.197127	Plymouth City Council
9	Saltash Road 50.376516, -4.143911	Plymouth City Council
10	Tavistock Road (after Sendall's Way) 50.416802, -4.123588	Plymouth City Council
11	Tavistock Road (before Sendall's Way) 50.415069, -4.125981	Plymouth City Council
12	Tavistock Road (outside Fishbone Hotel) 50.414131, -4.126509	Plymouth City Council
13	Union Street 50.369902, -4.148034	Plymouth City Council
14	Western Approach 50.373889, -4.145035	Plymouth City Council