

TRANSPORT NORTH EAST

ENHANCED PARTNERSHIP SCHEME

THE NORTH EAST JOINT TRANSPORT COMMITTEE ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:

The Durham, Gateshead, South Tyneside and Sunderland Combined Authority, known as the North East Combined Authority ("**NECA**") (comprising of the local authority areas of Durham County Council, Gateshead Council, South Tyneside Council and Sunderland City Council);

The Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority known as the North of Tyne Combined Authority ("**NTCA**") (comprising of the local authority areas of Newcastle City Council, North Tyneside Council and Northumberland County Council);

Tyne & Wear Passenger Transport Executive ("Nexus**")** of Nexus House, 33 St James' Boulevard, Newcastle upon Tyne, NE1 4AX;

The County Council of Durham of County Hall, Aykley Heads, Durham, DH1 5UZ. (**Durham**);

The Borough Council of Gateshead, Civic Centre, Regent Street, Gateshead, NE8 1HH. (**Gateshead**);

The Council of the City of Newcastle upon Tyne, Newcastle Civic Centre, Barras Bridge, Haymarket, Newcastle upon Tyne, NE1 8QH (**Newcastle**);

The Council of the Borough of North Tyneside, The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY (**North Tyneside**);

Northumberland County Council, County Hall, Morpeth, NE61 2EF (**Northumberland**);

The Council of the Borough of South Tyneside, Town Hall & Civic Offices, Westoe Rd, South Shields, NE33, 2RL (**South Tyneside**); and

Sunderland City Council, Civic Centre, Burdon Road, Sunderland, SR2 7DN (**Sunderland**).

1. EP SCHEME CONTENT

1.1 This document fulfils the statutory requirements for an EP Scheme as set out in the Transport Act 2000 as amended by the Bus Services Act 2017. In accordance with the statutory requirements in sections 138A to 138S of the Transport Act 2000, the EP Scheme document sets out:

1.1.1 the area covered by the EP Scheme (section 3);

1.1.2 the commencement date and period of operation (section 4);

1.1.3 Facilities and Measures (section 6);

- 1.1.4 requirements in relation to local services (section 7); and
- 1.1.5 governance arrangements including variation and revocation (section 8).
- 1.2 The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the North East Enhanced Partnership Plan.
- 1.3 This EP Scheme has been jointly developed by the North East Joint Transport Committee ("NEJTC"), Local Highway Authorities, Nexus and those bus operators that provide Local Services in the EP Scheme area.
- 1.4 The EP Scheme sets out obligations and requirements on the Authorities including Local Transport Authority and Local Highway Authorities, and operators of Local Services in order to achieve the intended improvements, with the aim of delivering the objectives of the North East Enhanced Partnership Plan.

2. Defined Terms

- 2.1 The following terms are used in this EP Scheme:
 - 2.1.1 "**AQPS**" – means an Advanced Quality Partnership Scheme made pursuant to section 113C of the Transport Act 2000 (as amended by the Local Transport Act 2008 and the Bus Services Act 2017).
 - 2.1.2 "**Authority**" means each Local Transport Authority, each Highway Authority and Nexus and "**Authorities**" shall be construed accordingly.
 - 2.1.3 "**Bus Lane**" means a signposted lane, designated for use by registered local bus services and (where specified) taxis and other authorised vehicles, at the times indicated by the relevant signage.
 - 2.1.4 "**Bus Lane Enforcement**" means action taken to ensure that bus lanes and bus gates are used only by authorised vehicles.
 - 2.1.5 "**Bus Stand**" means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which permits or will permit a local bus to stand within the clearway for as long as may be necessary up to a maximum period of 10 minutes.
 - 2.1.6 "**EP Plan**" means an enhanced partnership plan as defined in section 138A(3) of the Transport Act 2000.
 - 2.1.7 "**EP Scheme**" means an enhanced partnership scheme as defined in section 138A(5) of the Transport Act 2000, and "**this EP Scheme**" shall be construed as a reference to the EP Scheme made pursuant to this document, as may be amended or varied from time to time in accordance with its terms or pursuant to section 138K of the Transport Act 2000.
 - 2.1.8 "**EP Scheme Area**" means the area to which this EP Scheme applies.
 - 2.1.9 "**Facilities**" shall have the meaning given in section 138D(1) Transport Act 2000 and shall include assets that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme Area or new and improved bus priority measures with are made within the EP Scheme Area;

- 2.1.10 **"Local Authorities"** means Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland.
- 2.1.11 **"Local Highway Authority"** means a Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area.
- 2.1.12 **"Local Transport Authority"** has the meaning given to it in section 108(4) of the Transport Act 2000 and for the purposes of this EP Scheme shall include references to NECA and NoTCA as the case may be.
- 2.1.13 **"Local Service"** has the meaning given to it in section 2(1) of the Transport Act 1985.
- 2.1.14 **"Measures"** shall have the meaning given in section 138D(2) of the Transport Act 2000 and shall include improvements which have the aim of:
- 2.1.14.1 increasing the use of Local Services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- 2.1.14.2 improving the quality of Local Services.
- 2.1.15 **"North East Enhanced Partnership Plan"** means the EP Plan made by the Authorities pursuant to section 138A of the Transport Act 2000 and which is required to be in place for this EP Scheme to be made.
- 2.1.16 **"Operator"** means an operator of a Local Service within the EP Scheme Area which is not exempt pursuant to section 5.
- 2.1.17 **"TRO"** or **"Traffic Regulation Order"** means a traffic regulation order made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

3. SCOPE OF THE EP SCHEME AND COMMENCEMENT DATE

3.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all local bus services operating in the administrative areas of the NECA and the NTCA.

3.2 Map of EP Plan and EP Scheme Areas

A map of the EP Plan and EP Scheme Area is included at Schedule 1 (*EP Plan and EP Scheme Area*).

4. COMMENCEMENT DATE

- 4.1 This EP Scheme is made on 1 April 2022 and shall come into operation on 1 April 2022.
- 4.2 The EP Scheme shall have an initial term of 3 years and will be reviewed annually in accordance with section 87 (*Governance Arrangements*) of this EP Scheme.

5. EXEMPTED SERVICES

The following Local Services are exempt from the requirements of the EP Scheme:

- 5.1 In respect of all Local Services operating in the area of the EP Scheme:
- 5.1.1 Any Local Service which is primarily operated as a replacement service for Metro, rail or ferry services;
 - 5.1.2 Any Local Service which is operated by a vehicle which it has been agreed, by the relevant Authority, acting reasonably is intended primarily for novelty or leisure purposes rather than as a standard local service;
 - 5.1.3 Any Local Service which has over 50% of their route mileage outside the area of this EP Scheme;
 - 5.1.4 Any Local Service which forms part of a longer route which is not registered as a Local Service and operates as a long-distance scheduled coach service;
 - 5.1.5 Any Local Service which is registered as a flexible service;
 - 5.1.6 Any Local Service which is registered to support a special event and which therefore operates no more than 7 days in any year;
 - 5.1.7 Any Local Service which would, other than for its registration under section 6 of the Transport Act 1985, be an excursion or tour within the meaning in section 137(1) of the Transport Act 1985;
 - 5.1.8 Any Local Service which is registered to operate less than three journeys in any day or on no more than one day a week;
 - 5.1.9 Any Local Service which whilst open to the general public has a start point or destination at a school, and which is predominantly used by students travelling to or from such school;
 - 5.1.10 Any Local Service which has been procured by an Authority pursuant to section 63 of the Transport Act 1968 or section 9A of the Transport Act 1968, and where such Authority did not receive a compliant tender (which is deemed to include such tender complying with all requirements specified in this EP Scheme) which offered value for money, in the opinion of that Authority, acting reasonably;
 - 5.1.11 Any Local Service where the Operator is paid by a third party (including, but not limited to developers, supermarkets, employers or other parties requiring a bus service to be provided to a location in the EP Scheme area, but for the avoidance of doubt excluding any company which is a parent company or subsidiary of that Operator, or a subsidiary of any parent company of that Operator) in order to provide such service, and such Local Service would not operate in the absence of such payment.
- 5.2 For Local Services which mostly operate in the administrative area of Northumberland any Local Service which is operated solely with vehicles having 16 seats or less.

6. FACILITIES AND MEASURES

- 6.1 The Authorities named in column 3 of the table in Part a of Schedule 2 (*Facilities and Measures*) shall provide the relevant Facility described in column 2 by and from the date or dates indicated in column 5.

6.2 The Authorities named in column 3 of the table in Part b of Schedule 2 (*Facilities and Measures*) shall provide the relevant Measure described in column 2 from the date or dates indicated in column 5.

6.3 Where a Required TRO is specified in column 4 of the table in Part a of Schedule 2 (*Facilities and Measures*) or column 4 of the table in Part b of Schedule 2 (*Facilities and Measures*) then the Local Highway Authority (or Local Highway Authorities) for the area to which the TRO applies shall use all reasonable endeavours to make such TRO in sufficient time for the relevant Facility or Measure to be provided no later than the date or dates indicated in column 5. Where a Local Highway Authority is unable to make any required TRO in the timescale specified, then the relevant Local Highway Authority may propose a Proposed Variation which:

6.3.1 amends the date or dates indicated in column 5 for such Facility or Measure until a date reasonably following the actual date that the TRO is made ; and

6.3.2 amends the date or dates specified for implementation of any requirement that is identified in column 6 of the relevant table as being dependent upon such Facility or Measure,

and where a Proposed Variation specifies both the amendments specified sections 6.3.1 and 6.3.2 and provided that these are the only amendments specified, then section 8.4.9 shall apply to such Proposed Variation as if it had been recommended by the relevant Bus Board(s).

6.4 Where an Authority is unable to introduce any Facility or Measure in the timescale specified (including where funding from Department for Transport or any other funding body which is required to introduce such Facility or Measure has not been provided), then such Authority shall promptly notify the NEJTC, and where the NEJTC assesses, acting reasonably, that it is not reasonably practicable to introduce such Facility or Measure in the specified timescale under this EP Scheme, the Authorities may propose a Proposed Variation which :

6.4.1 amends the date or dates indicated in column 5 for the introduction of such Facility or Measure until a date reasonably following the actual date that the relevant Authority is able to introduce such Facility or Measure ,

6.4.2 amends the date or dates specified for implementation of any requirement that is identified in column 6 of the relevant table as being dependent upon such Facility or Measure,

and where a Proposed Variation specifies both the amendments specified sections 6.4.1 and 6.4.2 and provided that these are the only amendments specified, then section 8.4.9 shall apply to such Proposed Variation as if it had been recommended by the relevant Bus Board(s).

6.5 Where, notwithstanding their obligations pursuant to sections 6.3 or 6.4 an Authority is unable to make a Required TRO or introduce any Facility or Measure within the term of this EP Scheme (including where funding required from Department for Transport or any other funding body to introduce such Facility or Measure will not be provided within the term of this EP Scheme) and this is demonstrated to the reasonable satisfaction of the NEJTC, then in accordance with section 138E of the Transport Act 2000, this EP Scheme shall be varied to remove the requirement to implement such Required TRO, Facility or Measure and to remove any requirement that is identified in column 6 of the relevant table as being dependent upon such Required TRO, Facility or Measure

7. REQUIREMENTS IN RESPECT OF LOCAL SERVICES

7.1 Operators of Local Services identified in column 3 of any table in Schedule 3 (*Requirements in respect of Local Services*) shall ensure that such Local Services meet the relevant requirement set out in column 2 of such table by and from the date or dates specified in column 4.

7.2 Where one or more Operators is unable to meet any relevant requirement in the timescales specified in any table in Schedule 3 (*Requirements in respect of Local Services*) they shall promptly notify the NEJTC, specifying the time period in which they can meet the relevant requirement, and setting out any reasons why the standard cannot be met in the specified timescale. \Where the NEJTC assesses, acting reasonably, that it is not reasonably practicable for one or more Operators to meet the relevant standard in the specified timescale under this EP Scheme, the parties agree that one or more Operators may proposed a Proposed Variation which:

7.2.1 Amends the date or dates indicated in respect of such standard until a date reasonably following the actual date on which the standard can be met by all relevant Operators (or could have been met, had such Operators used reasonable endeavours to achieve the relevant standard); and

7.2.2 which also amends the date or dates specified for implementation of any Facility or Measure that is identified in column 5 of the relevant table as being dependent upon such standard,

and where a Proposed Variation specifies both the amendments specified sections 7.2.1 and 7.2.2 and provided that these are the only amendments specified, then section 8.4.9 shall apply to such Proposed Variation as if it had been recommended by the relevant Bus Board(s).

8. GOVERNANCE ARRANGEMENTS

8.1 Bus Boards

8.1.1 The Operators and Authorities shall constitute a Regional Enhanced Bus Partnership Board for the EP Scheme Area ("**Partnership Board**") to:

8.1.1.1 oversee work on delivery and implementation of the EP Plan and EP Scheme;

8.1.1.2 to provide effective and strategic governance to drive performance against the KPIs specified in the EP Plan; and

8.1.1.3 provide recommendations to the Authorities in respect of implementation of measures supporting the EP Plan and EP Scheme and any Proposed Variations.

8.1.2 The Operators and Authorities shall constitute local partnership boards for each Local Authority area within the EP Scheme Area ("**Bus Boards**" and each a "**Bus Board**"), to oversee work on delivery and implementation of the EP Plan and EP Scheme.

8.1.3 The Partnership Board shall be responsible for considering the future content and arrangements for the variation and revocation of this EP Scheme in accordance

with section [Error! Reference source not found.8.2](#) where this relates to matters that affect operation of local services across the area of the EP Scheme, or Facilities or Measures which are delivered by NEJTC, NECA or NTCA.

- 8.1.4 The relevant Bus Board(s) shall be responsible for considering the future content and arrangements for the variation and revocation of this EP Scheme in accordance with section [Error! Reference source not found.8.2](#) where this relates to matters that affect operation of local services in the area of a specific Bus Board, or Facilities or Measures which are delivered by the Local Authority (or Local Authorities) for the area of that Bus Board. The Bus Board(s) will act in an advisory capacity and will provide their advice to the Authorities, the Partnership Board and/or the NEJTC where required and appropriate.

8.2 Review of this EP Scheme

- 8.2.1 This EP Scheme shall be reviewed by the Partnership Board and each Bus Board at least annually, in conjunction with review of the EP Plan, commencing no later than on the anniversary of the Commencement Date. The NEJTC shall commence each review, and ensure that such review is carried out in no less than 6 months. The review shall take into account:

- 8.2.1.1 Review by each Bus Board of matters relating to its area; and
- 8.2.1.2 Review by the Partnership Board of performance across the area of the EP Scheme, including consideration of matters reported by each Bus Board.
- 8.2.1.3 data on progress towards achieving the KPIs specified in the EP Plan.

- 8.2.2 The Partnership Board or any Bus Board may review specific elements of this EP Scheme on an ad-hoc basis. Partnership Board or Bus Board members and any other Operator of Local Services should contact the NEJTC using the following email address buses@transportnortheast.gov.uk explaining what the issue is and its urgency. The NEJTC will then decide whether to table the matter at the next scheduled meeting of the Partnership Board and/or the relevant Bus Board or Bus Boards to which the matter relates or make arrangements for a more urgent meeting of the Partnership Board or the relevant Bus Board or Bus Boards, where the matter requires resolution in advance of the next scheduled meeting.

8.3 Postponement of operation of requirements of this EP Scheme

For the avoidance of doubt, where it appears to the NEJTC that (or where they are notified by any Local Authority, Nexus or any Operator that) any of the dates specified in section 138I(3)(b) to (e) of the Transport Act 2000 should be postponed, then section 138I of the Transport Act 2000 may apply in respect of such postponement, but those dates may also be amended in accordance with section 8.4.

8.4 Arrangements for Varying or Revoking this EP Scheme

- 8.4.1 In accordance with section 138E of the Transport Act 2000, the procedure in this section 8.4 shall apply in place of the provisions of section 138L to 138N of the Transport Act 2000, in order to vary this EP Scheme.
- 8.4.2 Consideration will be given to any proposed variations to this EP Scheme (**Proposed Variation**) which are raised by the NEJTC, Nexus, a Local Authority, an Operator or one of the organisations represented on a Bus Board (**Proposer**):

- 8.4.3 In proposing a Proposed Variation, the Proposer shall, so far as reasonably practicable:
- 8.4.3.1 demonstrate how the Proposed Variation would contribute to achieving one or more of the objectives set out in the BSIP, EP Plan and/or other current local transport policies;
 - 8.4.3.2 identify the Local Services and areas which will be affected by the Proposed Variation, including the requirements which will be imposed on Operators in respect of such Local Services, and the changes required to Schedule 3 of this EP Scheme and any description of the proposed standards which should be included in the Appendix to Schedule 3;
 - 8.4.3.3 identify any Facilities or Measures which are to be implemented as part of the Proposed Variation or any modifications or amendments to existing Facilities or Measures within the EP Scheme including proposed dates for implementation, the proposed Authority which is to implement any such Facility or Measure and the sources and availability of funding required to deliver such Facility or Measure, and any other information required to include such Facility or Measure in Schedule 2, including any description of the proposed Facilities or Measures to be included in the Appendix to Schedule 2;
 - 8.4.3.4 identify any significant adverse effect on competition of the Proposed Variation, and where any such adverse effect is possible, identify whether such Proposed Variation has a view to achieving one or more of the purposes specified in paragraph 2(3) of Schedule 10 of the Transport Act 2000 and consider whether the effect on competition is likely to be proportionate to the achievement of those purposes; and
 - 8.4.3.5 identify the Bus Boards which have an interest in the Proposed Variation.
- 8.4.4 Any request for a Proposed Variation shall be in writing and submitted to buses@transportnortheast.gov.uk . The NEJTC will forward all requests received on to all members of the relevant Bus Boards within 5 working days of receipt.
- 8.4.5 On receipt of a request for a Proposed Variation the NEJTC will convene each relevant Bus Board giving at least 14 days' notice for the meeting, to consider the Proposed Variation.
- 8.4.6 If the Proposed Variation is agreed by all Operator representatives present at the Bus Board, and if the NEJTC and each Authority who is affected by the Proposed Variation also agrees, then subject to section 9.2, the Proposed Variation shall be referred to the NEJTC and each Authority affected by the Proposed Variation for approval in accordance with section 8.4.9.
- 8.4.7 If there is not full agreement by Operator representatives present at the Bus Board, but the NEJTC and each Authority affected by the Proposed Variation have agreed to the Proposed Variation in accordance with section 8.4.6 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:

- 8.4.7.1 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;
- 8.4.7.2 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 areas of the relevant Bus Boards to which the Proposed Variation relates.
- 8.4.8 If objections under the operator objection mechanism implemented pursuant to section 8.4.7 do not reach the statutory objection limits, then subject to section 9.2, the Proposed Variation shall be referred to the NEJTC and each Authority affected by the Proposed Variation for approval in accordance with section 8.4.9.
- 8.4.9 Following any recommendation by a Bus Board pursuant to sections 8.4.6 or 8.4.7 to make a Proposed Variation, the NEJTC and any Authority affected by the Proposed Variation shall be entitled to promptly confirm agreement to that Proposed Variation following a formal decision by such Authority to the Proposed Variation, and within seven working days of the final approval of NEJTC or any relevant Authority the NEJTC shall publish the revised EP Scheme on its website on behalf of the Authorities.

8.5 Revocation of an EP Scheme

- 8.5.1 An EP Scheme can only exist if an EP Plan is in place and an EP Plan requires at least one EP Scheme to be in place, therefore:
 - 8.5.1.1 if the North East Enhanced Partnership Plan is revoked then this will automatically lead to this EP Scheme ceasing; and
 - 8.5.1.2 if this EP Scheme is revoked then unless another EP Scheme is in place in the area of the North East Enhanced Partnership Plan, the North East Enhanced Partnership Plan will cease.
- 8.5.2 If any Authority or Operator of Local Services believes it is necessary to revoke this EP Scheme, then in accordance with section 138E of the Transport Act 2000, the procedure at section 8.4 shall apply to revocation in place of the provisions of section 138O of the Transport Act 2000 to revoke the EP Scheme, on the basis that the Proposed Variation will be revocation of this EP Scheme, and such Proposed Variation will therefore be relevant to all Bus Boards and Operators.

8.6 Franchising Scheme

If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

9. Competition

- 9.1 The EP Plan and the EP Scheme have been developed with all operators of Local Services, and the EP Scheme does not have and is not likely to have a significantly adverse effect on competition. The competition test set out in Part 1 of Schedule 10 to the Transport Act 2000

has been applied and it is concluded that, at this point, there will be no significantly adverse effect on competition arising from the EP Plan or the EP Scheme.

- 9.2 Where a Proposed Variation is to be effected to this EP Scheme in accordance with section 8 the NEJTC shall apply the competition test set out in Part 1 of Schedule 10 to the Transport Act 2000 on behalf of NECA and NTCA and the Proposed Variation to the EP Scheme shall not be made if the NEJTC is unable to conclude either:
- 9.2.1 that the making of the Proposed Variation will not have or be likely to have a significantly adverse effect on competition; or
 - 9.2.2 that the making of the Proposed Variation is justified by paragraph 2(2) of Part 1 of Schedule 10 to the Transport Act 2000.

SCHEDULE 1: EP PLAN AND EP SCHEME AREA



Figure 1:1

SCHEDULE 2: FACILITIES AND MEASURES

1	2	3	4	5	6
Reference	Scheme Name and Description	Authority Responsibilities	Required TROs	Date from which facility is to be provided	Dependency
ITS01a	Delivering traffic signal upgrades at junctions and pedestrian crossings, in order that full traffic control interventions can be enabled remotely. Focused on an initial six corridors with potential to scale up or down with more funding:		Yes	31 March 2023	N/A
	A167 Corridor: – Intelligent Transport Systems (ITS) investment to improve the reliability and punctuality of bus services in the region and reliable real time information. This project will be managed in two phases.	<p>Tyne and Wear Regional Traffic Signals Service, Newcastle, Gateshead and Durham Local Authorities will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>	No	31 March 2023	N/A

	Coast Road Corridor: ITS Investment	Tyne and Wear Regional Traffic Signals Service, Newcastle and North Tyneside Local Authorities will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).	No	31 March 2023	N/A
	West Newcastle: ITS Investment	Tyne and Wear Regional Traffic Signals Service and Newcastle Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC). Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras	No	31 March 2023	N/A
	Great North Road: ITS Investment	Tyne and Wear Regional Traffic Signals Service, Newcastle and North Tyneside Local Authority will deliver major works along this corridor	No	31 March 2023	N/A

		<p>including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>			
	<p>South Shields to Newcastle: ITS Investment</p>	<p>Tyne and Wear Regional Traffic Signals Service, Newcastle, South Tyneside and Gateshead Local Authority will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>	<p>Yes – required for Bus Lane to form part of scheme.</p>	<p>31 March 2023</p>	<p>N/A</p>

	A183 Corridor: ITS Investment	<p>Tyne and Wear Regional Traffic Signals Service and Sunderland will deliver major works along this corridor including full junction renewals with conversion to Extra Low Voltage (ELV) signals (Siemens Plus+), replacement of existing signal poles with passively safe aluminium columns, the provision of 4/5G Urban Traffic Control (UTC) communications and Automatic Number Plate Recognition (ANPR) / CCTV connected to the Urban Traffic Management Centre (UTMC).</p> <p>Minor works will also be delivered for sites that are already operating ELV and just require an upgrade to provide 4/5G communications to facilitate control via UTC and the addition of ANPR / CCTV cameras.</p>	No	31 March 2023	N/A
ITS01b	Delivering enhanced real time information enabling buses to be accurately located in real-time and ensure they benefit fully from hurry calls at signalised junctions. Systems will be deployed regionwide on all buses with the hurry call detection enabled on the routes where ITS01b has been deployed.	<p>Back office system to be hosted within Nexus and the Tyne and Wear UTMC managed by Newcastle.</p> <p>Onboard equipment either by existing ticket machines or bespoke equipment.</p> <p>User requirements are being defined through a Business Case and a bespoke system is intended to be delivered through an Innovation Partnership.</p>	No	31 March 2023	N/A
L01	<p>Information Provision:</p> <p>Provision and maintenance of printed information at existing stops throughout the network.</p> <p>The format of timetable information will become</p>	Durham will when replacing bus stop liners replace them with new bus stop liners which adhere to the policy specified as applicable to Durham in the section headed Bus stop timetable displays in Part b of Appendix 1.	N/A	30 April 2022	N/A

	consistent across the region where this improves information.	<p>Northumberland will when replacing bus stop liners replace them with new bus stop liners which adhere to the policy specified as applicable to Northumberland in the section headed Bus stop timetable displays in Part b of Appendix 1.</p> <p>Nexus will when replacing bus stop liners replace them with new bus stop liners which adhere to the policy specified as applicable to Nexus in the section headed Bus stop timetable displays in Part b of Appendix 1.</p>			
L02	<p>Multimodal Information Provision and Digital Information Provision:</p> <p>Information pertaining to intermodal travel will be provided at interchanges (bus, metro and rail) across the region in order to better facilitate passenger transitions from one mode of travel to another.</p> <p>Wayfinding in major bus stations and interchanges will be supported by measures including ‘where to catch your bus’ posters.</p>	<p>Durham to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Durham at part a of Appendix 1</p> <p>Nexus to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Nexus at part a of Appendix 1</p> <p>Northumberland to provide information standards as set out in the section headed Information at Interchanges in part b of Appendix 1 at the interchanges listed in respect of Northumberland at part a of Appendix 1</p> <p>In each case where an identified interchange is not managed by the relevant Authority, that Authority shall</p>	N/A	30 April 2022	N/A

		only be required to use reasonable endeavours to provide such information.			
L03	Customer Support Staff: Staff at key interchanges in Tyne and Wear will be available to support customers. Ambassadors will help with guiding passengers and supporting them in making travel choices.	Durham will provide the staff specified in the section headed staff in part b of Appendix 1 at the interchanges listed in respect of Durham at part a of Appendix 1 Nexus will provide the staff specified in the section headed staff in part b of Appendix 1 at the interchanges listed in respect of Nexus at part a of Appendix 1	N/A	30 April 2022	N/A
L04	Core Network Mapping: Printed information will be available on our core network (subject to BSIP funding) to facilitate better understanding of the wider regional bus network.	Subject to BSIP funding, printed information, set out in the section headed Printed Information on Core Network in part b of Appendix 1, will be available on the core network in Durham.	N/A	30 June 2022	N/A
L05	Printable information: Printable information will be available online for the whole network.	Durham, Northumberland and Nexus shall provide the relevant timetable and network information on their websites.			
L06	Logo: We will develop a new and consistent logo for the partnership that will be applied across the network so that it becomes a recognisable symbol of local public transport in the North East	Authorities and operators will take an active role in the development and consultation for a new logo which will be facilitated by NEJTC.	N/A	31 May 2022	N/A
L07	Website:	Authorities and operators will take an active role in the development and	N/A	30 April 2023	N/A

	Network wide ticketing and journey planning will be made available to passengers through a single dedicated website under the as yet to be decided regional bus transport brand	consultation for a new website which will be facilitated by NEJTC.			
L08	<p>Bus Passenger Charter:</p> <p>NEJTC have provided an indicative Bus Passenger Charter in Appendix A of the BSIP, which will be developed through consultation with Local Authorities and Operators.</p> <p>The Charter will hold all signees to account regarding regional bus transport services.</p>	NECA and NTCA will develop and write a passenger charter in consultation with all appropriate local authorities and bus operators.	N/A	30 April 2022	N/A

APPENDIX 1: APPENDIX: DETAILS OF FACILITIES OR MEASURES

Part a: Interchanges

County Durham:

Interchanges	“Key” interchanges
Durham City Bus Station	Durham City Bus Station
Consett Bus Station	
Stanley Bus Station	

Peterlee Bus Station	
Bishop Auckland Bus Station	
Chester-le-Street	
Ferryhill	
Crook	
Barnard Castle	
Seaham	
Newton Aycliffe	
Spennymoor	

Nexus:

Interchanges	“Key” interchanges
Regent Centre	Eldon Square
Four Lane Ends	Haymarket
Northumberland Park	Four Lane Ends
North Shields	Gateshead
Wallsend	Park Lane
Monument	South Shields
Haymarket	
Gateshead	
Jarrow	
South Shields	
Park Lane	
Central Station, Newcastle	
Heworth	
Eldon Square	
Fawcett Street / Sunderland Station, Sunderland	

Northumberland:

Interchanges	“Key” interchanges
Blyth	
Hexham	
Morpeth	
Ashington	
Alnwick	
Berwick	

Part b: Information and staff provision**Staff:**

Authority	Details of staff provided
County Durham	<ul style="list-style-type: none"> • Facilities management staff for cleaning toilets, passenger concourse etc. at main bus stations (Durham, Consett, Stanley and Peterlee) • New Durham bus station will have customer facing staff in core hours on completion of rebuilding (due 2023)
Nexus	A team of 5 staff who operate north of the River Tyne and 5 staff south of the river. Both teams are managed by a customer service manager
Northumberland	n/a

Bus stop timetable displays:

Authority	Details of information displayed
County Durham	<ul style="list-style-type: none"> • Trapeze Novus X software is used to automatically generate all timetable displays for any given change date • One of several layouts is used depending on the space available on the page • Bus stops that have a future timetable change are automatically identified and the most appropriate layout is chosen • Displays are grouped into pre-defined areas for printing and distribution • Efficient system that allows displays to be updated by the change date with minimal staff resource • Modified 'where to board' layout is used for large format static electronic passenger display screens • Durham CC policy is to replace every printed timetable display within 7 days and before any bus service change date. • Timetable displays at bus stops and bus stations are managed by Durham County Council • Real Time Passenger Information (RTPI) is available at 150 bus stops across County Durham • RTPI displays at main bus stations (Durham, Consett, Stanley and Peterlee) show next bus departures at head of stand and summary of services

Authority	Details of information displayed
	<ul style="list-style-type: none"> • RTPPI displays at other principal bus stops show next bus departures
Nexus	<ul style="list-style-type: none"> • Timetables at bus stops and stations are managed by Nexus • Each stop has its own customised timetable • They are frequently updated as alterations to timetables are made • Real time information is available at approximately 66 bus stops across Tyne and Wear (220 including stops within bus stations) • Bus operators provide Nexus with vehicle location data in the form of SIRI, which is then used by a prediction engine to produce an estimated time of arrival (ETA) • Efficient system that allows displays to be updated by the change date with minimal staff resource • As Nexus and operators use different prediction methods, there can be slight discrepancies in the final ETA
Northumberland	<ul style="list-style-type: none"> • Northumberland procure their bus stop liners on a contractual basis from Nexus

Information at interchanges:

Authority	Details of information provided
County Durham	<ul style="list-style-type: none"> • Large format (55") static electronic displays show 'where to board your bus' information. This is a basic webpage updated with current data as required • Printed 'where to board your bus' displays are provided and maintained at all bus stations • Large format (55") interactive electronic displays are available at Durham Railway Station and Durham Bus Station for journey planning and onward rail travel information • Other information includes: notices, advertisements, service disruption and holiday service information
Nexus	<ul style="list-style-type: none"> • Bus interchanges and Metro stations are fitted with PID's providing a live feed of departures • For Metro, Resonate provide the data feeds and for bus the arrival and departure times are predicted based on real time vehicle locations provided by the operators
Northumberland	n/a

Printed information on core network:

Authority	Details of information provided
County Durham	<ul style="list-style-type: none">• Printed timetable display at every bus stop• Large format poster in Adshell shelters• Smaller Bissel standard case on posts at other stops• A County Durham bus map is published which includes surrounding cross-boundary services• Shape files for bus routes are updated as part of the existing County Durham interactive bus map
Nexus	Printed timetable display at every bus stop
Northumberland	

SCHEDULE 3: REQUIREMENTS IN RESPECT OF LOCAL SERVICES**1.1. Vehicle standards**

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OP01	Audio Visual Equipment: All newly manufactured vehicles to be fitted with next- stop audio visual equipment as standard in order to improve the onboard passenger experience.	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	30 April 2022	
OP02	Vehicle Standards: All new vehicles will meet, as a minimum, Euro VI standards	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	30 April 2022	

1.2. Ticketing

1	2	3	4	5
Reference	Standard Description	Local Services or Area to which standard applies	Date from which service standard is to be met	Dependency
OPT01	Smart Card: Customers can use an agreed single common Pay-As-You-Go ITSO-compliant smart card when paying for any journeys by bus	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	30 June 2022	[Ref Measure or Facility in Schedule 2]
OPT02	Adult Ticketing: All day multi-operator adult fare regionwide ticket,	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	30 April 2022	
OPT03	Youth Ticketing: All day multi-operator under 19s fare regionwide	All local services within the EP Scheme area excluding services stated in Section 5 of this EP Scheme	30 April 2022	

APPENDIX: DETAILS OF REQUIREMENTS