

READING BOROUGH COUNCIL ENHANCED PARTNERSHIP SCHEME

THIS FIRST READING ENHANCED PARTNERSHIP SCHEME IS MADE IN ACCORDANCE WITH SECTIONS 114 – 123 OF THE TRANSPORT ACT 2000 (as amended) by **Reading Borough Council**, of Civic Offices, Bridge Street, Reading, RG1 2LU

The Scheme was modified under a variation made by Reading Borough Council under powers conferred by s138 E of the Transport Act 2000 (as amended) on [] 2022. The Scheme as originally made and a compare version identifying amendments made are available on request by contacting [] or by accessing [web page]

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1. ENHANCED PARTNERSHIP SCHEME – LEGAL DEFINITIONS AND INTERPRETATION	
“Additional Facilities”	means facilities meeting the requirements of s138 D(1) of the 2000 Act intended for the convenience of passengers of local services which are listed in Part 2 of Schedule 1 and to be introduced into the Scheme with effect from a future date;
“Bus”	means: (a) a motor vehicle constructed or adapted to carry more than eight passengers (exclusive of the driver); and (b) a Local Bus not so constructed or adapted;
“Bus Lane”	has the same meaning as given in regulation 23 in Part I of the TSR&GD 2002;
“Bus Operator (or Operator)”	means any bus operator operating Qualifying Bus Services;
“Bus Service Improvement Plan “	means the Bus Service Improvement Plan adopted by the Council on 17 November 2021 as the same may be revised from time to time;
“Bus Stop”	means a location within the Scheme Area which is intended for waiting by local buses;
“Bus Stop Clearway”	means a Bus Stop indicated by road markings of the type shown in either diagram 1025.1, 1025.3 or 1025.4 in Schedule 6 to Part 1 to the TSRGD within which the legend “BUS STOP” area is marked and within which the requirements, prohibitions and exception specified for the term “Bus Stop clearway” given in Schedule 19 to Part 1 of the TSRGD apply;
“Commencement Date”	means the date of commencement of the scheme pursuant to clause 2.1, or such later date as the Scheme may commence following any postponement of the EP Scheme under section 117 of the Transport Act 2000;
“Council” or “RBC”	means Reading Borough Council;
“Enhanced Partnership Plan (EP Plan)“	means the Enhanced Partnership Plan for Reading Borough which was made on 14 March 2022;
“Enhanced Partnership Scheme Bespoke variation (Bespoke variation mechanism)“	is a reference to the procedure leading to formal bespoke variation of the relevant Enhanced Partnership Scheme involving the voting mechanism set out in section 11 and the variation adoption procedures of the Council and which when made will constitute a formal bespoke variation of the relevant scheme for the purposes of s.138E(1) of the 2000 Act;
“EP Board”	means the Enhanced Partnership Board created and operating in the manner provided under the EP Plan;
“Exempted Services”	shall mean the category of Local Services listed in Schedule 2;

“Excursion or Tour”	has the same meaning as given in section 137(1) of the Transport Act 1985;
“Facilities”	means the Provided Facilities and from their respective Relevant Date the Additional Facilities;
“Local Bus”	means a public service vehicle used for the provision of a Local Service;
“Local Service”	has the meaning set out in Section 2 of the Transport Act 1985;
“Measures “	means those measures referred to in Schedule 1 meeting the requirements of s138D(2) of the 2000 Act;
“Mileage Determination Date”	means 1 April in each year;
“EP Scheme” or “Scheme”	means this Reading Borough Council Enhanced Partnership Scheme;
“Measures Implementation Date”	means the date (if any) specified in column 4 of the table 2 within Part 3 of Schedule 1;
“Provided Facilities”	means facilities meeting the requirements of s138D(1) of the 2000 Act intended for the convenience of passengers of local services which are listed in Part 1 of Schedule 1;
“Qualifying Bus Service”	is a reference to registered local bus services with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of those detailed in Schedule 2;
“Relevant Date”	means a date specified in this EP Scheme against an Additional Facility, a Measure or Standard of Service as the effective date for that Additional Facility, Measure or Standard of Service;
“Scheme Area”	means the area where this EP Scheme will apply and which is identified on the map appearing as Appendix 1 to this EP Scheme.
“Standard Implementation Date”	means the date upon which a Standard of Service must be implemented in respect of each Local Service that is subject to this EP Scheme as may be specified in column 4 of the table at Part 4 within Schedule 1
“Standards of Service”	means the standards of service set out in the table at Part 4 within Schedule 1;
“Traffic Commissioner”	has the meaning set out in Section 82(1) of the Public Passenger Vehicles Act 1981;
“Traffic Regulation Order	means an order made by the Council in accordance with the Traffic Signs Regulations and General Directions 2002 (SI 2002/3113) as amended. updated or replaced from time to time;
“Voting Entitlement”	the number of votes available to the Council and to each Bus Operator under the Voting Scheme and which are: <ul style="list-style-type: none"> • for the Council two votes;

	<ul style="list-style-type: none"> for any Bus Operator that on the Mileage Determination Date operates 20% or greater of the aggregate miles operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme Area two votes; and for any Bus Operator that on the Mileage Determination Date operates less than 20% of the aggregate miles operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme Area one vote;
“Voting Scheme”	the bespoke voting scheme that is to be utilised as provided for in section 11 of this EP Scheme;
“2000 Act”	Transport Act 2000 (as amended by the 2017 Act);
“2017 Act”	Bus Services Act 2017.

2. DATE AND PERIOD OF OPERATION	
2.1.	The EP Scheme was made on 14th March 2022 and came into effect on 1st April 2022. The Scheme was varied under procedures provided for by s138 E of the TA 2000 and made as a varied scheme on the date provided for at the beginning of this EP Scheme the varied scheme to come into effect on the day of its making. This is subject to Relevant Dates (if provided for) upon which any Facilities, Measures and Standard of Service are expected to have effect at a later date.
2.2.	The EP Scheme will operate (subject to variation or revocation) for an unspecified period. The EP Board will formally review the operation of the EP Scheme at six month intervals and may review at other times as circumstances require – for example to meet a given timescale for a capital funding bid to government or any other funding organisation.

3. SCHEME PURPOSE AND OBJECTIVES	
3.1.	<p>The EP Scheme has been jointly developed by RBC and those Bus Operators that provide local bus services in the Scheme area. It sets out obligations and requirements on the Council, and Operators of local services that are Qualifying Bus Services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.</p> <p>The overall Aim is to build a sustainable, efficient and growing bus network that meets peoples travel needs and expectations.</p>
3.2.	The EP Scheme aims to bring benefits to persons using Local Services by improving the quality of those Local Services operating in the Scheme Area and in the case of all Local Services that are Qualifying Bus Services, restricting the use of the Bus Stops in the Scheme Area to those Qualifying Bus Services that are operated by the relevant Bus Operator that meet the Standards of Service. The restriction referred to is without prejudice to the rights of operators of other services referred to in paragraph 5.1. The Council is satisfied that both the provision of the Facilities the taking of Measures and the provision of Local Services to the required standard will achieve this aim.
3.3.	The EP aims to enable Bus Operators to achieve more reliable and punctual services in accordance with bus service registrations as part of their commitments to the Traffic

	Commissioner, reduce journey time, increase bus patronage and passenger satisfaction. Measures and funding will be put in place from existing and future funding sources.
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4. SCHEME AREA	
4.1.	The Scheme Area covers the administrative area of RBC as identified in the plan set out at Appendix 1.
4.2.	The EP Scheme shall apply to Bus Operators operating Qualifying Bus Services within the Scheme Area unless exempted as an Exempted Service. Where following any variation to this EP Scheme a Facility or a Measure is to be implemented by the Council or a new or modified Standard of Service is required of Operators from a stated date the relevant Facility or Standard of Service shall apply (subject to any provision within the 2000 Act permitting postponement) from the date specified in the variation. In the case of Measures, where a Measure Implementation Date is specified the Council shall use reasonable endeavours to achieve that date.
4.3.	A summary of all Local Services operating in the Scheme Area at the date of making of the EP Scheme is set out in Schedule 3. The Council will update Schedule 3 when informed of any proposed service changes by any Bus Operator and the Council will make copies available to the Traffic Commissioner and all Bus Operators of affected Local Services. For the avoidance of doubt, such list will be an indicative list only of those Local Services which the Council believes to fall within the terms of the EP Scheme and are Qualifying Bus Services. An omission from the list in Schedule 3 shall not exempt a Local Service from the EP Scheme, which would otherwise fall within the terms of the EP Scheme by reason of meeting the definition of a Qualifying Bus Service.

5. FACILITIES	
5.1.	The Council will make the Facilities available (as detailed in Schedule 1) to Qualifying Bus Services and maintain and procure the maintenance of the Facilities from the Commencement Date (in relation to Provided Facilities) and from the Relevant Date in the case of Additional Facilities that RBC commits in principle to provide, until the date the Scheme ceases to have effect. For the avoidance of doubt the Council will not restrict use of the Facilities by Exempted Services.
5.2.	Paragraph 5.1 shall not apply in relation to any Qualifying Bus Service using a Facility for any period during which the Council is temporarily unable to fulfill its obligations, in respect of that Facility, due to circumstances beyond its control. In such circumstances the Council shall notify any Bus Operator affected by the inability of the Council to meet its obligations in respect of that Facility, confirming the reason for such inability and the anticipated period during that the Facility will not be available or the Facility is not being provided in compliance with the Council's obligations.
5.3.	The Facilities are to be maintained (subject to any variation to this EP Scheme or circumstances referred to in paragraph 5.2) for the duration of the EP Scheme in accordance with existing standards of maintenance generally applied by the Council in its management of local transport assets.
5.4.	
5.5.	Incorporation of certain Provided Facilities and, hereafter, Additional Facilities, anticipates RBC being the responsible organisation for purposes of maintenance, management and

	<p>compliance. In the event that RBC, for any reason, ceases to have such responsibility the relevant Provided Facilities shall only be retained within this Scheme provided that:</p> <p>5.5.1. RBC (without legal obligation to secure the same) is able to enter into arrangements with the successor party for the requirements concerned to continue to be provided and maintained; and</p> <p>5.5.2. where such an arrangement is achieved and arranged the requirements of RBC in respect of the relevant Provided Facilities shall change and become a Measure the requirement being to procure the continuing maintenance, management and compliance; and</p> <p>5.5.3. upon any such arrangements coming into effect this EP Scheme shall be varied in its effect to such extent as necessary at the instigation of ESCC and shall not be subject to the variation procedures prescribed by s138 of the TA 2000.</p>
5.6.	RBC shall ensure that any Traffic Regulation Order and/or contractual or other arrangement necessary to support the availability of any Provided Facility that is in place and maintained from the Relevant Date and thereafter (subject to variation under this Scheme) for so long as this Scheme remains in effect.
5.7.	Further facilities in respect of which funding has been confirmed [(subject to agreement of the [first] and any subsequent Grant Award Letter(s))] and which are to be incorporated into the Scheme are identified indicatively in the table at Part 2 of Schedule 1. In each case the Additional Facility shall be introduced into the Scheme under the Bespoke Variation Procedure with a Relevant Date determined as part of the variation adopted.
5.8.	In relation to any decision made by the Council to make a relocation of any Bus Stop that is minor in its effect and any decision to introduce a new Bus Stop no variation to this EP Scheme shall be required. The Council shall give reasonable notice to Bus Operators of any decision of the kind referred to in this paragraph 5.8.

6. MEASURES	
6.1.	The Council shall continue to take and where relevant commence to take the Measures provided for in the table at Part 3 to Schedule 1 to this EP Scheme with effect from the Measures Implementation Date. Where no Measures Implementation Date is specified the implementation of the Measure is subject to completion of detailed development and to the securing of necessary funding.

7. STANDARDS OF SERVICES TO BE PROVIDED BY BUS OPERATORS	
7.1.	An Operator of a Qualifying Bus Service may only use any of the Facilities in the Scheme Area for Qualifying Bus Services if a written undertaking from the operator in the template form attached at Appendix 2 to this EP Scheme is provided to the Traffic Commissioner and a copy delivered to RBC.
7.2.	Operators of Qualifying Bus Services shall subject to paragraph 7.3 comply with the Standard of Services as specified in Schedule 1 in respect of all Qualifying Bus Services with effect from the Standard Implementation Date where a date is specified. except for any period during which the Operator is temporarily unable to do so due to circumstances beyond its control, provided that the Council is notified in writing as soon as reasonably practicably possible as to the reasons and expected period of such non-compliance. If no date is specified the standard represents a standard that the Council considers should be

	implemented at a future date but this shall be subject to the making of a Variation to this EP Scheme as provided for at paragraph 11 of this EP Scheme.
7.3.	Any Operator of a Local Service who fails to comply with clause 7.1 above may be subject to action by the Traffic Commissioner in accordance with section 26 (conditions attached to PSV operator's licence) of the Transport Act 1985 and section 155 of the 2000 Act.

8. SCHEME BENEFITS	
8.1.	The improvements to infrastructure, ticketing, highways, vehicle quality and staff training by introducing this EP Scheme including as further developed through variations, will bring benefits to passengers using Local Services in the Scheme Area by improving the quality of those Local Services.
8.2.	Congestion in the Scheme Area is currently one of the causes for unreliability, solved only by the addition of extended journey times, which prevents any significant reductions in scheduled journey times. The introduction of the EP Scheme is anticipated to lead to a number of measures to address congestion. This should improve reliability and accessibility and help towards increasing bus usage. Facilities and Measures will be put in place using available funding as proposed in Schedule 1.
8.3.	The targets for passenger benefits for the EP are based on the Bus Service Improvement Plan submitted to the DfT on 31 October 2021. The Bus Service Improvement Plan may be updated by the Council from time to time at its discretion. Any revised targets set by such updated plan shall then be referred to in this EP Scheme without a requirements for a variation to be made.
8.4.	This EP Scheme is intended over time to support public health in the administrative area of the Council by reducing the emissions of harmful Nitrous Oxide and Particulate Matter from the Operators' bus fleets. It will also contribute to a reduction in the Council's Carbon Dioxide emissions and contribute to the Council's climate change commitments.

9. CONDITIONS OF USE	
9.1.	An Operator of a Qualifying Bus Service may only use the Facilities in the Scheme Area if each Qualifying Bus Service is provided by that Operator to the Standards of Service except for any period during which that Operator is in respect of one or more local services temporarily unable to do so owing to circumstances beyond its control, provided that the Council is notified in writing as soon as practicably possible as to the reasons and expected period of such non-compliance.
9.2.	Any Operator of a Local Service who fails to comply with paragraph 9.1 above (including failing to give any undertaking required by the Traffic Commissioners in relation to the registration of any new or variation to an existing service) may be subject to action by the Traffic Commissioner in accordance with section 26 (Conditions attached to PSV operator's licence) of the Transport Act 1985 and section 155 of the TA 2000.

10. REVIEW AND MONITORING	
10.1.	The EP Scheme will be reviewed at intervals as described at paragraph 2.2, which will include an assessment of the EP Scheme's benefits in order to determine if any action is

	required to maintain or develop the Facilities, commit the Council to taking further Measures and vary or add to or remove Standards of Service.
10.2.	The Council reserves the right to monitor compliance with the Standards of Services in respect of a Qualifying Bus Service that is using any of the Facilities. Bus Operators of Qualifying Bus Services will allow the Council (including its officers and employees) reasonable access to any such Qualifying Bus Service for this purpose, and provide any reasonable assistance required for this purpose.
10.3.	Instances of Bus Operators failing to comply with the Standard of Services may be reported to the Traffic Commissioner and may be subject to action as detailed in Paragraph 9.2.
10.4.	The Council is required to provide, maintain and ensure availability of Facilities and takes from the relevant Measures Implementation Date and then continue to take or procure that any third party continues to take Measures throughout the life of the EP Scheme as required under section 138J of the 2000 Act subject to any temporary unavailability of any Facilities, postponement of an implementation date for a Facility as permitted by the EP Scheme where necessary and to any variation of the EP Scheme that may arise.

11. VARIATIONS TO THE SCHEME	
11.1.	Variations to the EP Scheme shall be brought into effect through the formal making of the variation to the EP Scheme by the Council.
11.2.	Variations considered for implementation may include variations to this variation procedure and in particular the Voting Scheme for the EP Scheme in the event that there is (in the opinion of the Council (acting reasonably)) a material change in the ownership of route registrations relating to the provision of Qualifying Bus Services including the introduction into the EP Scheme area of any new Bus Operator.
11.3.	The making of a variation shall be subject to the following: <ul style="list-style-type: none"> • the internal procedures required to be pursued by the Council having regard to all relevant governance arrangements that are relevant to any • consequences that arise from the variation (such as requirements to undertake impact assessment, financial implications and any requirements to secure the assistance of other parties in order to deliver the proposed variation); and • the EP Board being satisfied that the EP Scheme as varied will improve the quality or attractiveness of bus services in the Scheme Area; and/or the EP Scheme as varied will contribute to reducing or limiting congestion, noise or pollution.
11.4.	Variations to the EP Scheme may be made applying the provisions of this section 11 of the EP Scheme applying in turn the provisions of s.138E of the TA 2000 where the following conditions (required to be specified under that section of the TA 2000) exist namely: <ul style="list-style-type: none"> • if implemented it will result in the variation to or the addition of any further Facility, Measure or Standards of Service or the removal of any Facility, Measure or Standards of Service or a combination of the same; and • the variation is considered by the Council, in principle, to be acceptable and appropriate to be developed into a formal variation for adoption by the Council.
11.5.	The Council and, where appropriate, other parties as provided for in the EP Plan may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, investment opportunities that arise that will lead to enhanced and/or new Facilities intended

	to improve the quality of bus services operating in the County to which the EP Scheme relates or which if implemented are calculated to increase patronage or meet other objectives within the EP Plan.
11.6.	The Council and, where appropriate, other participants in the EP Scheme may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, Facilities that the Council is able to commit to that will lead to enhanced and/or new Facilities intended to facilitate the improvement of the quality of bus services operating in the County to which this EP Scheme relates, or which if implemented is calculated to increase patronage or meet other objectives within the EP Scheme or the EP Plan.
11.7.	The Council and, where appropriate, other participants in the EP Scheme may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, Measures that the Council is able to commit to or, with co-operation from third parties, secure that will lead to enhanced and/or new Measures intended to facilitate the improvement of the quality of bus services operating in the County to which this EP Scheme relates, or which if implemented is calculated to increase patronage or meet other objectives within the EP Plan.
11.8.	The Council and where appropriate other participants in the EP Scheme may from time to time bring forward proposals for variations to the Standards of Service applied in this EP Scheme reflecting, in particular, variations to the Vehicle Standards and the Customer Service Standards (where applicable) relevant to this EP Scheme intended to facilitate the improvement of the quality of bus services operating in the Scheme Area or which if implemented is calculated to increase patronage or meet other objectives within the EP Plan.
11.9.	All participants within the EP Board are accordingly encouraged to bring forward for consideration by the EP Board potential EP Scheme variations and the Board shall also have regard to proposals remitted to it by the EP Forum also established under the EP Plan. The proposer of a variation should demonstrate how the variation is calculated to contribute to achieving the objectives set out in the EP Plan and current local transport policies.
11.10.	Other variations to the EP Scheme may be brought forward where through the implementation of the variation any of the objectives of the EP Plan will be more effectively achieved or for the purpose of varying any other matter that is the subject of this EP Scheme.
11.11.	All proposals for Variations shall be set out in writing and submitted to [email address]. The administrator responsible for the conduct of the affairs of the EP Board shall provide copies of the proposal to all members of the Board within three working days of receipt of the proposal.
11.12.	The EP Board shall be entitled to comment on proposals for variations to and new Facilities and Measures (or variations to or the removal of existing Facilities and or Measures) to be implemented under this EP Scheme proposed under the variation in accordance with the foregoing procedures.
11.13.	Any proposal brought forward may require to be taken through the internal procedures of the Council in the manner envisaged above and will in all cases include considerations of competition law, in particular to ensure that the competition test provided for at Part 1 to Schedule 10 of the 2000 Act is still satisfied.
11.14.	If there is a majority agreement (applying the Voting Scheme) the proposed variation is to be regarded as agreed by the EP Board and, if practicable, taken forward by the Council to become a variation to the EP Scheme. The Council in taking forward any variation shall have regard to any views expressed by the EP Board as to the timing of implementation of any revised Standards of Service that may form part of the proposed variation.

11.15.	Should any [Bus Operator with voting rights] not be represented either by its nominated representative or any authorised substitute or with another party authorised to exercise its vote on a proxy basis, then the proposed variation shall be put to a vote (again applying the Voting Scheme) under arrangements to be made by the Chair of the EP Board for votes to be given by email to be received by such date and time as the Chair (acting reasonably) determines. Should the votes cast present to the Chair a majority in number under the Voting Scheme the proposed variation shall be taken forward in the manner envisaged above.
11.16.	IN addition to the above bespoke variation procedure the Council is entitled to progress variations to this EP Scheme in accordance with the procedures set out at section 138L of the 2000 Act.

12. REVOCATION OF THE SCHEME	
12.1.	If the LTA or another member of the EP Board believes it is necessary to revoke the EP Scheme, the EP Board will be reconvened. If the decision is taken to revoke the EP Scheme the Council will give consideration to and if thought appropriate apply the legislative procedures for revocation.
12.2.	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.

13. COMMUNICATIONS CONCERNING THE EP SCHEME	
13.1.	Any Operator or other person wishing to communicate with the Enhanced Partnership concerning the administration of this EP Scheme should address the communication to Chairman of the Enhanced Partnership Board with a copy provided to the transport@reading.gov.uk inbox.

SCHEDULE 1
Facilities

Provided Facilities are set out in this Part 1 of Schedule 1. Upon additional funding having been secured and RBC has in place all necessary arrangements for the provision of any Additional Facility that facility shall become a Facilities proposed to be provided and referred to below are subject to detailed development and to funding being secured in order to implement.

Part 1 – Provided Facilities

Facilities to continue to be provided by RBC

Existing Facilities

RBC has provided from the Commencement Date and will continue to provide the following bus priority measures:

Category	Location
Bus Lanes	Existing locations at the date of making of this EP Scheme variation
Bus priority at signalled junctions	Existing locations at the date of making of this EP Scheme variation
	.
South Reading Bus Rapid Transit (BRT) corridor: South Reading BRT involves a series of bus priorities measures on the A33 between Reading town centre and the Mere oak P&R facility to the south of the M4.	The existing location
Red Route: The 'no stopping' restrictions were introduced in 2017 to reduce delays to Route 17 and other bus routes on this corridor. This was the first Red Route to be delivered outside of London.	The existing location

Part 2 – Additional Facilities

References	Measure	New Facilities proposed to be implemented	Relevant Date
		<p>Provision of improved Bus Stop infrastructure including higher specification and refurbished shelters, accessibility improvements including raised kerbs, and Real-Time Passenger Information (RTPI) displays at the busiest Bus Stops, delivered as part of the wider set of improvement to bus services through the [QBC] approach.</p> <p>[</p> <p>RBC will deliver a running programme of enhancements to bus stops in line with the recommendations from the service specification – see Measure (N1) below.</p> <p>The Relevant Date for any individual facility that is or forms part of a Bus stop that is improved shall be the date at which improvements made are implemented, a record of which will be maintained by RBC the EP Scheme document not requiring variation on each and every date that an improved facility is brought into use</p>	
B1	Increase bus priority measures	RBC will develop a detailed delivery programme of bus priority measures to assist with routes to and through Caversham and routes in west Reading, which are subject to traffic congestion and disruption	
B2	Increase bus priority measures	RBC will implement an outbound Bus Lane on A329 Oxford Road between Zinzan Street and George Street.	
B3	Increase bus priority measures	RBC will implement an outbound Bus Lane on A329 Oxford Road between Pangbourne Street and Norcot Junction.	

B4	Increase bus priority measures	RBC will implement an inbound Bus Lane on A327 Southampton Street from Pell Street to Oracle Roundabout.	
B5	Increase bus priority measures	RBC will implement an inbound Bus Lane on A4 London Road between borough boundary and Amity Road.	
B6	Increase bus priority measures	RBC will implement an inbound bus lane from on A4 London Road from Sidmouth Street to London Street.	
B7	Increase bus priority measures	RBC will implement an outbound Bus Lane on A4 Bath Road from Circuit Lane to Granville Road.	
B8	Increase bus priority measures	RBC will introduce a package of bus signal priority measures at key junctions to complement new bus priority lanes.	
D1	Consideration of bus rapid transport networks	RBC will deliver phases 5 and 6 of Reading's South Reading BRT scheme to build on the phases introduced to date.	
E2	Integrate services with other transport modes	RBC will improve access arrangements and passenger facilities at MereOak Park and Ride.	
S1	Improve bus information	RBC will review the location of on-street RTPI displays to ensure that information is supplied at the most useful locations such as busy town centre shops and existing and new park and ride and railway stations.	
S2	Improve bus information	RBC will update on-street RTPI displays in order to offer fully accessible information for people with a disability.	

Part 3 – Measures taken or proposed to be taken by RBC

Ref No	Measure	Description of Measure	Measure Implementation Date
A1	Review service frequency	RBC will work with Bus Operators on each key corridor to develop detailed proposals to improve on a commercially sustainable basis service frequency through the Enhanced Partnership arrangements.	
A2	Review service frequency	RBC will work with Bus Operators to develop a plan aimed at adapting the network to embed future passenger growth by supporting socially and economically necessary services to enable longer-term bus travel behaviours to become a natural choice in Reading.	
A7	Review service frequency	RBC will improve frequency of services between the redeveloped Rivermead Leisure Centre, the adjacent proposed new secondary school and residential areas.	
A8	Review service frequency	RBC will support the development of a new Park and Ride service for Royal Berkshire Hospital and University of Reading.	
B1	Increase bus priority measures	RBC will develop a detailed delivery programme of bus priority measures to assist with routes to and through Caversham and routes in west Reading, which are subject to traffic congestion and disruption.	
C1	Increase demand responsive services	RBC will work with Bus Operators to develop increased Demand Responsive Services as flexible extensions of existing routes including to enable more direct journeys from residential areas to workplaces and other destinations outside the town centre.	

Ref No	Measure	Description of Measure	Measure Implementation Date
E1	Integrate services with other transport modes	RBC will work with Wokingham Borough Council to provide a service between Reading and the new Thames Valley Park P&R site.	
E6	Integrate services with other transport modes	RBC will continue to review parking charges in Reading to ensure bus ticket pricing offers a competitive advantage.	
F1	Simplify services	RBC will work with Bus Operators to develop a plan aimed at simplifying and developing services through the Enhanced Partnership arrangements.	
F2	Simplify services	RBC will work with Bus Operators to develop a plan aimed at simplifying services to south Reading areas of employment and serving 'out of town' residential and commercial developments via fast BRT routes in partnership with Wokingham Borough Council.	
G1	Review socially necessary services	RBC will work with Bus Operators to develop plans for socially necessary services through the Enhanced Partnership process.	
G4	Review socially necessary services	RBC will extend route 42 from Rivermead to Tilehurst connecting residential areas to employment, education and leisure facilities.	
J1	Simplify fares	RBC will work with Bus Operators to review fares structures through the Enhanced Partnership arrangements.	
K1	Integrated ticketing between operators and transport modes	RBC will work with Bus Operators to introduce and promote a multi-operator day travel card at a significantly discounted price to encourage significant growth in bus patronage and modal shift.	

Ref No	Measure	Description of Measure	Measure Implementation Date
L1	Invest in improved bus specifications	RBC will work with Bus Operators to develop a preferred high specification for buses in Reading through the Enhanced Partnership arrangements.	
L2	Invest in improved bus specifications	RBC will continue to work with Bus Operators to implement agreed accessibility improvements to further cater for wheelchair users and for parents and carers with pushchairs.	
N1	Protect personal safety of bus passengers	RBC will develop a service specification for Bus Stop infrastructure throughout Reading.	
N2	Protect personal safety of bus passengers	RBC will implement bus stop improvements at a number of bus stops across the EP area to improve passenger facilities.	
O1	Improve buses for tourists	RBC will continue to work with event organisers to expand the provision of bus services serving events to persuade even more visitors to travel sustainably to these events.	
Q1	Passenger charter	RBC will work with Bus Operators to develop and introduce a Passenger Charter alongside establishing the Enhanced Partnership arrangements.	
Q2	Passenger charter	RBC will work with neighbouring authorities to ensure alignment of our Passenger Charters.	
Q4	Passenger charter–	RBC will continue to regularly review progress and publication of targets as set out in our EP Plan / BSIP	
R1	Strengthen network identity	RBC will continue to promote a strong network identity for services running in the borough including supporting the publication of a network map showing all Local Services and other relevant services.	

Ref No	Measure	Description of Measure	Measure Implementation Date
T1	Reading Town Centre bus enhancements	RBC will continue to work with Bus Operators to ensure best use of town centre Bus Stops and bus stands balancing provision of facilities for buses alongside other demands for kerb-space.	
T2	Reading Town Centre bus enhancements	RBC will continue to work with Bus Operators and other stakeholders to ensure there is provision for expansion of existing bus services and frequencies and for new services to be developed such as BRT services.	
	Traffic Control Services and public information	RBC will investigate and pursue opportunities to work with Bus Operators and Thames Valley Police on a joint traffic control centre, including access to incoming CCTV and outgoing media updates.	

Part 4 – Requirements of Bus Operators: Standards of Services including Vehicle Standards required for Qualifying Bus Services

Ref No	Requirement	Description	Standard Implementation Date
A1	Review service frequency	Bus Operators will work with RBC on each key corridor to develop detailed proposals to improve on a commercially sustainable basis service frequency through the Enhanced Partnership arrangements.	
A2	Review service frequency	Bus Operators will work with RBC to develop a plan aimed at adapting the network to embed future passenger growth by supporting socially and economically necessary services to enable longer-term bus travel behaviours to become a natural choice in Reading.	
C1	Increase demand responsive services	Bus Operators will work with RBC to develop increased Demand Responsive Services as flexible extensions of existing routes including to enable more direct journeys from residential areas to workplaces and other destinations outside the town centre.	
F1	Simplify services	Bus Operators will work with RBC to develop a plan aimed at simplifying and developing services through the Enhanced Partnership arrangements.	
F2	Simplify services	Bus Operators will work with RBC to develop a plan aimed at simplifying services to south Reading areas of employment and serving 'out of town' residential and commercial developments via fast BRT routes in partnership with Wokingham Borough Council.	
G1	Review socially necessary services	Bus Operators will work with RBC to develop plans for socially necessary services through the Enhanced Partnership process.	
J1	Simplify fares	Bus Operators will work with RBC to review fares structures through the Enhanced Partnership arrangements.	

Ref No	Requirement	Description	Standard Implementation Date
K1	Integrated ticketing between operators and transport modes	<p>Bus Operators have worked with RBC to introduce and promote a multi-operator day travel card at a significantly discounted price to encourage significant growth in bus patronage and modal shift.</p> <p>The Ticketing Scheme requires RBC and Operators operating Local Services that are subject to this EP Scheme to be party to a Participation Agreement commercially agreed between RBC and Operators that are subject to the EP Scheme at its Commencement Date with any additional bus operators who become subject to the EP Scheme entering into a deed of adherence agreeing to the terms and conditions of the Participation Agreement prior to operating any Local Services under this EP Scheme.</p>	
L1	Invest in improved bus specifications	Bus Operators will work with RBC to develop a preferred high specification for buses in Reading through the Enhanced Partnership arrangements	
L2	Invest in improved bus specifications	Bus Operators will continue to work with RBC to implement agreed accessibility improvements to further cater for wheelchair users and for parents and carers with pushchairs.	
Q1	Passenger charter	Bus Operators will work with RBC to develop and introduce a Passenger Charter alongside establishing the Enhanced Partnership arrangements.	
T1	Reading Town Centre bus enhancements	Bus Operators will continue to work with RBC to ensure best use of town centre Bus Stops and bus stands balancing provision of facilities for buses alongside other demands for kerb-space.	
T2	Reading Town Centre bus enhancements	Bus Operators will continue to work with RBC and other stakeholders to ensure there is provision for expansion of existing bus services and frequencies and for new services to be developed such as BRT services.	

Ref No	Requirement	Description	Standard Implementation Date
	[Partnership Brand Promotion] -	Bus Operators shall only operate Local Services that are Qualifying Bus Services using vehicles that display branding showing participation in the Enhanced Partnership and its multi-operator ticketing scheme, in formats to be developed by the Council in consultation with the EP Board. <ul style="list-style-type: none"> • 	

SCHEDULE 2 Exempted Services

The following services are exempt from the requirements of the EP Scheme:

- services which operate for the primary purpose of carrying schoolchildren or students between their home and a school or Further Education College at the start or finish of the relevant school day.
- 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;
- Community Transport or Dial a Ride services which are restricted to use by pre-registered passengers only;
- any Local Service registered so as to operate on one day of the week only;
- Local Services operated in conjunction with sporting or other leisure events;
- a service in respect of which a community bus permit has been granted under section 22 of the Transport Act 1985;
- a service which is a local service for 10% or less of the overall distance covered by the service; and
- National coach services or coach tours using the Bus Stand/Bus Stop Clearways.

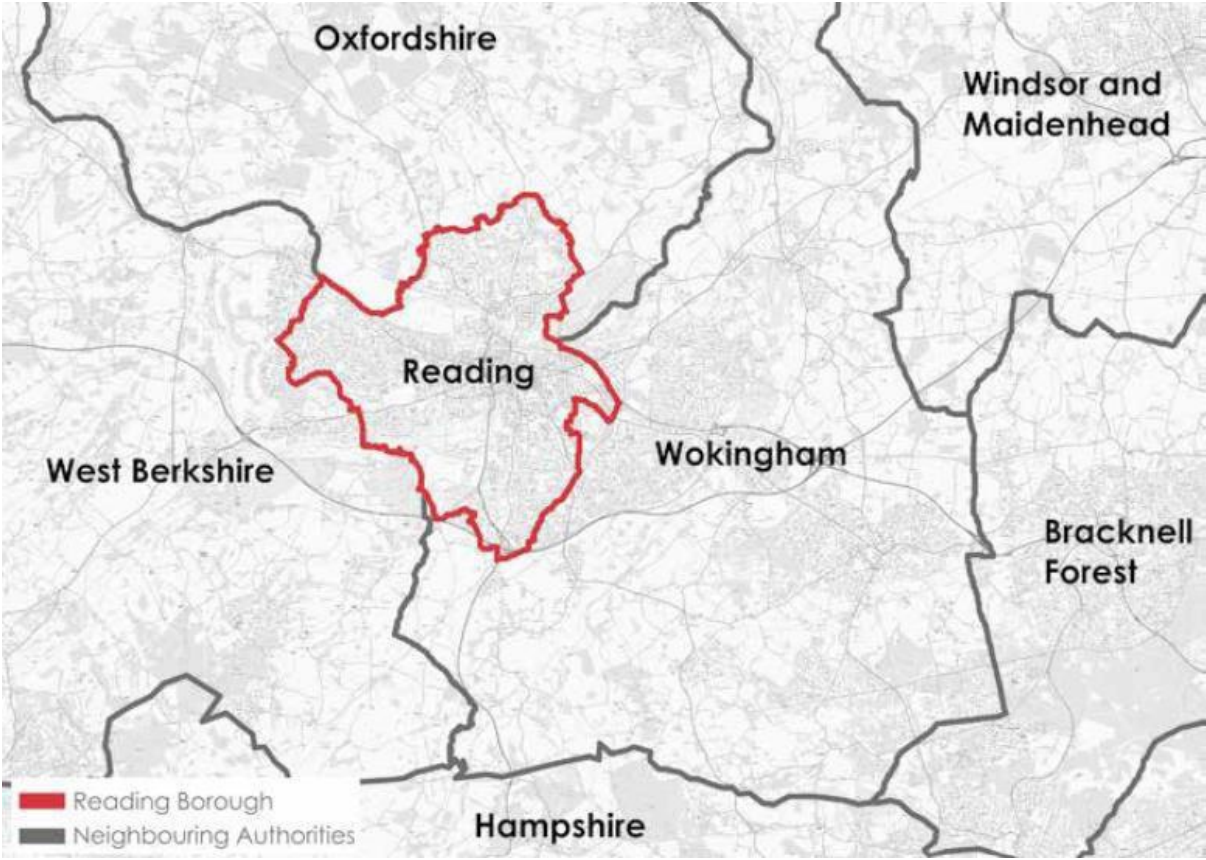
N.B. the requirements of the EP Scheme do apply to a service or any part of a service provided under arrangements made under sections 89 to 91 of the Transport Act 1985 in any case where the authority retains all the revenue from that service.

SCHEDULE 3
Local Bus Services

Operator	Service No	Route	Day of Operation
Reading Buses	1	Reading to Newbury	daily
Reading Buses	2/2a	Reading to Mortimer & Tadley	daily
Reading Buses	3	Reading to Arborfield & Wokingham	daily
Reading Buses	X3	Reading to Shinfield Park	Mon-Fri
Reading Buses	4/X4	Reading to Bracknell	daily
Reading Buses	5	Reading to Northumberland Ave	daily
Reading Buses	6/6a	Reading to Whitley Wood & Tesco Depot	daily
Reading Buses	9	Reading to Whitley Wood	Mon-Fri
Reading Buses	10	Reading to Kennet Island	daily
Reading Buses	11	Reading to Coley Park	daily
Reading Buses	13/14	Reading to Woodley circulars	daily
Reading Buses	15/15a	Reading to Dee Park & Calcot	daily
Reading Buses	16	Reading to Purley	daily
Reading Buses	17	Wokingham Road to Tilehurst Water Tower	daily
Reading Buses	19a/c	Reading to Loddon Bridge circulars	Mon-Sat
Reading Buses	19b	Reading to Lower Earley	Mon-Sat
Reading Buses	21/21a	Reading to University & Lower Earley	daily
Reading Buses	22	Reading to Caversham Heights	Mon-Sat

Operator	Service No	Route	Day of Operation
Reading Buses	23/24	Reading to Emmer Green circulars	daily
Reading Buses	25	Reading to Peppard Common	daily
Reading Buses	26	Reading to Calcot	daily
Reading Buses	27/29	Reading to Lower Caversham	daily
Reading Buses	33	Reading to Tilehurst & Little Heath	daily
Reading Buses	42	Kenavon Drive to Rivermead	Mon-Sat
Reading Buses	50	Reading to Green Park	Mon-Sat
Reading Buses	600	Reading to Mere oak P&R and Spencers Wood, Shinfield & Riseley	Mon-Sat
Reading Buses	702	Reading to Legoland & London	daily
Thames Valley Buses	127-9	Wokingham/Maidenhead to Reading	Mon-Sat
Arriva	800/850	High Wycombe to Reading	daily
Oxford Bus Company	X39/40	Oxford to Reading	daily
Thames Travel	143	Goring/Upper Basildon to Reading	Mon-Sat

APPENDIX 1
Scheme Map and Facilities Location Maps



APPENDIX 2
Form of Undertaking to the Traffic Commissioner

Relating to the First Reading Borough Council Enhanced Partnership Scheme (“the Scheme”)

[Name of Operator] hereby undertakes to provide Local Services to the standards specified in the Scheme when using the Facilities

All terms used in this undertaking have the same meaning as those set out in the First Reading Borough Council Enhanced Partnership Scheme made on [insert date] and varied with effect from []

[In the case of Bus Operators joining into the Reading Borough Council Enhanced Partnership Scheme after the Commencement Date of the scheme the following sentence to be included.

We confirm that we have executed and delivered to Reading Borough Council and to each Bus Operator that is a current party to a Participation Agreement dated [] a Deed of Adherence to that agreement.]

SIGNED

[insert name of Director of Operator Company]

[Title]

[Operator Company name]

DATE:

APPENDIX 3
Customer Charter

DRAFT BUS PASSENGER CHARTER – KEY ELEMENTS FOR INCLUSION

The Council will develop in conjunction with the EP Board and the Enhanced Partnership will introduce a bus passenger charter to give passengers more of a voice and a say in the future of bus services in Reading, putting passenger at the centre of bus service improvements.