

December 2021

Dear operator,

**Notice that the Combined Authority has prepared an Enhanced Partnership Plan and Scheme for West Yorkshire**

This is a notice to confirm that the West Yorkshire Combined Authority has prepared a draft Enhanced Partnership (EP) Plan and Scheme for the region's bus system. This is now subject to a **28-day operator objection period, commencing on 20<sup>th</sup> December 2021 until 16<sup>th</sup> January 2022.**

An EP is a legal agreement between a transport authority and all qualifying local operators to work together to improve local bus services, and places new requirements on all parties concerning the delivery of these services.

This draft EP Plan and Scheme work towards delivering the Combined Authority's [Bus Service Improvement Plan](#) (BSIP) which sets out an ambitious vision and targets for buses in West Yorkshire. Specifically, the draft EP Plan and Scheme includes:

- The West Yorkshire BSIP's vision, objectives, and strategic approach to delivering a **'safe and inclusive bus service'**; **'better connected communities'**; and **'supporting decarbonisation and integrated, sustainable travel'**.
- The ambition to deliver a range of outputs and outcomes across six key workstreams, subject to appropriate funding and resource, that will **work to improve local bus services for all passengers** – these are detailed in Appendix A.
- **The provision of specified facilities and assets to support bus priority and improved bus services on the A61 (South)**, from Hunslet Road / South Accommodation Road junction to A639 Wakefield Road / Queen Street junction – which will serve as a template to contractualise all existing and future bus priority infrastructure schemes across the region.

All operators of “qualifying local services” have a right to provide feedback and / or formally object to this EP plan and scheme. A service is a “qualifying local service” for objection purposes if it is a registered local bus service which has one or more stopping place within the geographical area of the plan or scheme concerned (in this case the entirety of West Yorkshire region, as defined by the boundaries of Bradford, Calderdale, Kirklees, Leeds and Wakefield local authority areas) and it is not an excluded service. The definition of an “excluded service” as per section 4.2 of the Department for Transport's [Enhanced Partnership guidance](#) is included as Appendix B. You have been sent this letter as the Combined Authority understands you to be an operator of a “qualifying local service”.

Should a certain level of operators' object to the draft EP plan it will not be able to proceed to public consultation or be made legally binding. This level is reached when:

- The combined registered distance of all the qualifying local services operated by objectors in the relevant EP area is at least 25% of the total registered distance of all local bus services operated by all the bus operators in that area and there at least three are objectors; or
- At least 50% of the total number of operators of qualifying local services within the relevant plan or scheme area and the combined registered distance of qualifying local services operated by the objectors in the relevant area is at least 4%.

As per guidance provided by the Department for Transport operators are required to provide justification for any objection. To object without giving reasons would run against the requirement of the BSIP to co-operate with the EP process in order to receive discretionary funding, including the Covid-19 Bus Service Support Grant (CBSSG).

Any objections should be sent to the Combined Authority 16<sup>th</sup> December 2022. These can be sent to myself via email at [dave.pearson@westyorks-ca.gov.yk](mailto:dave.pearson@westyorks-ca.gov.yk) or post to:

**Wellington House,  
40-50 Wellington Street  
Leeds  
LS1 2DE**

The Combined Authority is required by law to publish the names of operators making any objections within 14 days of the last day of the period during which objections can be made.

The Combined Authority would like to thank all operators for their engagement and collaboration to date throughout the development of this draft EP Plan and Scheme. We look forward to continuing to work with you in this spirit to ensure the ongoing delivery of services and wider transformation of the local bus network for the benefit of West Yorkshire's travelling public.

Yours faithfully,

Dave Pearson, Director of Transport and Property Services

## **Appendix A**

**Table 1 - A table to show what the Enhanced Partnership will aim to deliver.**

<b>BSIP Workstream</b>	<b>Output</b>	<b>Outcome</b>
Bus Network Design	<ul style="list-style-type: none"><li>• Development and delivery of a five-year network plan</li><li>• Superbus pilots (subject to funding)</li><li>• Expansion of the 'FlexiBus' DRT offer (subject to outcome of the East Leeds DRT trial)</li></ul>	<ul style="list-style-type: none"><li>• Radically enhanced bus network with improved frequencies and longer service hours on the core network in the early mornings and evenings</li><li>• More consistent regular service provision across the wider networks which takes people where they want to go, when they need to go, and caters for the complexity of modern travel patterns</li></ul>
Bus Priority	<ul style="list-style-type: none"><li>• Region-wide approach to improving bus journey times and reliability</li><li>• Development and delivery of bus priority infrastructure pipeline</li><li>• Improvements to the management of roads and streets, particularly regarding disruptions</li></ul>	<ul style="list-style-type: none"><li>• Consistent, cross-regional approach to bus priority</li><li>• Extensive network of bus lanes and other traffic management measures</li><li>• Buses move quickly and reliably across the road network without getting stuck in congestion, improving bus journey times and representing a viable alternative to the private car</li></ul>
Fares & Ticketing	<ul style="list-style-type: none"><li>• Continued participation in the MCard ticketing schemes and establishment of a common framework</li><li>• Introduction of a multi-operator contactless 'tap and go' capping system</li></ul>	<ul style="list-style-type: none"><li>• Clear simple multi-operator fares and ticketing system that makes paying for bus travel more affordable, convenient and flexible</li><li>• A fares and ticketing system that meets a wide range of different passenger needs and</li></ul>

BSIP Workstream	Output	Outcome
	<ul style="list-style-type: none"> <li>Reduction in the price of the MCard DaySaver (subject to funding)</li> <li>Trial of time-limited barcode tickets</li> <li>Mobility credits scheme to support access to employment, training and education</li> </ul>	offers value for money for all
Customer Service & Information	<ul style="list-style-type: none"> <li>Rollout of colour coded bus stops, maps and flags across the Core Network and other services (Network Navigation)</li> <li>Enhancements to the MCard ticketing app including live journey planning information</li> <li>Better coordinated system to manage customer queries and complaints</li> <li>Further rollout of onboard audio-visual technology and other accessible information</li> </ul>	<ul style="list-style-type: none"> <li>Improved, more inclusive customer service and support so passengers have the tools to travel with confidence and the help they need if their journey does not go to plan</li> <li>Step change in the information available to passengers, with more live, real-time and digital information that supports passengers both when planning and during their journeys</li> </ul>
Air Quality & Decarbonisation	<ul style="list-style-type: none"> <li>Increased number of zero emission buses in line with net-zero commitments (subject to funding)</li> <li>All buses Euro VI emission standard or better by 2026</li> </ul>	<ul style="list-style-type: none"> <li>More green and better vehicles operating across the network helping the region to meet its environmental objectives and net-zero targets</li> </ul>
Communications & Marketing	<ul style="list-style-type: none"> <li>Greater visibility of the Metro brand at all stages of the passenger journey / communications channels</li> <li>Shared marketing and comms campaigns /</li> </ul>	<ul style="list-style-type: none"> <li>Metro brand unifies the West Yorkshire bus network and signifies a high standard of service a passenger can expect on</li> </ul>

BSIP Workstream	Output	Outcome
	messaging to promote bus travel  <ul style="list-style-type: none"> <li>• Behaviour change activity programme</li> <li>• More incentives, partnerships and promotional deals to encourage bus travel</li> </ul>	any and all buses in the region  <ul style="list-style-type: none"> <li>• Operators and authorities speak to passengers with one voice that demystifies and attracts people to bus and instils them with confidence to choose to travel by bus and other sustainable modes</li> </ul>

## **Appendix B**

### **Definition of an ‘excluded service’, as per the Department for Transport’s Enhanced Partnership guidance.**

An excluded service:

- Is a service run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue from that service;
- is a registered local service which is an excursion or tour<sup>32</sup>; • Is a service operated under Section 22 of the Transport Act 1985 (a community bus service). An EP does not apply to this type of registered service - although there is nothing to prevent the operator from voluntarily complying with some or all of the EP requirements that would otherwise apply to that service; or
- The service has 10% or less of its overall distance (not just the distance within the EP plan or scheme) registered as a local bus service. (This might include interurban or other long-distance scheduled services that are not generally used for local journeys within the EP area, but may use bus stops within it).