



**LANCASHIRE**

COMBINED COUNTY  
AUTHORITY

# Lancashire Enhanced Partnership Plan and Scheme

Lancashire Combined County Authority and Partners

Title	
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Document author(s) name and role title	Matthew Moll
Document owner name and role title	Matthew Moll
Document approver name and role title	Denise Park, Head of Paid Services

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Part 1 – Enhanced Partnership Plan .....	5
Part 2 - Enhanced Partnership Scheme .....	19
2.1 Section 1 – EP Scheme Contents .....	20
2.2 Section 2 – Scope of the EP Scheme.....	20
2.3 Section 3 – Obligations on the Authority .....	21
2.4 Section 4 – Obligations on Local Bus Operators .....	22
2.5 Section 5 – Governance Arrangements .....	23
2.6 Arrangements for Reviewing, Varying or Revoking the Enhanced Partnership Scheme .....	30
Schedule 1 – Facilities and Measures to be provided by and Obligations on Lancashire Combined County Authority and Constituent Councils .....	33
Schedule 2 – Obligations on Operators of Qualifying Local Bus Services .....	41
Schedule 3 – Bus Passenger Charter.....	48
Schedule 4 – List of Investment Corridors and Services.....	52
Schedule 5 – Bus Service Change Consultation Process .....	53
Schedule 6 – Data Requirements.....	55
Schedule 7 – Socially Necessary Bus Services.....	58
Schedule 8 – Enhanced Partnership Governance Terms of Reference .....	59
Schedule 9 – Infrastructure Standards .....	62
Schedule 10 – Bus Priority.....	63
Appendix A - Qualifying Local Bus Services .....	64
Appendix B – List of Operators of Qualifying Services and Management Board Classification.....	78
Appendix C – Bus Stations and Interchanges .....	79
Appendix D – Multi-Operator and Multi-Modal Ticketing Schemes .....	80
Appendix E – Bus Grant Funding Programme 2026/27 – 2029/30 .....	85

## Introduction

The National Bus Strategy (Bus Back Better), published by Government in March 2021, sets out a high level of ambition for the improvement and development of bus services in England, to reverse the historic decline in patronage overall in England, and to provide the means for bus services to recover from the significant reductions in patronage as a result of the restrictions imposed to control the Covid-19 pandemic.

As part of the National Bus Strategy, Local Transport Authorities were required to produce a Bus Service Improvement Plan (BSIP) and to choose to either develop an Enhanced Partnership with local bus operators (as defined in the Bus Services Act 2017) or pursue Bus Franchising.

Lancashire Combined County Authority (LCCA) was established in February 2025. On 1 April 2026 it became the sole Local Transport Authority for the area covering Blackburn with Darwen Borough Council, Blackpool Council and Lancashire County Council which are the LCCA's Constituent Councils. Lancashire Combined County Authority agreed to create an Enhanced Partnership (EP) on 6 November 2025.

Both the EP Plan and the EP Scheme have been prepared by Lancashire Combined County Authority, in consultation with the bus operators, under the Transport Act 2000 (c.38).

The EP and BSIP can be found online here:

[Enter web address]

## Definitions

In this Enhanced Partnership Plan and any Schemes made pursuant to it, the following capitalised terms shall have the meanings ascribed to them below

1985 Act	Transport Act 1985
2000 Act	Transport Act 2000
2017 Act	Bus Services Act 2017
2025 Act	Bus Services Act 2025
BSIP	Bus Service Improvement Plan – document which sets out LCCA's vision for bus services, current state of the market and how the objectives could be met
Bus Operators (or Operators)	All Operators running Qualifying Bus Services taken collectively.
Constituent Council(s)	Refers to one or all of Blackburn with Darwen Borough Council, Blackpool Council and Lancashire County Council, which are the Constituent Councils of Lancashire Combined County Authority
Enhanced Partnership Scheme Variation	This comprises either: A variation of the Enhanced Partnership Scheme as a result of the voting mechanism set out in <b>Section 2.6.2</b> with respect to Facilities, Measures or Requirements or

	<p>A variation of the EP Plan or Scheme agreed as a result of the mechanism set out in <b>Section 2.6.3</b>.</p> <p>Each of which will then constitute a formal variation of the EP Scheme for the purposes of s.138E(1) of the 2000 Act.</p>
Executive Board (EB)	<p>The committee of selected Lancashire Bus Operator representatives, Lancashire Combined County Authority and Constituent Council representatives, responsible for considering recommendations put forward by the Management Board and making decisions including specific Enhanced Partnership Scheme Variations.</p>
Enhanced Partnership	<p>The Enhanced Partnership covering the geographic extent of the administrative boundary of the LCCA, shown for identification purposes only on the plan at Figure A.</p>
Facilities	<p>Those facilities referred to in <b>Schedule 1</b> which shall be deemed such for the purposes of s.138D(1) of the 2000 Act.</p>
Forum	<p>A stakeholder group convened and chaired by LCCA, responsible for bringing forward ideas and suggestions about improvements to the public transport network in Lancashire, to be considered by the Management Board for future work. The Management Board will feed back to the Forum on the outcomes and on what will be taken forward to the Executive Board for future decision making. The Forum will help monitor the achievements of the Partnership against its objectives and monitor delivery against the targets set out in the EP Plan.</p>
Large, or Other Operator	<p>Any Operator providing 5% or more of total scheduled bus service mileage within the LCCA area set out at figure A (excluding tendered services which are not operated under a de minimis agreement) is classed as a Large Operator.</p> <p>All other operators are Other Operators.</p> <p>Where Qualifying Bus Services are provided by multiple operating companies or subsidiaries of the same owning group, they are to be considered to be provided by one Operator.</p> <p>For the avoidance of doubt, a list of Large and Other Operators is included in <b>Appendix B</b>.</p>
LCCA	<p>Lancashire Combined County Authority</p>
Management Board (MB)	<p>The committee of Lancashire Bus Operators, LCCA representatives and Constituent Council officers, responsible for considering all issues affecting the Enhanced Partnership, and making recommendations to the Executive Board in line with the Enhanced Partnership governance arrangements.</p>
Measures	<p>Those measures referred to in <b>Schedule 1</b> which shall be deemed as such for the purposes of s.138D(2) of the 2000 Act.</p>
Non-qualifying Bus Service	<p>Services excluded from classification as Qualifying Bus Services.</p>
Operator Objection Mechanism	<p>As defined at The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018</p>
Qualifying Bus Service	<p>A registered local bus service with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of:</p>

	<ul style="list-style-type: none"> <li>i. Any schools or works registered local bus service not eligible for Bus Service Operators Grant</li> <li>ii. Any cross-boundary registered local bus service with less than 10% of its route mileage within the Enhanced Partnership area, except where the Executive Board agree that there are particular reasons why its inclusion in the EP would be to the benefit of the EP's objectives defined in the EP Plan</li> <li>iii. Any services operated under section 22 of the 1985 Act</li> <li>iv. Any registered local bus service which is an excursion or tour or for special events.</li> </ul> <p>For the avoidance of doubt, a list of Qualifying Bus Services is included in <b>Appendix A</b>.</p> <p>In addition, any tendered service on which the tendering authority takes the revenue risk will not be subject to the Operator Objection mechanism, consistent with The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.</p>
Requirements	Those requirements placed upon Bus Operators identified as such within <b>Schedule 2</b> which shall be deemed as such for the purposes of s.138C 2000 Act.
Task and Finish Group	A group appointed by the Management Board to research and assess proposals for Facilities, Measures and Requirements and to prepare business cases setting out feasibility and costs on behalf of the Management Board.

## Competition Test

Lancashire Combined County Authority has undertaken an assessment of the impacts of the EP Plan and Scheme made on 1 April 2026 on competition for the purposes of Part 1 of Schedule 10 of the Transport Act 2000. The authority believes it will or is likely to have a significantly adverse effect on competition. However, the authority believes the EP Plan and Scheme(s) is justified because:

- i. it is with a view to achieving one or more of the following purposes:
  - a. securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services;
  - b. securing other improvements in local services of benefit to users of local services; and
  - c. reducing or limiting traffic congestion, noise or air pollution.
- ii. its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes.
- iii. The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.

## Part 1 – Enhanced Partnership Plan

### ***THE LANCASHIRE COMBINED COUNTY AUTHORITY ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY LANCASHIRE COMBINED COUNTY AUTHORITY.***

This Enhanced Partnership (EP) covers the entire administrative areas of the Lancashire Combined County Authority as illustrated at Figure A, showing the ‘lower tier’ district council areas within Lancashire County Council and the unitary authorities of Blackburn with Darwen and Blackpool.

The EP Plan will apply during the period of 1 April 2026 to 31 March 2036 and will be reviewed following any update to the Bus Service Improvement Plan (BSIP) or wider structural changes, including but not limited to Local Government Reorganisation.

Lancashire Combined County Authority engages in frequent dialogue with bordering Local Transport Authorities (LTAs) to discuss cross-boundary transport issues. This engagement will continue throughout the EP period to ensure consistency and continuity of bus service provision across local authority boundaries. These authorities being Westmorland and Furness Council (and the emerging Cumbria Combined Authority), Liverpool City Region Combined Authority (Merseytravel), North Yorkshire Combined Authority, Greater Manchester Combined Authority (Transport for Greater Manchester) and West Yorkshire Combined Authority (Metro).

Lancashire County Council as a Constituent Council of the LCCA already works in partnership with the former Cumbria County councils on the developments associated with the English National Concessionary Travel Scheme, NoWcard; and with all neighbouring authorities on the joint delivery of contracted cross boundary services where costs and development ideas are shared.

Figure A – Lancashire Combined County Authority Administrative Area



## 1.1 EP Link to Policy Objectives

Lancashire County Combined Authority consulted on the 4th Local Transport Plan (LTP4) during October and November 2025. LTP4 sets out four workstreams which each have up to eight policies attached to them. Table 1-1 compares the BSIP ambitions, which the Enhanced Partnership will look to deliver, to the policies set out in LTP4.

Table 1-1 BSIP ambitions and LTP4 Policies

BSIP Ambition	LTP4 Policies
Investment in bus priority schemes to provide faster and more reliable bus journeys, focusing on Superbus routes	Explore new or expanded heavy rail and mass transit networks Improve journey time and reliability Improve and modernise bus journeys Establish convenient and safe active travel options
Investment in making bus stops more accessible, with improved shelters and passenger information	Enable the use of bus, rail and active travel options Empower everyone to travel safely and securely, wherever they go Deliver accessible and affordable public transport
Improving access to employment, health and education facilities by bus	Enable the delivery of strategic growth sites Transform east/west public transport through the Central Belt Improve and modernise bus journeys Deliver accessible and affordable public transport
Providing increased options to travel by bus in more rural areas	Broaden travel choices in rural areas Transform sustainable travel choices for tourists
Working closely with developers and employers to ensure the bus service supports our growing economy	Enable the delivery of strategic growth sites
Higher bus service frequencies, particularly evenings and weekends	Explore new or expanded heavy rail and mass transit networks Improve and modernise bus journeys Transform sustainable travel choices for tourists
Better information about local bus services, including regularly updated printed and online information, which has a consistent image	Enable the use of bus, rail and active travel options Transform sustainable travel choices for tourists Embrace new transport data and technologies
Roll-out of multi-operator ticketing across the Authority area	Reimagine public transport ticketing Embrace new transport data and technologies Reimagine public transport ticketing

Introduce multi-operator Tap-on Tap-off fare capping to simplify your travel experience	Embrace new transport data and technologies
Working with our partners to improve the journey experience and ensuring everyone feels safe	Empower everyone to travel safely and securely, wherever they go
Cheaper fares during evenings and weekends. Standardised discounted fares to help young people and vulnerable groups	Reimagine public transport ticketing Empower everyone to travel safely and securely, wherever they go
A Passenger Charter ensuring your voice is heard and the bus network is responsive to the needs of the communities it serves	
Investment in zero-emission and low-emission buses to support our net zero ambitions	Accelerate the uptake of electric vehicles
Working in partnership with bus operators and neighbouring authorities to improve bus services	Transform east/west public transport through the Central Belt Improve public transport connections with neighbouring regions

## 1.2 The Lancashire Bus Network and Market

There are five large operators within the LCCA which provide a mixture of commercial and subsidised services, these are:

- Arriva Merseyside – one of the largest operators within the Liverpool City Region, provide a number of cross border services into and through West Lancashire
- Blackpool Transport – the arm's length municipal operator owned by Blackpool Council which additionally operates the Blackpool Tramway
- Preston Bus – owned by Rotala
- Stagecoach Cumbria and Lancashire – now a single subsidiary of Stagecoach covering the LCCA area
- Transdev Blazefield – operations are split between The Blackburn Bus Company and The Burnley Bus Company

Firstbus West Yorkshire is a significant operator within West Yorkshire, however, only operates a single cross-boundary services into the LCCA area. Huyton Travel (now owned by Tower Transit) operates a cross-boundary service jointly funded by Merseytravel and LCCA. North Yorkshire Council's in-house fleet operators a cross-boundary service to Clitheroe through the Hodder Valley.

Transport for Greater Manchester's franchised Bee Network services run into southern parts of the LCCA area, the most significant of these being the trunk Wigan – Coppull – Chorley service 632.

Additionally, there are eleven other operators providing local bus services within the LCCA area.

Table 1-2 below outlines the distribution of bus operators by constituent and district council area within the LCCA.

*Table 1-2 Public Bus Operators in the LCCA area (January 2026)*

<b>District / Unitary</b>	<b>Main Operator(s)</b>	<b>Other Operator(s)</b>
Blackburn with Darwen	Transdev	Bee Network, Blackburn Private Hire, Moving People, Stagecoach, Travel Assist, Vision Bus
Blackpool	Blackpool Transport	Archway Travel, Stagecoach, Transporabus
Burnley	Transdev	First West Yorkshire, Moving People, Preston Bus, Vision Bus
Chorley	Stagecoach	Bee Network, Holmeswood, Preston Bus, Transdev, Tyrers, Vision Bus
Fylde	Blackpool Transport Stagecoach	Archway Travel, Transporabus
Hyndburn	Transdev	Pilkingtonbus, Stagecoach, Vision Bus
Lancaster	Stagecoach	Lonsdale Buses
Pendle	Transdev	Pilkingtonbus, Preston Bus, Stagecoach Vision Bus
Preston	Preston Bus Stagecoach	Archway Travel, Holmeswood, Transdev, Tyrers, Vision Bus
Ribble Valley	Stagecoach Transdev	Holmeswood, Pilkingtonbus, Preston Bus, North Yorkshire Council, Vision Bus
Rossendale	Transdev	Bee Network, Vision Bus
South Ribble	Stagecoach	Holmeswood, Preston Bus, Transdev, Tyrers, Vision Bus
West Lancashire	Arriva Merseyside Stagecoach	Bee Network, Charlton MiniCoaches, Holmeswood, Huyton Travel, Preston Bus, Vision Bus
Wyre	Blackpool Transport Stagecoach	Archway Travel, Transporabus

**Appendix B** outlines the market share by operator.

### **1.3 Bus Service Supply**

Within the LCCA area several services in the urban areas of Blackburn, Burnley, Preston, Hyndburn, the Fylde Coast and Lancaster provide ‘walk-up’ frequencies of at least 5-6 bph. There are also frequent interurban bus routes which are consistent with the distribution of the population - particularly in east Lancashire. Beyond the urban and interurban services, there are low frequency services to and within the rural north and north-east of the Authority area with a strong reliance on local authority funding for many bus services.

Within the LCCA area there is however variable connectivity to major employment areas, with only some sites having a regular weekday daytime service; similarly, service provision during evenings and Sundays is variable, with only main connections provided.

## **1.4 Bus Service Infrastructure**

Within the LCCA area there are over 10,000 bus stops. Bus Stations and interchanges are owned and managed by a variety of councils and third parties; more detail is provided in **Appendix C Part 3**.

## **1.5 Bus Fares**

Bus fares and fare structures vary substantially across the LCCA area. As would be expected for an authority of the size and diversity of LCCA, the complexities of the bus network means that different operators offer different ticketing products. Overlapping and inconsistent fare zones make difficulties in providing clear and comprehensive fares information to users and potential passengers. The Government's £3 adult single fare cap has simplified single and return fares, although Preston Bus withdrew from the scheme in January 2026. Most operators have taken part in BSIP funded £1 evening single fare and £1 Sunday daytime single fare, the latter replacing the original 'Buy Saturday get Sunday Free' day ticket deal in May 2024.

Work is ongoing on a countywide multi-operator ticketing scheme within the LCCA area; however, the Anybus multi-operator ticketing scheme was introduced in Preston through a soft launch, followed by schemes on the Fylde Coast and covering East Lancashire. There are currently inconsistent fare offers for key groups such as students, young people and jobseeker.

## **1.6 Bus Passenger Information**

A new RealTime Passenger Information System is being rolled out across the LCCA area, led by Lancashire County Council. This has been partly funded by Lancashire County Council's Levelling Up Fund for East Lancashire. Roadside publicity is provided across the LCCA area with work underway to develop a consistent style across the Constituent Councils.

Work is ongoing to develop a central Public Transport information website for the LCCA area to bring together the information currently provided by the Constituent Councils. The Enhanced Partnership Scheme includes requirements for bus operators who provide information on their websites.

Printed timetables and maps are provided by both the commercial bus operators and Constituent Councils. Bus Service Improvement Plan funding has helped reintroduce the all-operator network maps.

## **1.7 Bus Fleet**

As of October 2025, there are around 700 vehicles based at depots in the Lancashire Combined County Authority area and used on local bus services. Figure B shows the

fleet broken down by vehicle type and Figure C by emissions level, whilst Figure D shows the onboard features. This does not include vehicles based at depots outside of the LCCA which operate cross-boundary services.

Figure B – Bus Fleet by Vehicle Type

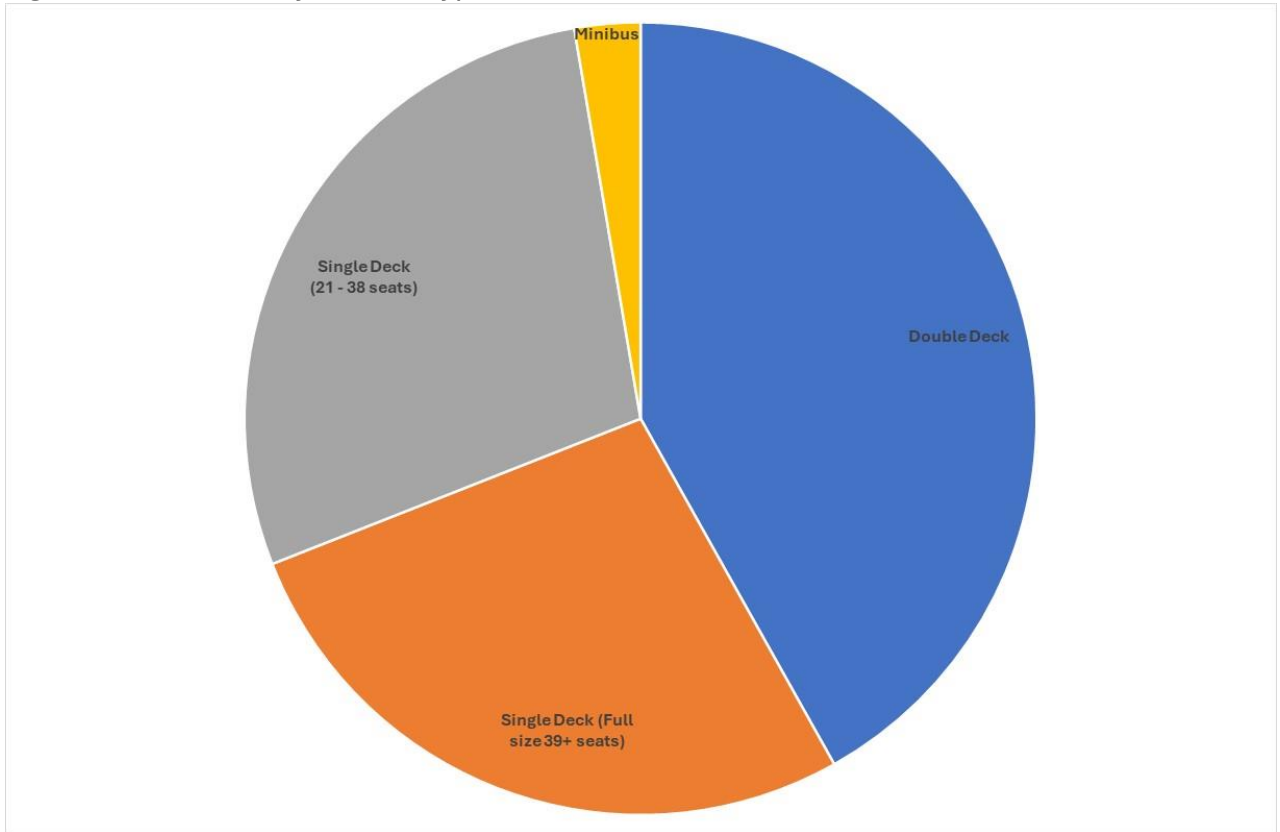


Figure C – Bus Fleet by Emission Levels

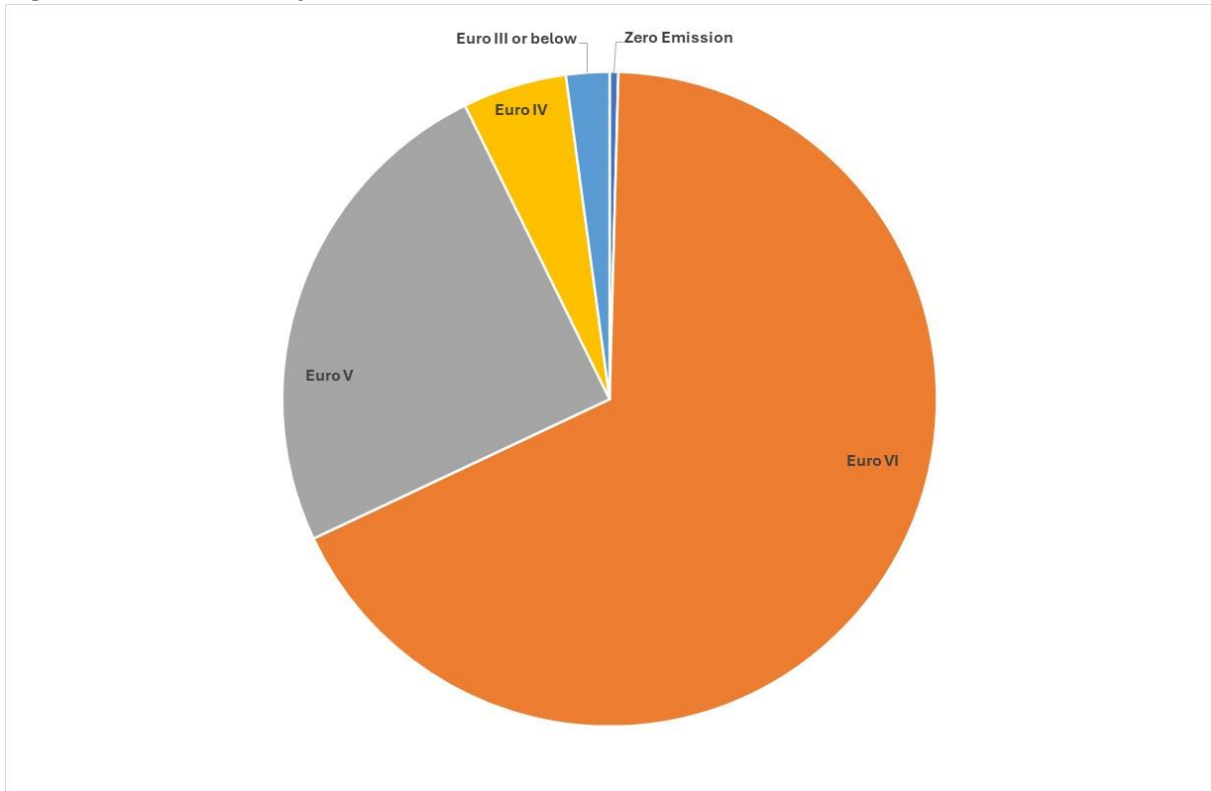
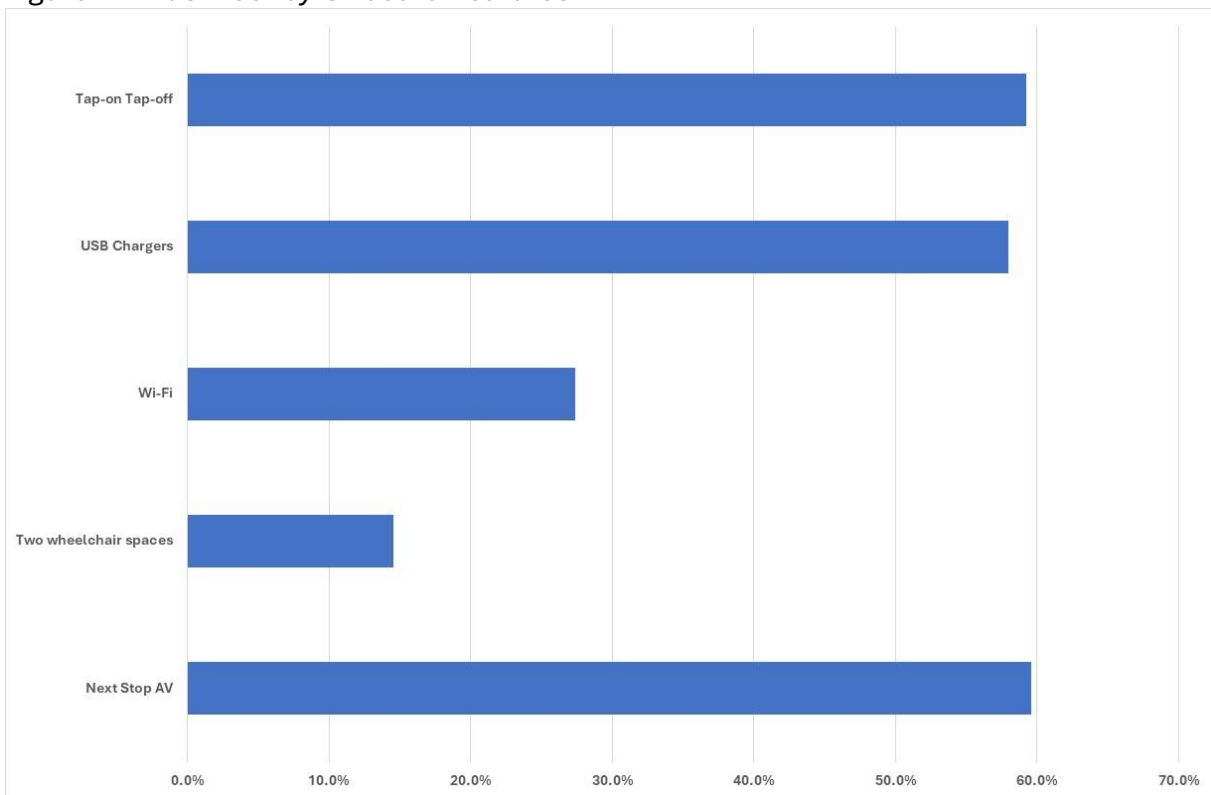


Figure D – Bus Fleet by Onboard Features



## 1.8 Bus Priority Measures

Bus Lanes and Bus Gates are located mainly in urban areas at strategic locations, more detail is provided in **Appendix C**.

## 1.9 Bus Service Outcomes

Figure E shows the average number of journeys per year per head of population for the LCCA area using Department for Transport statistics for the LCCA area, the North West region as a whole and English non-Metropolitan authorities. The LCCA area saw the largest drop in journeys per head of population between 2009/10 and 2018/19 at 33.5% against 20.8% in the North West region and 15% in the English non-Met areas. In 2023/24 the LCCA area had the highest recovery rate post-COVID at 87.8% of 2018/19 levels against 83.3% and 85.3% for North West and English non-Mets respectively. However, the LCCA area has seen a decline to 2024/25 against the trend elsewhere meaning a post-COVID recovery level of 81.7% of 2018/19.

Figure E – Average Number of Bus Journeys per Year per Head of Population



## 1.10 Bus Passenger Experience and Priorities for Improvement

LCCA partakes in the Transport Focus 'Your Bus Journey' bus passenger satisfaction survey. Table 1-3 shows the results from the 2023,2024 and 2025 surveys for the Lancashire Combined County Authority area. This shows the proportion of respondents to the survey who stated that they were either satisfied or very satisfied with each category.

Table 1-3 Transport Focus 'Your Bus Journey' Results for LCCA area

Satisfaction With	2023*	2024	2025
Overall journey satisfaction	80%	84%	
Value for money	69%	75%	
Bus stop where you caught bus	77%	79%	
Length of time you had to wait for the bus	68%	73%	
Punctuality of the bus at stop	71%	78%	
The bus driver	86%	87%	

\* Excludes Blackpool Council area

The Management Board described at Section 2.5.2 of the Enhanced Partnership Scheme will also provide an opportunity for LCCA to elicit the views of those with a stake or interest in bus services, including any bus user groups as may be established, in the performance of the Enhanced Partnership.

The Management Board, supported by the Forums, can monitor the effectiveness of the delivery of Facilities, Measures and Requirements and can liaise with the Enhanced

Partnership Executive Board (Section 2.5.3 of the Enhanced Partnership Scheme) regarding priorities for funding and delivery. It has a duty to consider the outputs of any monitoring undertaken by LCCA against the targets set out in this EP Plan and any others agreed for specific initiatives.

### 1.11 Journey Time Trends

As part of the Department for Transport's Bus Indicator Pilot, LCCA has been collecting journey time statistics for the 2025/26 financial year although insufficient data has been collected to provide a trend at the time of writing.

Figures F and G below display the National Travel Survey data for local bus travel in the LCCA area from tables 0303e (average hours spent travelling by mode per person per year) and 0303f (average trip duration in minutes by mode) respectively. As can be seen there has been a steady decline in hours spent travelling by bus from 32 hours in 2012/13. Prior to COVID, the average trip length had been on an upward trajectory although it fluctuated year by year.

Figure F – Average Hours Spent Travelling by Bus per Person per Year

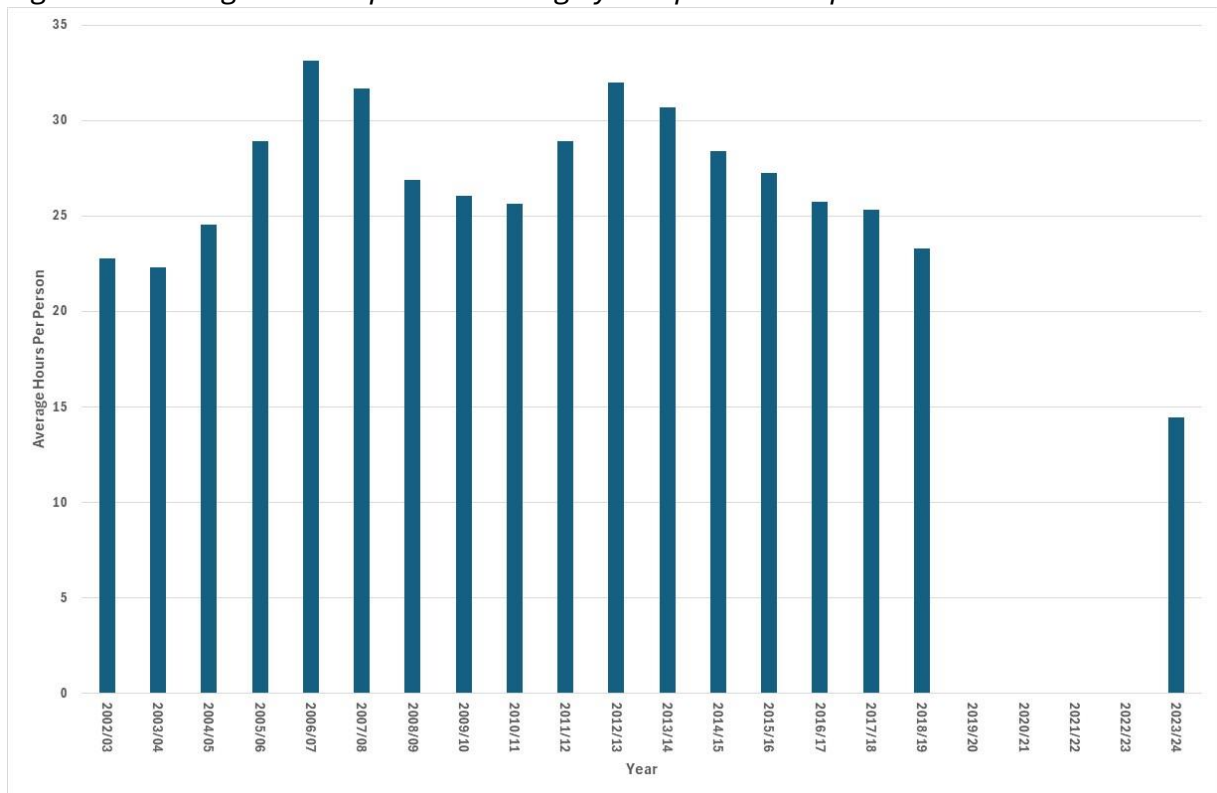
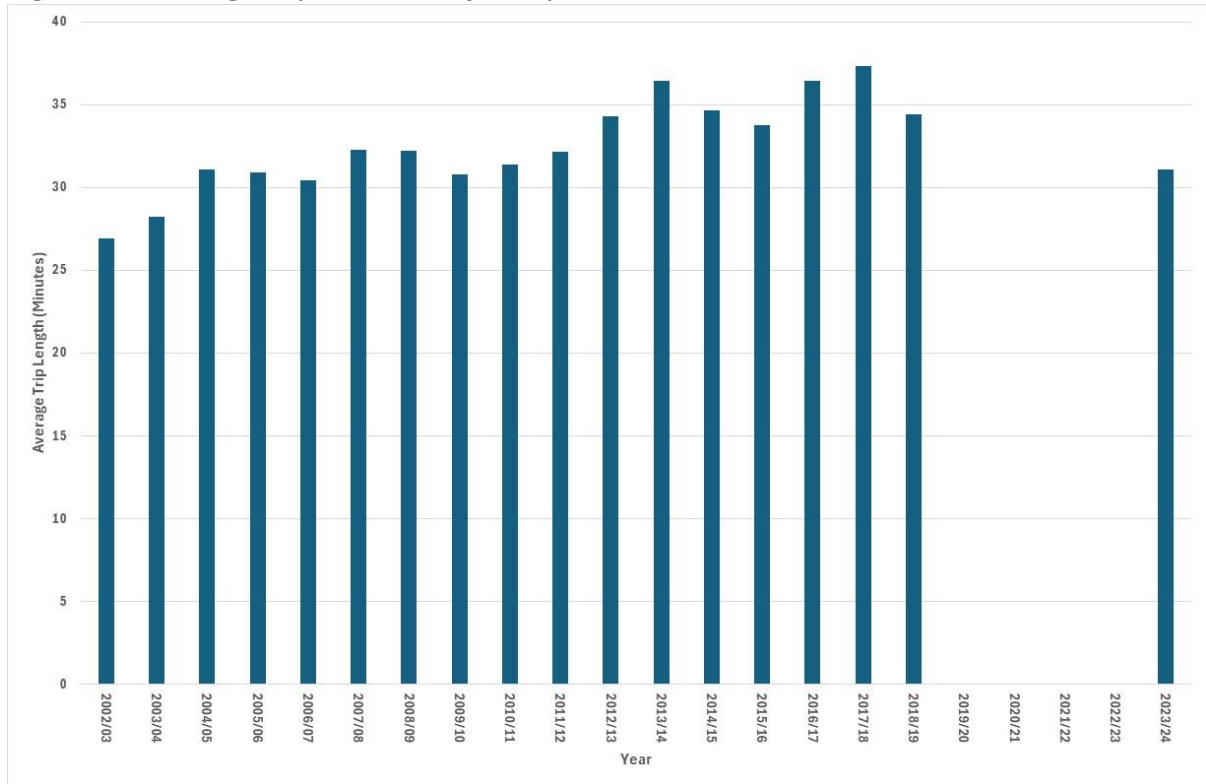
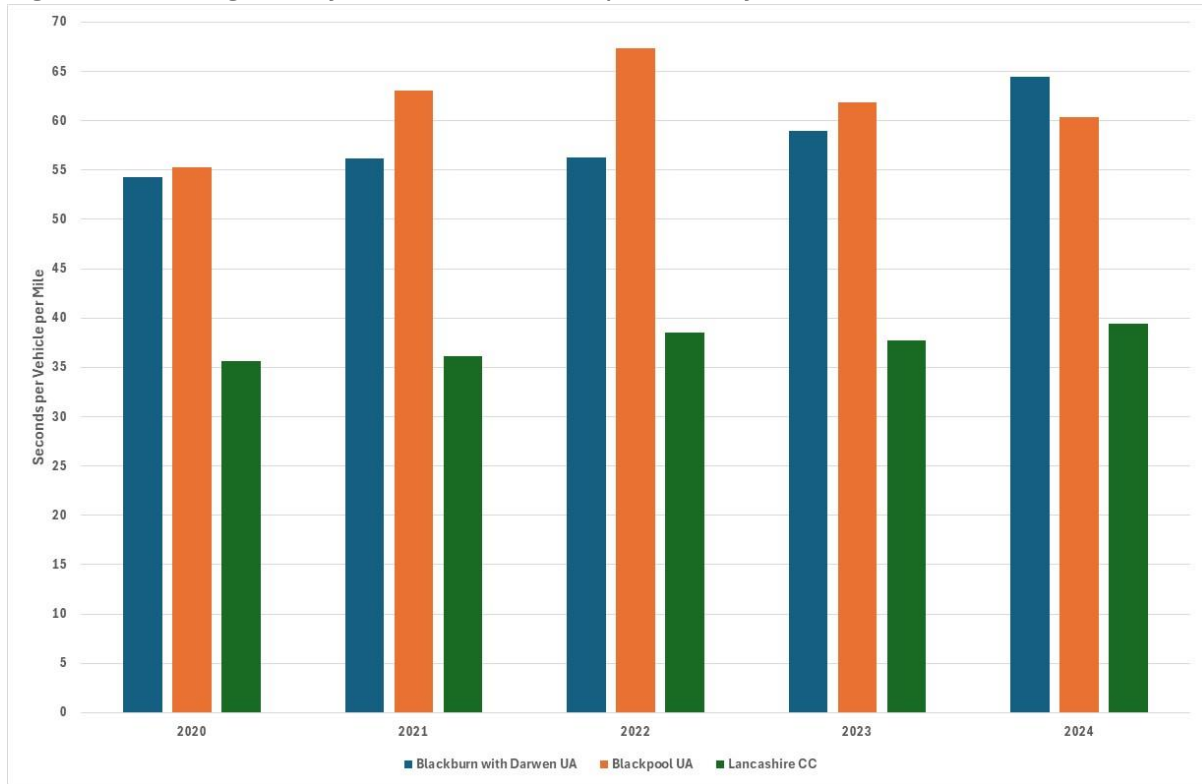


Figure G – Average Trip Duration by Bus per Year



The Department for Transport additionally reports the average delay on local 'A' roads by local authority in England. Figure H below shows the average delay in seconds per vehicle per mile (spvpm) for the three Constituent Council areas between 2020 and 2024. There is no similarity between the three authorities, whilst the Lancashire County Council area has seen a 10.7% increase across the period, Blackburn with Darwen has seen an increase of 18.6% mainly between 2022 and 2024, Blackpool has seen a 10.3% decrease since 2022 after a 21.7% increase.

Figure H – Average Delay on Local 'A' Roads per Year by Constituent Council area



## 1.12 Objectives of the Enhanced Partnership

The objectives of the Enhanced Partnership are to:

- i. Improve the bus network within the LCCA area by combining the resources and expertise of both the public and private sector
- ii. Deliver growth in bus patronage and passenger satisfaction
- iii. Deliver the ambitions of the Bus Service Improvement Plan in an affordable and effective manner

Lancashire wants a public transport system—especially buses—that helps everyone stay connected, access essential services, and reach jobs and opportunities. With 1.6 million residents and over 40 million bus journeys a year, buses are central to keeping people moving around the area. The Lancashire Combined County Authority (LCCA) aims to make buses a genuine, attractive alternative to the car.

The vision is built around **10 key principles**:

1. **Frequent** – Buses every **15 minutes** in major towns/cities and every **30 minutes** on key routes.
2. **Accessible** – A bus and community transport network that **everyone can use**, regardless of need.
3. **Affordable** – Good-value fares for individuals and groups.
4. **Flexible** – **Multi-operator** tickets available from drivers, online, or via an app.
5. **Reliable** – Buses that **turn up on time** and run consistently.
6. **Comprehensive** – Routes that link people to **jobs, education, health services and leisure**.
7. **Green** – Use of **low-, ultra-low-, or zero-emission** vehicles.

8. **Attractive** – Clean, well-maintained vehicles, stops, and stations.
9. **Safe** – People should feel safe **waiting for and using** buses at all times.
10. **Informative** – Clear, consistent information on routes, times, fares and disruption.

### **How These Principles Translate into Action**

The vision leads to practical improvements, including:

- Faster bus journeys through bus priority measures.
- Better bus stops with improved accessibility and passenger information.
- Improved access to jobs, hospitals, schools and colleges.
- More travel options for rural communities.
- More frequent services, especially evenings/weekends.
- Better passenger information, both online and printed.
- Countywide multi-operator ticketing.
- Tap-on / Tap-off fare capping to simplify paying.
- Cheaper fares in evenings/weekends and discounted fares for young and vulnerable people.
- A Passenger Charter to ensure community voices are heard.
- Investment in low- and zero-emission buses.
- Partnership working with operators, neighbouring councils, developers and employers.
- A focus on making journeys feel safe and improving the overall experience.

## Part 2 - Enhanced Partnership Scheme

## 2.1 Section 1 – EP Scheme Contents

This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in Sections 138A-138S of the Transport Act 2000, the EP Scheme document sets out:

- **Section 2** – Scope of the EP Scheme and commencement date
- **Section 3** – Obligations on the Local Authorities
- **Section 4** – Obligations on Bus Operators
- **Section 5** – Governance Arrangements

The EP Scheme has been jointly developed by Lancashire Combined County Authority, its Constituent Councils and those bus operators that provide local bus services within and into the EP Scheme area. It sets out obligations and requirements on both Lancashire Combined County Authority, the Constituent Councils, borough and district council areas and operators of local services in the Lancashire Combined County Authority administrative area in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

## 2.2 Section 2 – Scope of the EP Scheme

### 2.2.1 Description of Geographical Coverage

The EP Scheme will support the improvement of all Qualifying Bus Services operating in the administrative area of Lancashire Combined County Authority (LCCA), as shown at Figure A of the EP Plan.

### 2.2.2 Commencement Date

The EP Plan and Scheme enter into force on **1 April 2026**

### 2.2.3 Review and Duration

The EP Scheme has an end date of 31 March 2036. The Executive Board (EB) will review the EP Scheme at least annually on the anniversary of the commencement date and in line with reviews of the EP Plan in the years that these fall due. The Facilities, Measures and Requirements contained within it will be reviewed at least every six months.

### 2.2.4 Exempted Services

The following types of local service are exempted from compliance with all of the requirements of the EP Scheme:

- i. Any schools or works registered local bus service not eligible for Bus Service Operators Grant;
- ii. Any cross-boundary registered local bus service with less than 10% of its route mileage within the Enhanced Partnership area except where the Executive Board agree that there are particular reasons why its inclusion in the EP would be to the benefit of the EP's objectives defined in the EP Plan (see **Appendix A2**);
- iii. Any services operated under section 22 of the 1985 Act; and
- iv. Any registered local bus service which is an excursion, tour or for special events.

## 2.3 Section 3 – Obligations on the Authority

### 2.3.1 Facilities

Existing Facilities maintained by LCCA or third parties on behalf of LCCA are shown at **Appendix C**. These consist of bus priority schemes; bus stations and interchanges; and bus stops. The obligation to LCCA, Constituent Councils and other relevant parties regarding the provision of Facilities is outlined in **Schedule 1**.

Any change to the inventory of existing bus priority schemes outlined in **Schedule 10** is subject to the approval of the Executive Board under the voting mechanism defined at 2.6.2. In addition, any proposal to remove bus priority schemes or bus stations and interchanges or amend the scope of these is subject to there being no objections received from Operators of Qualifying Bus Services utilising those Facilities at the time the proposal is made (see Section 2.6.2 – variation).

Facilities that the Board have agreed should be made and which have received any consents necessary from LCCA and / or partner authorities for implementation, but which have not yet been implemented, are shown at **Schedule 1**.

### 2.3.2 Measures

Existing Measures provided by LCCA or the Constituent Council's on behalf of LCCA are shown at **Schedule 1**.

Measures that the Board have agreed should be made and which have received any consents necessary from LCCA and / or partner authorities for implementation, but which have not yet been implemented, are shown at **Schedule 1**.

### 2.3.3 Wider Working

Lancashire Combined County Authority will work with the Constituent Councils along with neighbouring Local Transport and Highways authorities to ensure there is as much cross-boundary co-operation as possible, especially regarding bus service policy and improvements. LCCA will work with other authorities as part of the Transport for the North and other similar bodies and utilise the Transport Related Social Exclusion tool to improve bus services where practical.

LCCA officers, and/or officers from the Constituent Councils on the LCCA's behalf will continue to partake in forums and events organised by the Association of Transport Co-ordinating Officers (ATCO), the Department for Transport's Bus Centre of Excellence and other such organisations to gain and share best practice.

## 2.4 Section 4 – Obligations on Local Bus Operators

The current, forthcoming and potential future requirements on Operators in providing Qualifying Bus Services are set out in **Schedule 2**.

## 2.5 Section 5 – Governance Arrangements

For decision-making purposes, the Enhanced Partnership will be governed by an Executive Board, supported by a Management Board, a structural diagram is shown in Figure J.

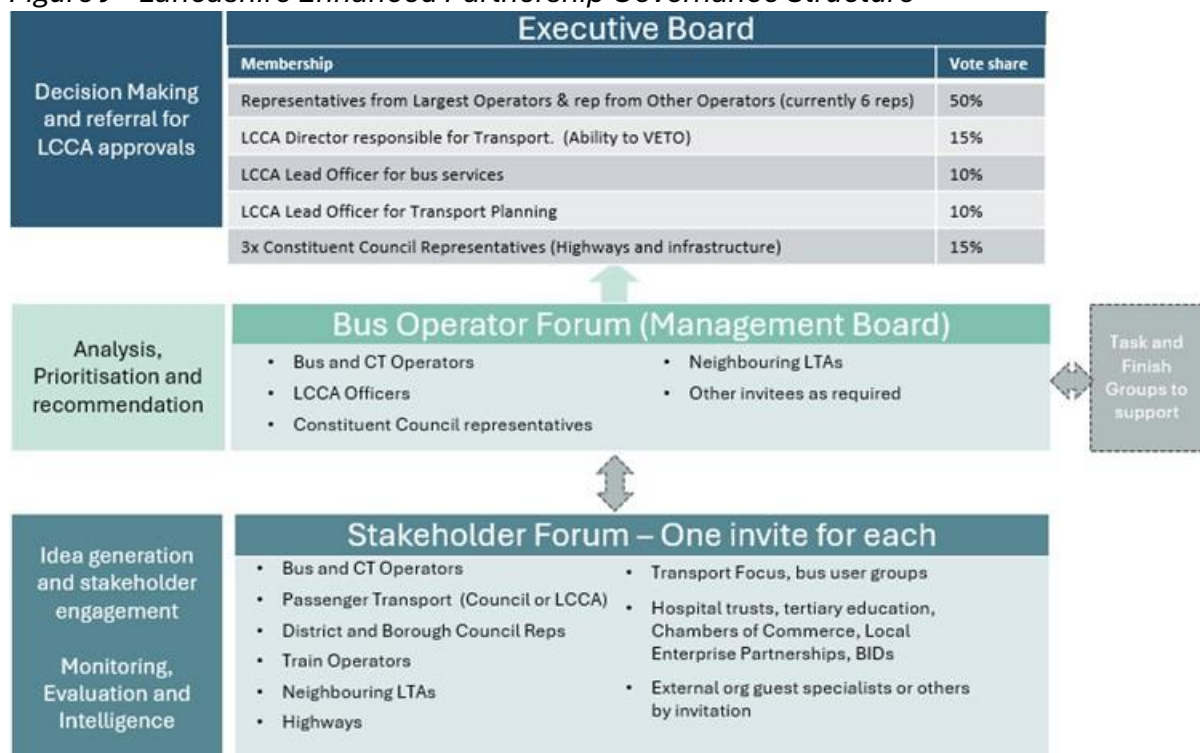
- **Executive Board (EB)** – established by the Enhanced Partnership with the mandate to take decisions using an Enhanced Partnership Scheme Variation mechanism (section 2.6.2) on issues put to them by members and / or the Operator Forum, and other issues identified as being relevant to partnership delivery;
- **Operator Forum (OF)** – includes the Management Board function with a mandate to report to the Board the cost and feasibility of proposed Facilities, Measures and Requirements.

In addition, a wider Stakeholder Forum will enable stakeholders in the bus network to bring forward ideas and suggestions about improvements in the public transport network in Lancashire, to be considered by the Management Board and for future work.

The Operator Forum will feed back to the Stakeholder Forum on the outcomes and on what will be taken forward to the Executive Board for future decision making.

A structural diagram is shown below.

Figure J – Lancashire Enhanced Partnership Governance Structure



### 2.5.1 Stakeholder Forum

The Enhanced Partnership Stakeholder Forum will provide opportunities for discussing issues of all kinds affecting the Lancashire bus network, consulting with and building consensus across the various stakeholders. The Stakeholder Forum will monitor the

achievements of the Partnership against its objectives, and it will monitor delivery against the targets set out in the EP Plan.

Detailed Terms of Reference are set out in **Schedule 8**.

Membership of the Stakeholder Forum will be voluntary and will comprise (with the exception of Lancashire Combined County Authority) one representative from each of:

- All Bus Operators running Qualifying Bus Services
- Community transport operators
- Constituent Councils
- All district and borough councils in Lancashire
- Lancashire train operating companies
- Neighbouring Local Transport Authorities
- Transport Focus, and any bus user groups in Lancashire as may be constituted
- Hospital trusts, tertiary education establishments, Chambers of Commerce and other business / economic organisations within Lancashire
- Local organisations representing disabled bus users and other protected characteristics groups.

The Stakeholder Forum may invite other external organisations to join the Stakeholder Forum on an advisory basis for fixed periods to provide specialist expertise.

Stakeholder Forum meetings will take place not less than two times per year, with extraordinary meetings held when relevant. Meeting length will vary according to agenda content but ordinarily expected to be one to two hours.

Any business for a Stakeholder Forum meeting, where possible, must be submitted in writing (by post or email to [buspartnership@lancashire-cca.gov.uk](mailto:buspartnership@lancashire-cca.gov.uk)) at least one week in advance for inclusion on the agenda.

The Stakeholder Forum will be arranged, chaired and minuted by Lancashire Combined County Authority. Agendas and meeting papers (including a copy of minutes and outcomes of decisions taken at the previous OF and EB meetings) will be circulated by LCCA no less than one week in advance of each meeting, and draft minutes circulated no more than two weeks after each meeting. Draft minutes will be approved at the next Stakeholder Forum meeting.

## **2.5.2 Lancashire Bus Operator Forum**

The Lancashire Bus Operator Forum (OF) has three main functions:

- To keep members up to date with and discuss progress with the Bus Service Improvement Plan implementation.
- To act as the Management Board for the Enhanced Partnership.
- To allow all members to discuss issues regarding other subjects including fare schemes; the public bus network; bus stops, bus stations and interchanges; bus service information, marketing and publicity; roadworks; and school transport services.

The Operator Forum will be open to all bus operators which operate within and into the Authority area:

- i. 'Commercial' bus services including open door school and work services
- ii. Public bus services procured by LCCA
- iii. School services procured by the Constituent Councils
- iv. Services operated under section 19 and 22 permits

Representatives from the Constituent Councils and other neighbouring local transport authorities are able to attend.

Additionally, other parties will be invited where relevant to discuss and answer questions on specific topics.

### ***Management Board Function***

The Operator Forum, acting as the EP Management Board, will discuss and develop proposals for the design and implementation of interventions in the form of Facilities, Measures and Requirements, drawing on LCCA's Bus Service Improvement Plan and receiving ideas, suggestions and proposals from the Stakeholder Forum. It will be responsible for prioritising these interventions against available spend as required. Detailed Terms of Reference are shown at **Schedule 8**.

The Operator Forum may constitute task and finish groups as it may consider helpful from time to time to provide more in-depth discussions, research particular matters of relevance and to develop business cases to the satisfaction of the Operator Forum members and a level of detail suitable for consideration by the EB. These task and finish groups may be constituted jointly with other local transport authorities.

Votes taken by the Operator Forum will be a majority decision undertaken on a one vote per operator basis.

### ***Meeting arrangements***

Operator Forum meetings will take place on a quarterly basis, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a quorum can be achieved, with not less than one week's notice being given.

The Operator Forum will be arranged, chaired and minuted by Lancashire Combined County Authority. Agendas and meeting papers will be circulated to all Operator Forum members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Any business for an Operator Forum meeting must be submitted in writing (by post or email to [buspartnership@lancashire-cca.gov.uk](mailto:buspartnership@lancashire-cca.gov.uk)) in advance for inclusion on the agenda.

## **2.5.3 Executive Board**

The Executive Board (EB) will be the decision-making body of the Enhanced Partnership. Detailed Terms of Reference are shown at **Schedule 8**. The scope of the EB's decision-

making will be on those matters set out in the Bus Service Improvement Plan and the Enhanced Partnership Plan. Where a decision by Lancashire Combined County Authority is required, for instance on the implementation of bus priority, the EB will have the power to make recommendations and request that such recommendations are formally considered by LCCA.

The EB will be constituted of one representative from all operators of 'Commercial' Qualifying Bus Services with 5% or more of the total Commercial Qualifying Mileage within the LCCA area; a representative of the smaller operators of Qualifying Bus Services; and a balancing number of representatives from LCCA and Constituent Councils. In this instance 'Commercial' refers to local bus services either operated without funding from LCCA or under a de-minimis agreement with LCCA, further details are provided in **Appendix B**. Where operators are part of the same holding company, group, or share persons of significant control (as determined by the Authority having regard to the circumstances) they will only be entitled to a single representative between them

The percentage of scheduled qualifying mileage operated 'commercially' by each Operator will be collated by LCCA in January of each year covering Q3 of the financial year (October – December). This will determine any changes to the representation for the following financial year. The exception to this is for the initial year of the scheme, in which data will be collected for a four-week period covering 14/09/25 to 11/10/25.

The officer responsible for contracting public bus services at LCCA will act as the de facto bus operator of LCCA's minimum cost and minimum subsidy funded bus services on the Management Board.

Certain decisions of the EB may constitute Enhanced Partnership Scheme Variations pursuant to section 2.6.2 hereof if the requirements therein are met.

EB meetings will require a quorum of three Operator representatives (including a small operator representative), the LCCA Director for public transport and two representatives from Constituent Councils. An Operator representative may, if necessary, arrange for an alternate or deputy from the same operator (or another operator in respect of the Small Operator Representative) to participate with voting rights.

### ***Operator representative selection***

It is expected that members of the Lancashire Bus Operator Forum with less than 5% of the total Commercial Qualifying Mileage within the LCCA area will select a representative to the EB. The Small Operator representative will be re-selected on a bi-annual basis, or in response to a representative leaving their company part-way through their term. The term will start on 1 April with elections being held in the final quarter of the proceeding financial year.

Relevant Operators will be invited to self-nominate or nominate other willing Operators in writing to Lancashire Combined County Authority's Enhanced Partnership Manager

prior to the Q4 Bus Operator Forum. Where there is more than one nominee for the role, Bus Operators will be given the opportunity to vote by secret ballot undertaken among those present at the Bus Operator Forum for a preferred representative. Voting will be based on one vote per Operator (where Operators are part of the same holding company or group, they will only be entitled to one vote between them). Where there is a tie, a run-off vote will take place between the leading tied Operators.

In the event that a ballot fails to select an Operator representative, the default Operator objection mechanism set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 will be used to determine the views of Operators in that category for the purposes of EB votes (in terms of objection or otherwise to the proposals) set out in section 2.6.2.

### ***Role of EB members***

The Small Operator representative will be acting on behalf of all Operators in that category, not on behalf of their own company alone. All representatives will be responsible for ensuring attendance at all EB meetings in that year, and ensure they have:

- a. fully reviewed and understood all meeting papers in advance of attendance
- b. the required mandate from the Operators they represent.

### ***Independent Chair***

The terms of reference of the Independent Chair are set out in **Schedule 8**. The Chair will be appointed by the Operator Forum – the LCCA and all members of the Operator Forum will have the ability to nominate candidates; a vote of election will take place where multiple candidates or vote of approval where there is only one candidate. The Chair's term of office will be two-years, the incumbent Chair is able to stand for re-election.

### ***EB decision-making***

Decisions of the EB will be made by way of a vote through a show of hands. The share of the vote for both operators and Lancashire Combined County Authority / Constituent Councils will be 50%. Figure J shows the share of vote by Local Authority representative.

Should the members of the EB find that they are in disagreement and after deliberation cannot reach a decision on a particular matter, then they will agree to appoint an independent arbiter who will consider the matter and make the decision on behalf of the EB.

Operators will be entitled to make known their concerns in writing to Lancashire Combined County Authority's Enhanced Partnership Manager if they object to a particular vote of the EB. LCCA will review the circumstances and consider whether these are such that use of its veto is required as provided for below.

### ***Lancashire Combined County Authority veto***

These controls ensure that the voting system:

- i. Does not allow an individual Operator to influence the Enhanced Partnership to its own commercial benefit or to harm competitors;
- ii. That there is no opportunity for a group of Operators to vote in a co-ordinated manner to mutual benefit on a sustained basis; or
- iii. That there is no discrimination between Operators; and that actual or potential competition, entry to new services and by new Operators, or innovation, is not inhibited.

The Director for Transport at Lancashire Combined County Authority (or nominated other Officer) may, in exceptional circumstances, exercise a veto over EB decisions which it may reasonably believe or suspect as having anti-competitive implications or being otherwise significantly against the public interest.

### ***Meeting observers***

Any other Bus Operator, Lancashire Combined County Authority, Constituent Council or district and borough council representatives will be able to attend the EB meetings as observers but will not have the right to vote. Observers may be invited to make comments or ask questions of the EB at the Chair's discretion or invited to defer these until the next relevant meeting. They may, at the EB's discretion, be required to sign an appropriate Confidentiality Agreement if any discussions or papers submitted include information that is commercial in confidence.

Any person wishing to attend an EB as an observer is required to make a request to attend to Lancashire Combined County Authority's Enhanced Partnership Manager at least 48 hours prior to the meeting, either by post or email via [buspartnership@lancashire-cca.gov.uk](mailto:buspartnership@lancashire-cca.gov.uk).

### ***Meeting arrangements***

EB meetings will take place not less than four times per year following the Operator Forum meetings, with provision for additional meetings as required to take decisions which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a quorum can be achieved, with not less than one week's notice being given. Meetings will be arranged and minutes taken by Lancashire Combined County Authority. Meeting length will vary according to agenda content but ordinarily be no more than one hour.

Agendas and meeting papers will be circulated to all EB members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all Stakeholder and Operator Forum members, as part of the paperwork for the next meeting of these forums, so any issues or concerns can be discussed with the relevant Operator representative, who can then request further agenda items if required prior to the EB meeting. Draft minutes will be approved at the next EB meeting.

Any business for an EB meeting must be submitted in writing (by post or email) in advance for inclusion on the agenda. Any request for inclusion of items on the agenda must include an explanation of how they fulfil the objectives set out in the EP Plan. Such requests may be submitted by the Forum and by the MB as well as members of the EB.

## **2.5.4 Interaction with Lancashire Combined County Authority**

Lancashire Combined County Authority has two levels of governance in relation to Public Transport, i) the LCCA's Transport Advisory Board as a sub-group of the LCCA Board and ii) the Lancashire Combined County Authority Board. Figure K (after section 2.6.3) shows the flow for decision making on non-bespoke changes to the Enhanced Partnership Plan and Scheme and significant changes to the Bus Service Improvement Plan programme.

### ***LCCA Transport Advisory Board***

The LCCA Transport Advisory Board meets every two months and provides support and advice to the Lancashire Combined County Authority. A report will be submitted to each Transport Advisory Board meeting outlining developments with the Enhanced Partnership, Bus Service Improvement Plan programme and Key Performance Indicators linked to both the Enhanced Partnership and Bus Service Improvement Plan.

Where there is a general change to the Enhanced Partnership Plan and / or Scheme not covered by the bespoke change mechanism in Section 2.6.2, these will be brought to the Transport Advisory Board for consultation. Where there is a significant change to the Bus Service Improvement Plan programme, the proposed changes will be brought to the Transport Advisory Board prior to submitting to the Lancashire Combined County Authority Board.

### ***Lancashire Combined County Authority Board***

The Lancashire Combined County Authority Board meets every two months and is the main decision-making body of the Lancashire Combined County Authority. It is responsible for delivering the devolution deal agreed with government for the benefit of Lancashire residents and businesses.

Where there is a general change to the Enhanced Partnership Plan and / or Scheme not covered by the bespoke change mechanism in Section 2.6.2, these may be escalated by the Transport Advisory Board to the Lancashire Combined County Authority Board for consultation. Where there is a significant change to the Bus Service Improvement Plan programme, the proposed changes will be brought to the Lancashire Combined County Authority Board for approval.

## 2.6 Arrangements for Reviewing, Varying or Revoking the Enhanced Partnership Scheme

### 2.6.1 Review of Enhanced Partnership Scheme

Once the EP Scheme is made, the Facilities, Measures and Requirements contained in **Schedules 1 and 2** will be reviewed by the Operator Forum acting as the EP Management Board every twelve months following publication of data on progress towards targets, as required by the BSIP. Lancashire Combined County Authority will initiate each review. The Executive Board will be required to consider this review and decide whether changes to **Schedules 1 and 2** are appropriate in response.

The Operator Forum can also decide to review specific elements of the EP Scheme on an ad-hoc basis. Operator Forum members should contact Lancashire Combined County Authority using the following email address [buspartnership@lancashire-cca.gov.uk](mailto:buspartnership@lancashire-cca.gov.uk) explaining what the issue is and its urgency. Lancashire Combined County Authority will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary Operator Forum members to meet sooner.

### 2.6.2 Changes to the Enhanced Partnership Scheme Facilities, Measures and Requirements

Any changes to the Facilities, Measures or Requirements; associated requirements; and governance terms of reference set out in **Schedules 1-10** of the EP Scheme; will be considered bespoke changes to the EP Scheme. Any Operator of Qualifying Local Services, Lancashire Combined County Authority or Constituent Council may bring a proposal or proposals to the Operator Forum where it or they will be considered. As described in Section 2.5.2 above, any proposal must be submitted in time for its inclusion in the Operator Forum meeting agenda and must explain how it meets the objectives of the EP Plan.

An Operator Forum vote in favour will lead to the matter being considered by the EB. Lancashire Combined County Authority will then amend the relevant Schedule(s) to this EP Scheme if the EB votes in favour by a simple majority and provided that Lancashire Combined County Authority has not exercised its veto.

If a Small Operator representative for the EB has not been selected, the vote of that category will be determined using the default Operator objection mechanism, specified by the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018.

The EB will also consider when any such changes shall come into force, and / or the linking of the changes (for instance, any Operator Requirements to take effect only once any enabling Local Authority Facilities or Measures have been implemented, taking account of the lead time for service registrations should these be required).

As per section 2.3.1 above, any proposal to withdraw or reduce the scope of any bus priority scheme or named passenger interchange or bus station Facility requires the

written approval of all Operators of Qualifying Services using that scheme at the time the proposal is made.

If Lancashire Combined County Authority considers the matter urgent then it may convene a special meeting of the MB followed by a special meeting of the EB, giving at least 14 days' prior written notice for the meeting to all Operator Forum members and for the meeting of the EB to consider the proposed variation.

In the event that a number of Operators which would trigger the default Operator objection mechanism (as set out in the Enhanced Partnerships and Schemes (Objections) Regulations 2018 as may be varied from time to time) raise concerns in writing to a minimum of one subsequent EB meeting about a previous decision of the EB, the decision-making process for Enhanced Partnership Scheme Variations will revert to the default Operator objection mechanism contained in those regulations to review that decision and as appropriate for future decision-making purposes.

### **Appendices**

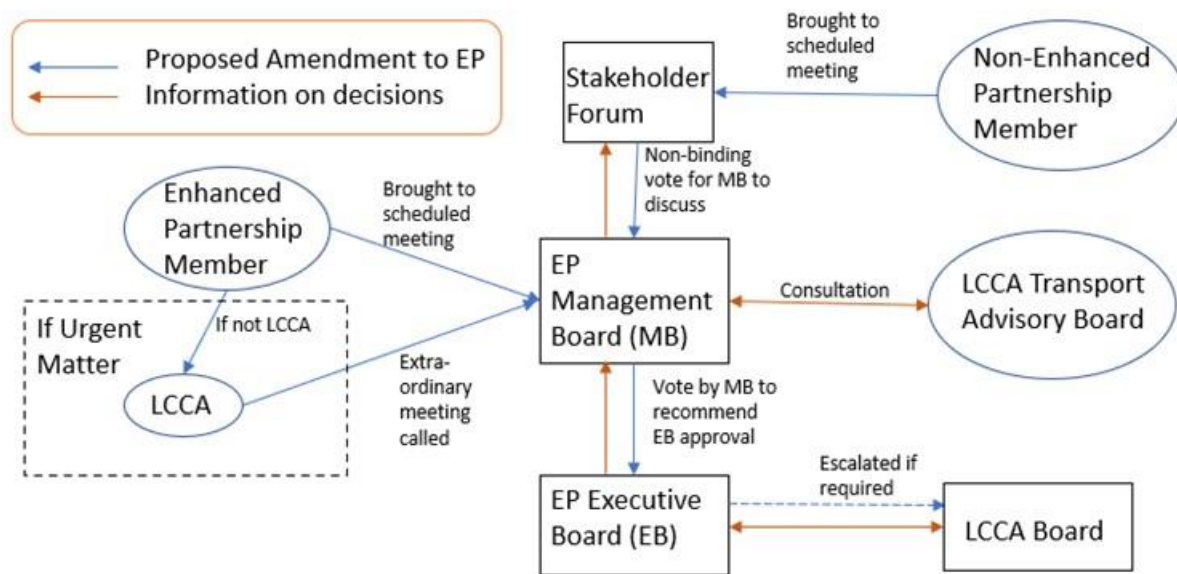
Appendices to the Enhanced Partnership Scheme will only contain background information relevant to the EP Scheme. Appendices can be altered, added or removed by Lancashire Combined County Authority without the need for approval by the Executive Board. The Operator Forum and Executive Board will be notified of any changes to the Appendices of the EP Scheme. A Qualifying Operator or member of the Executive Board can challenge the alteration, addition or removal of Appendices via the relevant outlet if they feel that it has an impact on the requirements of the Enhanced Partnership upon Qualifying Operators, Constituent Council or relevant third party.

### **2.6.3 Other Changes to the Enhanced Partnership Scheme**

Any other proposals (i.e. content other than that set out in the Schedules and Appendices) for changes to the EP Scheme will be considered under Section 138L of the Transport Act 2000. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and Lancashire Combined County Authority's current local transport policies. Any such proposals should be in writing and submitted to [buspartnership@lancashire-cca.gov.uk](mailto:buspartnership@lancashire-cca.gov.uk)

Any Operator of Qualifying Local Services, Lancashire Combined County Authority or Constituent Council may bring a proposal or proposals to the MB where it or they will be considered. If a simple majority of the MB vote in favour, the EB will then consider the proposal or proposals and any accompanying evidence and vote on the change at its next meeting. Lancashire Combined County Authority will then follow the process set out in Section 138L of the Transport Act 2000 and The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018 on behalf of the EB.

Figure K – Enhanced Partnership Scheme Amendment Process



### 2.6.4 Revocation of the EP Scheme

Should Lancashire Combined County Authority or any other member of the Operator Forum believe that it is necessary to revoke the Plan or Scheme, then it must express this in writing to the Operator Forum. The Operator Forum will then consider and vote upon the proposal and submit it to the EB which will do the same.

Lancashire Combined County Authority will take into consideration the votes of the Operator Forum and EB in making its own decision whether to revoke the EP Plan or Scheme. It will then follow the process set out at Section 138O of the Transport Act 2000.

### 2.6.5 Postponement

Should it be necessary to postpone the implementation of any Facility, Measure or Requirement, Lancashire Combined County Authority will follow the procedure at Section 138I of the Transport Act 2000. It must first use reasonable endeavours to seek the views of the Operator Forum and the EB.

### 2.6.6 Data sharing and commercial confidence

At all times each member of the Stakeholder Forum, Operator Forum and EB will respect data confidentiality, and the Stakeholder Forum, Operator Forum and EB will maintain processes to maintain and respect commercial confidentiality as required. Should any member believe there has been a breach of confidentiality, they should raise this with the Director of Transport or other representative of the LCCA.

### 2.6.7 Enforcement

Should Lancashire Combined County Authority decide that it wishes to take on the Traffic Commissioner powers, it will follow the procedure to amend the EP Scheme under Section 138L of the Transport Act 2000.

## Schedule 1 – Facilities and Measures to be provided by and Obligations on Lancashire Combined County Authority and Constituent Councils

Whilst Lancashire Combined County Authority took over the Local Transport Authority functions of the Constituent Councils (Blackpool Council, Blackburn with Darwen Borough Council and Lancashire County Council) from 1 April 2026, most facilities remain with the Constituent Councils, principally as the Highways Authorities.

### Funding

As required by the Department for Transport in relation to receipt of Bus Grant Funding, Lancashire Combined County Authority and Constituent Councils will continue to provide as a minimum level of funding from own resources based on the amount the Constituent Councils budgeted for 2025/26 financial year for:

- i. Supported bus services (apart from Bus Grant funding)
- ii. Statutory Concessionary Travel
- iii. Non-Statutory Concessionary Travel Elements where the Constituent Council requests for it to continue
- iv. Bus stop infrastructure maintenance
- v. Bus station maintenance

### General

Lancashire Combined County Authority (LCCA) as the Local Transport Authority will fulfil its statutory duties either directly or through a Commissioning and Assurance model with Constituent Council(s), mainly in relation to this EP:

- i. Developing and updating a Bus Service Improvement Plan
- ii. Administration of an Enhanced Partnership Plan and Scheme
- iii. Consider the provision of funded bus services to fill gaps in the commercial network where deemed 'Socially Necessary' and funding is available
- iv. Ensure public transport information is made available in an appropriate way
- v. Administer and operate the English National Concessionary Travel Scheme (known locally as NoWcard) within the LCCA area including setting the scheme and reimbursing operators

LCCA will abide by the terms of the Passenger Charter as set out in **Schedule 3**.

**Bus Priority Schemes**

Ref	Scheme	Details	Compliance From	Notes
P1	Existing Bus Priority	To ensure that existing bus priority measures outlined in <b>Schedule 10A</b> continue to be maintained	1 April 2026	
P2	BSIP Bus Infrastructure	To deliver and maintain bus priority and other infrastructure funded through BSIP and similar funding schemes as detailed in <b>Schedule 10B</b>	1 April 2026	
P3	New Bus Priority	To ensure future bus priority schemes are developed in partnership with bus operators	1 April 2026	

**Bus Stations and Interchanges**

Ref	Scheme	Details	Compliance From	Notes
B1	Constituent Bus Stations	LCCA will work with the Constituent Councils to ensure that their bus stations (as shown in <b>Appendix C</b> ) comply with the standards set out in <b>Schedule 9A</b>	1 September 2026	
B2	Other Bus Stations	LCCA will work with the third parties to ensure that their bus stations (as shown in <b>Appendix C</b> ) comply with the standards set out in <b>Schedule 9A</b>	TBC	

**Bus Stops**

Ref	Scheme	Details	Compliance From	Notes
S1	Bus Stops	LCCA will work with the Constituent Councils to ensure that bus stops are maintained to a high standard as set out in <b>Schedule 9B</b>	1 April 2026	
S2	Accessibility	LCCA will fund upgrades in locations agreed with the Constituent Councils, focussing initially on Superbus Corridors, to improve the accessibility of bus stops	1 April 2026	
S3	Constituent Shelters	LCCA will work with the Constituent Councils to ensure that bus shelters are maintained to a high standard as set out in <b>Schedule 9B</b>	1 April 2026	

S4	Other Shelters	LCCA will look to work with third parties to ensure that bus shelters are maintained to a high standard as set out in <b>Schedule 9B</b>	1 September 2026	
S5	Bus Stop Classification	LCCA will develop a classification system for bus stops based on location and usage levels which will set a minimum standard of facilities at classifications of bus stop. This will be added to <b>Schedule 9C</b> when complete	1 April 2027	

Further obligations regarding bus stops are covered in Information and Marketing obligations.

### ***Fares and Ticketing***

<b>Ref</b>	<b>Scheme</b>	<b>Details</b>	<b>Compliance From</b>	<b>Notes</b>
F1	Simpler Ticketing	Lancashire Combined County Authority (LCCA) will use reasonable endeavours to collaborate with operators to: <ul style="list-style-type: none"> <li>i. Make consistent existing ‘own-operator’ ticketing scheme boundaries to make the bus product simpler for passengers;</li> <li>ii. Harmonise fare products (though not the price);</li> <li>iii. Where these don’t currently exist, develop carnet products to better meet the needs of part-time commuters; and</li> <li>iv. Develop ticketing schemes that meet BSIP and EP aspirations.</li> </ul>	1 April 2026	
F2	Anybus multi-operator ticketing	LCCA will work with operators to develop new Anybus ticketing schemes and products, including exploring new media for ticketing. The list of Anybus schemes is set out in <b>Appendix D</b>	1 April 2026	
F3	PlusBus	LCCA will work with operators and the rail industry to market existing and develop new PlusBus rail add-on ticketing schemes. The list of PlusBus schemes is set out in <b>Appendix D</b>	1 April 2026	
F4	BSIP Fare Offers	LCCA will use BSIP funding to support lower fares where affordable and agreement with operators is made. For 2026/27 this will be the continuation of the discounted flat single fare, post-19:00 and Sunday daytime	1 April 2026	
F5	Low Fares	LCCA will work with operators to develop: <ul style="list-style-type: none"> <li>i. A standardised half-fare ticket offer for under 19s;</li> <li>ii. A standardised third-off ticket offer for 19-24 year olds;</li> </ul>	Ambition	To be introduced subject to funding and

		<ul style="list-style-type: none"> <li>iii. A standardised half-fare ticket offer for job seekers. This is intended to be provided to those unemployed claiming Jobseekers Allowance for 3-9 months (18-24 year olds) or 3-12 months (over 25s). Other "benefit" recipients may receive a Jobcentre Plus Travel Discount Card from 3 months of their claim and if they are actively engaged with a Jobcentre Plus adviser;</li> <li>iv. A standardised half-fare ticket offer for recipients of Universal Credit, on the same terms as for job seekers;</li> </ul>		agreement by the Enhanced Partnership boards
F6	Cash Payment	LCCA will continue to allow passenger to purchase single, return (where applicable) and day tickets onboard vehicles using cash on supported services	1 April 2026	

### Information and Marketing

Ref	Scheme	Details	Compliance From	Notes
I1	Web Information	<p>LCCA will ensure that the a public transport website will be developed and will contain easily accessible, legible and accurate information on:</p> <ul style="list-style-type: none"> <li>i. Local bus services operated including timetable and route map;</li> <li>ii. Tickets available and fares charged on tendered services;</li> <li>iii. Contact details for the Authority and bus operators</li> <li>iv. Any pre-planned disruption to bus services (see <b>B4A</b>)</li> </ul>	1 September 2026	
I2	Printed Information	LCCA will commission the Constituent Councils to continue to produce printed timetables and other relevant information for tendered services	1 April 2026	
I3	Interchange	Timetables and maps should highlight where interchange with other transport modes are available	1 April 2026	
I4	All operator maps	LCCA will continue to produce and update all operator network maps. These will be available in electronic format on the LCCA's	1 September 2026	

		public transport website and in printed form available from relevant outlets such as libraries		
15	Joint Marketing	Operators, LCCA, Constituent Councils and relevant third parties will work together to develop marketing initiatives and joint promotions to increase awareness and patronage. This includes support the promotion and marketing of fares initiatives both local and nationally led.	1 April 2026	
16	ENCTS	Operators, LCCA and Constituent Councils will work proactively together to promote concessionary bus travel to eligible residents. Work will be undertaken to encourage pass take up and the opportunities associated with free off-peak travel across the LCCA area	1 April 2026	
17	Bus Stop Timetables	LCCA will commission Constituent Councils to continue to provide and keep up to date printed timetable information at bus stops where this is already provided. LCCA and Constituent Councils will work together to develop a standardised format for roadside publicity. The Authority will work with Constituent Councils to review locations without information where necessary, to appraise the merits of provision at the location.	1 April 2026	
17A	Bus Stop Timetables	LCCA and Constituent Councils will work together, in consultation with operators and bus user groups, to develop a standardised format for roadside publicity.	1 April 2026	
17B	Bus Stop Timetables	LCCA will regularly review, in co-operation with Constituent Councils, Operators and Bus User groups, the level and layout of information provided at bus stops	1 April 2027	
17C	Bus Stop Timetables	LCCA will work with the provider of RealTime information to develop a QR Code for display at bus stops without roadside publicity, providing a link to RealTime for the specific stop	1 April 2027	
18	RealTime Information	LCCA will continue to roll out and maintain the RealTime Passenger Information system including working with Constituent Councils,	1 April 2026	

		District and Parish councils to upgrade existing electronic information screens at bus stops and bus stations.		
18A	RealTime Information	LCCA will continue to cover the cost of Siri Feeds for SME bus operators	1 April 2026	
19	Branding	LCCA will develop a new brand for public transport in Lancashire in co-operation with operators, Constituent Councils, user groups and other relevant stakeholders. LCCA will seek to roll out the branding in co-operation with operators, Constituent Councils and other asset owners in an efficient and affordable manner.	1 April 2026	
19A	Branding	LCCA will follow the requirements of HM Government's Branding Manual in relation to funded activities through Bus Grant	1 April 2026	

### **Bus Services and Network**

<b>Ref</b>	<b>Scheme</b>	<b>Details</b>	<b>Compliance From</b>	<b>Notes</b>
N1	Co-ordinated Headways	LCCA will look to co-ordinate headways of supported services along key corridors where practical	1 April 2026	
N2	Simplification	Where identified by LCCA, operators will work in partnership with LCCA to simplify the bus network	Ambition	Subject to future agreement by the EP boards
N3	Socially Necessary Services	LCCA is required to comply with <b>Schedule 7C</b> in relation to the provision of services deemed as Socially Necessary, as defined in <b>Schedule 7A</b>	TBC	
N4	Service Change Information	LCCA will provide information of bus service changes on its website, at least four weeks prior to the change.	1 April 2026	
N4A	Service Change Information	LCCA will seek to provide information of short-term timetable changes caused by road works etc. on its website at least two weeks prior to the change, or as soon as possible where information is provided to the Authority with less than two weeks' notice. LCCA will ensure that	1 September 2026	

		information of short-term disruption is provide at affected bus stops at least a week prior to the change, or as soon as possible where information is provided at shorter notice to the Authority.		
N5	Service Change Consultation	Where the service does not come under <b>N3</b> above, LCCA will publish proposed changes to supported bus services in line with the requirements set out in <b>Schedule 5A</b>	1 April 2026	

### Data

Ref	Scheme	Details	Compliance From	Notes
D1	NaPTAN	LCCA will continue to maintain NaPTAN (National Public Transport Access Nodes) data for Lancashire and consult with operators regarding bus stop changes as set out in <b>Schedule 5B</b> .	1 April 2026	
D2	NaPTAN Names	LCCA will ensure that the bus stop names used across all outlets / media including bus stop flags, roadside publicity, timetables and online journey planning tools are consistent with each other and those used by operators by using the agreed NaPTAN name.	1 April 2027	
D3	ETM Data	LCCA will only use operator's commercial ETM data collected by the contract monitoring platform as set out in <b>Schedule 6A</b> without further agreement from the operator.	1 September 2026	
D4	Data Collection	As mandated by the Bus Services Act 2025, LCCA will provide 14 days' notice to bus operators regarding a request for data which bus operators do not already supply as part of the Enhanced Partnership agreement	1 April 2026	
D5	Data Sharing	LCCA will share data with operators as set out in <b>Schedule 6D</b>	1 September 2026	
D6	KPIs	LCCA will publish BSIP related performance data on LCCA's public transport website as set out in <b>Schedule 6E</b>	31 July 2026	
D7	RealTime Feeds	LCCA will provide a Siri Feed from the RealTime back-office system to any bus operator's own app for free.	1 September 2026	

### Other

Ref	Scheme	Details	Compliance From	Notes
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O1	Innovation	LCCA will ensure that where feasible and affordable new and innovative transport developments are shared across Lancashire for the benefit of all Lancashire residents	1 April 2026	
O2	Safety & Security	LCCA will continue to fund Public Transport Safety Officers to be deployed on the public and school bus networks, as well as at bus stations and other key locations, to tackle anti-social behaviour and provide reassurance to passengers	1 April 2026	
O3	Investment	LCCA will work with bus operators to develop criteria for investment within the bus network to reflect that which is provided by LCCA which will be set out in <b>Schedule 4</b>	1 April 2026	
O3A	Investment	Where a bus operator invests in upgrading the fleet on a specific corridor or route outside of the requirement in <b>Schedule 4</b> , LCCA will prioritise where feasible and funding allows prioritise the corridor for investment in infrastructure	1 April 2026	

## Schedule 2 – Obligations on Operators of Qualifying Local Bus Services

### General Requirements

Operators are expected to comply with national requirements mandated by the UK Government (generally via the Department for Transport), the Traffic Commissioner or any other relevant body.

By signing up to the Lancashire Combined County Authority Enhanced Partnership, operators are automatically signing up to the Lancashire Combined County Authority Bus Passenger Charter as well. The charter can be found in **Schedule 3**.

Bus Operators will be proactively involved in scheme design and consultation and in working constructively with Lancashire Combined County Authority (LCCA) and Constituent Councils to enhance the bus network to better serve local needs, where required, and support wider network improvements and economic development, subject to financial viability.

### Operator Savings

Where investment is made by LCCA that speeds up or otherwise improves bus journey times to a level that delivers cashable operating cost savings for a period of more than 12 months; for example, by releasing PVR from a route, this net saving will be reinvested in the network in a way jointly agreed between LCCA and the operator(s) benefitting. This could be in new services; increased frequency; measures to promote reliability; route extensions; extended hours/days of operation; fares offers or other ticketing changes; information and marketing improvements; fleet investment; or other such agreed enhancement.

Savings will be based on a corridor approach rather than an individual service basis. Each bus priority scheme may be assessed during the design process to enable an early understanding and forecast of the potential cashable saving per scheme to enable further information regarding future reinvestment.

**Fares and Ticketing**

Ref	Scheme	Details	Compliance From	Notes
F1	Simpler Ticketing	Operators will use reasonable endeavours to collaborate with Lancashire Combined County Authority (LCCA) to: <ul style="list-style-type: none"> <li>v. Make consistent existing ‘own-operator’ ticketing scheme boundaries to make the bus product simpler for passengers;</li> <li>vi. Harmonise fare products (though not the price);</li> <li>vii. Where these don’t currently exist, develop carnet products to better meet the needs of part-time commuters; and</li> <li>viii. Develop ticketing schemes that meet BSIP and EP aspirations.</li> </ul>	1 April 2026	
F2	Anybus multi-operator ticketing	Operators are encouraged to participate in all relevant Anybus multi-operator ticketing schemes. Operators are expected to participate from day one in new Anybus schemes unless a postponement agreement is made with LCCA. The list of Anybus schemes is set out in <b>Appendix D</b>	1 April 2026	
F3	PlusBus	Operators will participate in all relevant PlusBus Rail Add-on ticketing schemes. Operators are expected to participate from day one in new PlusBus schemes unless a postponement agreement is made with LCCA. The list of PlusBus schemes is set out in <b>Appendix D</b>	1 September 2026	
F4	Ticket Machines	Operators are required to use vehicles which are fitted with ticket machines which are able to: <ul style="list-style-type: none"> <li>• Accept and record the use of ENCTS smartcards;</li> <li>• Accept and record the use of other ITSO smartcards; and</li> <li>• Provide data as required by Bus Open Data legislation</li> </ul>	1 April 2026	
F4A	Ticket Machines	Operators are required to use vehicles which are fitted with ticket machines which, in addition to that set out in <b>F4</b> , will need to be able to accept a variety of tokens (including ITSO products, barcode / QR codes and Tap-on Tap-off contactless capping (TOTO)), record use and issue the products for each multi-operator ticketing scheme. The TOTO schemes will require a cloud-based solution to implement the capping of fares or guarantee "best value" products.	1 April 2027	

F5	BSIP Fare Offers	<p>Bus operators are encouraged to participate in fare schemes funded through the Local Authority Bus Grant:</p> <ul style="list-style-type: none"> <li>Discounted flat single fare post-19:00 (except for Blackpool Transport and Blackburn Prive Hire)</li> <li>Discounted flat single fare Sunday daytime (except Blackburn Private Hire)</li> </ul>	1 April 2026	
F6	Low Fares	<p>Operators will offer:</p> <ul style="list-style-type: none"> <li>v. A standardised half-fare ticket offer for under 19s;</li> <li>vi. A standardised third-off ticket offer for 19-24 year olds;</li> <li>vii. A standardised half-fare ticket offer for job seekers. This is intended to be provided to those unemployed claiming Jobseekers Allowance for 3-9 months (18-24 year olds) or 3-12 months (over 25s). Other "benefit" recipients may receive a Jobcentre Plus Travel Discount Card from 3 months of their claim and if they are actively engaged with a Jobcentre Plus adviser;</li> <li>viii. A standardised half-fare ticket offer for recipients of Universal Credit, on the same terms as for job seekers;</li> </ul>	Ambition	To be introduced subject to funding and agreement by the Enhanced Partnership boards
F7	Cash Payment	Bus Operators will continue to allow passenger to purchase single, return (where applicable) and day tickets onboard vehicles using cash	1 April 2026	
F8	Service Disruption	In the event of significant disruption to bus services due to events such as extreme weather conditions or an emergency road closure, operators will allow passengers to use single operator tickets issued by other operators on their services in the affected area(s)	1 April 2026	

### **Vehicles**

Ref	Scheme	Details	Compliance From	Notes
V1	Onboard Equipment	In line with requirements set out by the DfT regarding Next Stop Audio Visual Systems (NSAVS), all vehicles used on registered local services	1 April 2026	

		within Lancashire which were first used after 30 September 2014 must be fitted with functioning NSAVS		
V1A	Onboard Equipment	In line with requirements set out by the DfT regarding Next Stop Audio Visual Systems (NSAVS), all vehicles used on registered local services within Lancashire which were first used before 1 October 2014 must be fitted with functioning NSAVS	1 October 2026	
V2	Investment Corridors	Operators of services set out in <b>Schedule 4B</b> will be required to use vehicles that will meet an agreed standard, reflective of the level of investment provided by LCCA	TBC	Subject to further discussion
V3	Safety and Security	CCTV will be mandated on all buses to provide enhanced on-board security	1 April 2027	
V4	Accessibility	All operators will ensure the inclusion of British Sign Language on Next Stop Displays	TBC	Subject to discussions on funding
V5	Accessibility	The interior of any new vehicle will meet 'Dementia Friendly' standards	1 April 2026	
V5A	Accessibility	The interior of all vehicles used on local bus services will meet 'Dementia Friendly' standards	TBC	Subject to discussions on funding
V6	Destination Displays	The route number should be constant; any messaging apart from route number, destination and intermediate calling points should only replace the destination / intermediate calling point text and only for a maximum of ten seconds.	1 September 2026	

### **Information and Marketing**

Ref	Scheme	Details	Compliance From	Notes
I1	Web Information	Operators will ensure that either their own website or a third-party website they link to (such as Bustimes.org) contains easily accessible, legible and accurate information on: <ul style="list-style-type: none"> <li>v. Local bus services operated including timetable and route map;</li> <li>vi. Tickets available and fares charged on their services;</li> </ul>	1 September 2026	

		vii. Contact details for the bus operator viii. Any pre-planned disruption to bus services (see <b>B4</b> )		
I2	Printed Information	Operators are encouraged to continue to produce printed timetables and other relevant information for their commercial services	1 April 2026	
I3	Interchange	Timetables and maps should highlight where interchange with other transport modes are available	1 April 2026	
I3A	Interchange	Next Stop display screens to show live train times on approach to bus stops serving railway stations	Ambition	Subject to discussions on funding
I4	All operator maps	Operators will ensure that where they provide bus service information on their website, an electronic copy of any relevant all-operator network maps produced by LCCA will be available	1 September 2026	
I5	Joint Marketing	Operators, LCCA and relevant third parties will work together to develop marketing initiatives and joint promotions to increase awareness and patronage. This includes support the promotion and marketing of fares initiatives both local and nationally led.	1 April 2026	
I6	ENCTS	Operators and LCCA will work proactively together to promote concessionary bus travel to eligible residents. Work will be undertaken to encourage pass take up and the opportunities associated with free off-peak travel across the LCCA area	1 April 2026	
I7	Other Operators	Operators will be required to share information on each other's services on websites and apps	Ambition	Date to be agreed by EP boards
I8	Branding	Operators will comply with the requirements of HM Government's Branding Manual in relation to activities funded through Bus Grant	1 April 2026	

### ***Bus Services and Bus Network***

<b>Ref</b>	<b>Scheme</b>	<b>Details</b>	<b>Compliance From</b>	<b>Notes</b>
B1	Co-ordinated Headways	Operators should look to co-ordinate headways along key corridors where practical	1 April 2026	

B2	Simplification	Where identified by LCCA, operators will work in partnership with LCCA to simplify the bus network	Ambition	Subject to future agreement by the EP boards
B3	Socially Necessary Services	Operators are required to comply with <b>Schedule 7B</b> in relation to the provision of services deemed as Socially Necessary, as outlined in <b>Schedule 7A</b>	TBC	Awaiting guidance
B4	Service Change Information	Operators are required to notify passengers of upcoming service changes at least two weeks before commencement via their website, social media channels (where applicable) and on vehicles in the appropriate area. Where this cannot be done, such as an emergency or short notice road closure, the operator should endeavour to notify passengers as soon as possible, ensuring the information is accurate and up to date.	1 April 2026	
B5	Service Change Consultation	Where the service does not come under <b>B3</b> above, bus operators will publish proposed changes to bus services in line with the requirements set out in <b>Schedule 5A</b>	1 April 2026	

### Data

Ref	Scheme	Details	Compliance From	Notes
D1	NaPTAN	Operators will update their NaPTAN database in accordance with changes made by LCCA	1 April 2026	
D2	NaPTAN Names	Operators will ensure that the bus stop names used across all outlets / media including timetables, Next Stop AV systems and online journey planning tools are consistent with the name displayed at the stop (bus stop plate, timetable etc.) by using the NaPTAN name.	1 April 2027	
D3	ETM Data	Bus Operators will provide a direct feed to LCCA's contract monitoring platform of ETM data for all bus services in Lancashire as set out in <b>Schedule 6A</b>	1 September 2026	

D4	BSIP Monitoring	Bus Operators will make BSIP monitoring data available to LCCA as set out in <b>Schedule 6B</b>	1 April 2026	
D5	Real Time Feeds	Operators will provide the data required for RealTime information and Intelligent Bus Priority as set out in <b>Schedule 6C</b> .	1 September 2026	

**Other**

Ref	Scheme	Details	Compliance From	Notes
O1	Innovation	Operators to ensure that new and innovative transport developments are shared across Lancashire for the benefit of all Lancashire residents	1 April 2026	
O2	Safety & Security	All operators are required to register for and actively use the AURa Incident Reporting System (or any future replacement system), ensuring that all safety related events such as anti-social behaviour, near misses, or safety related operational disruption is captured promptly and accurately.	1 September 2026	

## Schedule 3 – Bus Passenger Charter

This Bus Passenger Charter covers bus services operated within the Lancashire Combined County Authority area, covering the Constituent Councils of Blackburn with Darwen Borough, Blackpool and Lancashire County councils. It explains what you can expect from your bus service and what to do if those expectations aren't met.

The Authority and bus companies know that passengers want regular, reliable and value-for-money bus services on which they can rely upon for their transport needs.

### Bus companies will ensure that:

- **Timetables and route maps** are up to date, clear and easily available from operators' or linked to third party websites and in printed format.
- **Timetable changes** will be announced on their website at least 4 weeks in advance of a change, giving clear information about the changes to each service. New timetables will be available at least a week before the service change.
- Any **temporary service changes** to timetables, stops or routes (for example due to roadworks) are announced in advance, where possible, via their website.
- **Bus fares** are easy to understand and available on operators' websites to enable passengers to check before travel. Any changes to fares will be announced at least two weeks in advance.
- You will be **consulted on significant changes** such as the following via a suitable outlet, including the online Bus Service Changes page:
  - Service withdrawal
  - Reduction in overall frequency
  - Service rerouting
- **Drivers** are courteous, helpful and professional, and have been trained to offer reasonable assistance to those who need it.
- **All buses have space for at least one wheelchair or buggy.** Wheelchair users will have priority over other passengers for using the dedicated wheelchair space. When not needed by a wheelchair user, other passengers will be able to use the space but should move if required by a wheelchair user.
- In the event of **significant disruption** to services due to events such as extreme weather conditions or an emergency road closure you will be allowed to use your ticket on other operators' services.
- **Buses are cleaned** internally at least daily and are well-presented.
- **All buses will be fitted with audio/visual equipment** by October 2026 to provide next stop and other relevant information for the benefit of all passengers. New and refurbished buses will also have CCTV.
- **Timetables and websites** include clear information about how to make a comment, compliment or complaint about services, when a response to a complaint can be expected, and what redress can be expected
- Where services are **delayed or cancelled**, bus companies will notify passengers using their own social media, website and/or other digital channels where available.

- **If the last bus of the day fails to operate**, passengers intending to travel on the service can claim back the cost of a taxi ride home. This is subject to investigation by the bus operator and reviewed on a case-by-case basis.

### **Free journey guarantee:**

If your journey fails to meet the standards set out in this charter, you can claim a free travel voucher from the bus company. You will need to contact the appropriate company explaining the reasons why you were not satisfied. Subject to verification from the bus company, they will arrange for a free journey voucher to be sent out to you, for use on a future date.

Each bus company has its own **Conditions of Carriage**, which set out their legal responsibilities and other rules for using their buses. Copies of these can be found on each bus company's website. You can find details of bus operators, including links to their website and social media, here:

<https://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-and-train-operators/bus-operators/>

### **The Authority will ensure that:**

- Constituent Council-owned **bus shelters** are clean and welcoming, with new and refurbished stops designed with passenger safety in mind. Shelters will be cleaned at least every three months on core corridors and every six months at other locations. Where the infrastructure is owned by a third party, the Combined County Authority will work with them to meet the same standards.
- **Damage to** Constituent Council-owned **bus shelters**, stop flags and timetable displays will be made safe within 24 hours of being reported where it poses a significant danger or within a week where the damage is minor. Where the infrastructure is owned by a third party, the Combined County Authority will work with them to meet the same standards.
- **Up to date timetable displays** are provided at bus stations as well as at major and most minor bus stops. Displays will be updated no more than 4 days before or up to 2 days after the start of a service change.
- Any **temporary service changes** to timetables, stops or routes (for example due to roadworks) are announced in advance, where possible, with notices at affected stops and by any other suitable method. The information will be updated if there are any changes to the temporary timetable and notices at bus stops will be removed quickly once the changes have ended. Temporary bus stop signs will be provided as agreed between the council, bus companies and roadworks contractor.
- Where **real time passenger information** is provided at stops and stations, the information displayed is accurate.
- **Information about bus services** will be available on the LCCA's public transport website, and updated monthly with forthcoming changes
- It will use Public Transport Safety Officers and work with enforcement agencies and bus operators to **reduce crime and anti-social behaviour** on the bus network.

## Passengers are asked to:

- **Be courteous** to drivers, fellow passengers and others working in public transport including at bus stations
- Treat bus stations and bus stops with **respect**
- **Adhere to requests and instructions** of drivers and other public transport workers
- **Refrain from distracting the driver** when the bus is moving
- **Give priority to wheelchair users** in dedicated wheelchair spaces
- **Give priority for seating** to those less able to stand when a bus is full
- **Not to smoke or vape** on the bus or in bus shelters
- **Help keep your bus clean**, keep feet off seats and take litter home
- **Not play loud or offensive music or videos** which may be seen or heard by other passengers
- **Purchase the correct ticket** type valid for travel

## If something goes wrong:

If your issue is with a local bus service, then in the first instance please contact the operator involved.

Alternatively, please contact Lancashire Combined County Authority and your complaint will be passed on to the relevant operator, or dealt with by the authority if it relates to local infrastructure or a contracted bus service.

- email [complaintsandfeedback@lancashire-cca.gov.uk](mailto:complaintsandfeedback@lancashire-cca.gov.uk)
- call tel:0300 123 6782
- or write to

LCCA Public Transport Team,  
c/o Lancashire County Council,  
County Hall  
Preston,  
PR1 8XJ

You should provide as much information as possible regarding the issue and / or how your expectations weren't met, to allow the organisations involved to work together to identify what went wrong and why.

## ***Response to Comments, Queries and Complaints***

The Authority and bus companies will respond within 1 working day of receiving notification for safety-related queries.

For other comments you will receive an initial acknowledgement within 5 working days and a full written response within 20 working days (except where a return telephone call has been requested). In the event that our investigation requires more than 20 working days, we will update you on a more regular basis.

### ***Independent appeals***

If you are unhappy with our response to any complaint you have the option of approaching **Bus Users UK** ([www.bususers.org](http://www.bususers.org) or 0300 111 0001) who will try to resolve the issue for you.

### **Bus User Groups**

Local Bus User Groups provide a forum for discussion about issues and developments around local bus services in specific areas. The current Bus User Groups in Lancashire are listed below along with contact details.

#### ***Lancaster District Bus Users' Group***

Covers the Lancaster City Council area, meets every two months.

Web: <https://lancasterbususers.com/>

Email: [secretary@lancasterbususers.com](mailto:secretary@lancasterbususers.com)

April 2026

## Schedule 4 – List of Investment Corridors and Services

### 4A – Criteria and Hierarchy for Investment

To be agreed

### 4B – Existing Investment Corridors

The table below covers all corridors and affiliated services where Lancashire Combined County Authority and Constituent Councils have invested in improving the infrastructure and / or service levels. In return operators of the affiliated services are required to comply with **Schedule 2** requirement **V2**.

Ref	Corridor	Description	Category	Core Service(s)

### 4C – Future Investment Corridors

The table below outlines the corridors along which Lancashire Combined County Authority and Constituent Councils will prioritise investment in to improving the infrastructure and / or service levels. Operators of the affiliated services will be required to comply with **Schedule 2** requirement **V2** once the corridor is moved into Section 4B above. Investment for each corridor may expand beyond the area and services listed.

Ref	Corridor	Description	Core Service(s)

## Schedule 5 – Bus Service Change Consultation Process

### 5A – Bus Service Changes

Whereby:

- a) A bus service is proposed to be withdrawn without replacement or only replaced in part by another service meaning a loss of existing journey opportunities;
- b) A bus service is proposed to be re-routed without replacement or only replaced in part by another service meaning a loss of existing journey opportunities;
- c) A bus service is proposed to have a reduction in early morning or evening journeys;
- d) A bus service is proposed to have a reduction in daytime frequency.

**Bus operators** will publish proposed changes to commercial bus services, for at least two weeks prior to submitting the relevant service registration changes to the Traffic Commissioner, for public consultation. Where **Lancashire Combined County Authority (LCCA)** proposes to make changes to supported bus services, these will be advertised for at least two weeks prior to the contractor submitting the relevant service registration changes to the Traffic Commissioner, for public consultation.

The exception is in emergency circumstances where the change is only expected to be temporary e.g. road closure, unforeseen reduction in available resources etc.

As a minimum operators must either provide LCCA with text to be published on the LCCA's public transport website Bus Service Changes page, or publish on their own website and provide LCCA with a weblink for wider advertising of the consultation. The text as a minimum must cover:

- i. The proposed changes in simple to understand language with an explanation for the reason for the change;
- ii. Clear maps should be provided where routes are changing;
- iii. Any mitigations to be put in place or an explanation of how other existing services provide alternative options for those currently using the affected service; and
- iv. Details of how to respond to the consultation including the deadline for responses.

The outcome of the consultation will be published alongside the resulting service change notice and be available for at least two weeks at either the same location as the original consultation or at a location linked from the webpage of the original consultation.

### 5B – Bus Stop Changes

LCCA will provide regular communication to the relevant contacts at all bus operators within Lancashire regarding changes to bus stops. This will consist of:

- i. Proposals to add, remove or relocate a bus stop for which operators will have two weeks to respond with any objections from the date of publication;

- ii. Outcome of consultations on the proposals to add, remove or relocate bus stops including expected date of change; and
- iii. Changes to the NaPTAN database of bus stops including the above and any name changes not covered by the above.

Operators will be expected to update their NaPTAN database in accordance with any changes they are informed about.

## Schedule 6 – Data Requirements

Operators and Lancashire Combined County Authority will be expected to comply with Section 143B of the 2000 Act in relation to supply and use of the data.

### 6A – Electronic Ticket Machine Data via Contract Management Platform

Bus operators are required to provide ETM data for all services operated into and within the Lancashire Combined County Authority (LCCA) area via the LCCA's Velocity Contract Management system. All data will be treated as commercially confidential and where shared outside of the LCCA Public Transport team will be anonymised and / or amalgamated. Data for individual commercial services and commercial operators will only be shared outside of LCCA's Public Transport team with agreement of the relevant operator.

The data LCCA will extract from the ETM data is shown in the table below

Data	Reason	Frequency	Audience
Total Patronage within LCCA area	Internal and Department for Transport monitoring	Monthly & Quarterly	LCCA and DfT
Total Patronage on Supported services including via BSIP	Internal and Department for Transport monitoring. BSIP document updates	Monthly & Quarterly and as required	LCCA, DfT and wider public
Concessionary Travel Scheme data	Process concessionary travel scheme returns	4 weekly	Internal
Passengers by ticket type	Review of usage of specific fare offer / scheme or inform discussions on future fare offers / schemes	Quarterly When required	LCCA, DfT and internal
Passengers by location / service	To inform discussions around proposed or forthcoming service / network changes or proposed changes to highways impacting on bus stop locations	When required	Internal
Average Bus Fare	Department for Transport monitoring	Quarterly	DfT

### 6B – Other Data Required from Bus Operators

Data	Reason	Frequency	Audience
Bus Fleet information	Department for Transport monitoring and BSIP updates (vehicle size, emissions standards, age, equipment)	Quarterly and as required	DfT and wider public
Scheduled mileage	Department for Transport monitoring, EP operator classification and BSIP document update	Quarterly, Annually and as required	DfT and Wider public

Mileage not operated	Department for Transport monitoring and BSIP document updates	Quarterly and as required	DfT and wider public
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## 6C – Data Related to RTPI and IBP Systems

All operators of Qualifying Local Services are required to provide participate for the RealTime Passenger Information system and Intelligent Bus Priority system back offices.

Category	Type	Data
Timetables	Digital Format	ATCO-Cif or TransXChange format
Timetables	Contents	Stop Data Operator Code Service & Line Data Operating Profiles Direction Term Times & Organisations Vehicle Journeys Block Number & Running Boards Route Sections Destinations (inc. Dynamic Destinations)
Vehicle Tracking	Siri Feed	Operators will provide a Siri Feed to LCCA's Real Time Information Back Office for the RTPI displays and Intelligent Bus Priority
Disruption Information	Siri Feed	Operators will provide where appropriate a Disruption Feed to ensure that passengers are informed of cancelled journeys

## 6D – Data to be Shared by LCCA with Operators

Data	Reason	Frequency	Audience
Bus Passenger Satisfaction	Transport Focus Your Bus Journey survey outcomes	When published	Operators

## 6E – Data to be Published by LCCA

LCCA will publish the following data on the LCCA's public transport website as part of the Bus Service Improvement Plan monitoring and transparency.

Data	Reason	Frequency
Bus Passenger Satisfaction	Transport Focus Your Bus Journey survey outcomes, the satisfaction with: <ul style="list-style-type: none"> <li>i. The journey overall</li> <li>ii. Value for Money</li> <li>iii. The bus stop overall</li> <li>iv. Information at the bus stop</li> <li>v. Personal safety at the bus stop</li> <li>vi. Wait time for the bus</li> <li>vii. Punctuality of the bus services</li> </ul>	Quarterly

	viii. The overall journey time	
Bus Passenger Satisfaction	Annual Transport Focus Your Bus Journey Report for LCCA	Annually
Patronage	Bus Patronage split by commercial and supported	Quarterly
BSIP Progress	Progress on delivering BSIP programme	Biannual
BSIP Outcomes	Benefits delivered through BSIP programme	Biannual

## **Schedule 7 – Socially Necessary Bus Services**

### **7A – Definition of Socially Necessary Services**

### **7B – Requirements on Bus Operators**

### **7C – Requirements on Lancashire Combined County Authority**

## Schedule 8 – Enhanced Partnership Governance Terms of Reference

### Independent Chair

The Enhanced Partnership Chair will be responsible for:

- i. Agree meeting dates for the Executive Board meetings with the Enhanced Partnership Manager
- ii. Agreeing the agenda for the Executive Board meetings with the Enhanced Partnership Manager
- iii. Chairing Enhanced Partnership Executive Board meetings
- iv. Acting as an independent arbitrator between the Authority and bus operator(s)

Additionally, the Chair has the power to:

- i. Provide ideas, suggestions and best practice on relevant matters
- ii. Call an extraordinary meeting of the Executive Board
- iii. Attend Operator Forum and Stakeholder Forum meetings as the representative of the Executive Board
- iv. Undertake one-to-one and one-to-many meetings with Officers, Bus Operators or other Stakeholders where appropriate
- v. Represent the Enhanced Partnership at media or industry events

From 1<sup>st</sup> April 2026 the Independent Chair will be Graham Vidler, CPT Chief Executive.

### Stakeholder Forum

The Stakeholder Forum will:

- i. Consider the available evidence from Lancashire Combined County Authority's monitoring against the BSIP targets of patronage, journey time, reliability and passenger satisfaction;
- ii. Consider how the Operator Forum's and Executive Board's identification, development and delivery of Facilities, Measures and Requirements can assist in delivering outcomes against those targets and how these Facilities, Measures and Requirements meet the objectives of the EP;
- iii. Receive meeting minutes from the Management Board activities of Operator Forum and Executive Board;
- iv. Request agenda items for Management Board and Executive Board meetings;
- v. Liaise with the Management Board and Executive Board on the forward work programme;
- vi. Bring forward ideas and suggestions about improvements in the public transport network in Lancashire to be considered and fed back on by the Management Board.

### Bus Operator Forum (Management Board)

The Bus Operator Forum acting as the Management Board will:

- i. Consider the available evidence from Lancashire Combined County Authority's monitoring against the BSIP targets of patronage, journey time, reliability and passenger satisfaction;
- ii. Develop and continuously review a process to prioritise available funding to potential Facilities, Measures and Requirements;
- iii. Develop investigations, feasibility studies and costed business cases for the development and implementation of Facilities, Measures and Requirements for submission to the Executive Board for consideration and approval;
- iv. Establish task and finish groups and invite the views and participation of wider stakeholders as required to assist in the development of these investigations, feasibility studies and business cases;
- v. Liaise with equivalent governance bodies in neighbouring Enhanced Partnerships or franchised areas, on matters both of policy and direction and on specific cross-boundary issues; Consider ideas and suggestions from the Forum and feedback on outcomes; and
- vi. Liaise with the Stakeholder Forum and the Executive Board on the forward work programme.
- vii. Bring forward ideas and suggestions about improvements in the public transport network in Lancashire

### ***Task and Finish Groups***

A Task and Finish Group constituted by the Management Board will:

- i. Have its membership determined by the Management Board;
- ii. Be constituted from time to time by the Management Board as required with a specific brief and timescale to report back as appropriate;
- iii. Be expected to meet at least monthly; and
- iv. Deliver a written response to the Management Board's brief for the Management Board's consideration.

### **Executive Board**

The Executive Board will provide detailed technical project direction and scrutiny on interventions within the Enhanced Partnership Plan as well as having oversight and direction of financial delivery and the monitoring and evaluation framework.

The Executive Board will:

- i. Review proposals brought to it by the Operator Forum in respect of Facilities, Measures and Requirements, and any accompanying evidence;
- ii. Satisfy itself that any such proposals are sufficiently and appropriately evidenced;
- iii. Vote on whether to proceed with such a change, and request Lancashire Combined County Authority to apply its normal statutory powers as required to deliver any such change, and request Lancashire Combined County Authority to amend the EP Scheme as appropriate;
- iv. Review proposals brought to it by the Operator Forum for changes to the EP Plan and Scheme, and if content initiate the required process to make such changes;
- v. Approves the prioritisation process set out by the Operator Forum;

- vi. Direct Lancashire Combined County Authority to monitor outcomes against the stated targets and use this evidence to develop its policy in considering proposals brought to it by the Operator Forum;
- vii. Liaise with Lancashire Combined County Authority regarding potential bids to external bodies for funding and ensure as far as possible that such bids reflect the priorities of the EP;
- viii. Liaise as required with the Operator Forum in considering scheme proposals and in providing direction as required from time to time on the content of the proposals and supporting evidence bases brought to it by the Operator Forum;
- ix. Liaise with the Stakeholder Forum and Operator Forum on the forward work programme.

## **Schedule 9 – Infrastructure Standards**

### **9A – Bus Stations and Interchanges**

### **9B – Bus Stops**

### **9C – Bus Stop Hierarchy**

## Schedule 10 – Bus Priority

### C1 – Existing Bus Priority

Location	Road Name	Type of Bus Priority
Accrington	Accrington Bus Station	Bus gate and bus lane
Accrington	Whalley Road	Bus lane
Accrington	Whalley Road on approach to Sparth House/Road	Bus lane
Broughton	Garstang Road / James Towers Way	Bus gate
Burnley	Church Street	Bus lane
Burnley	Padiham Road	Bus lane
Burnley	Westway (Junction 10)	Bus lane
Lancaster	Greyhound Bridge	Bus lane
Lancaster	Morecambe Road	Bus lane
Lancaster	Skerton Bridge	Bus gate
Lancaster	Spring Garden Street	Bus and access only
Lancaster	Chapel Street and Damside Street	Bus and access only
Lancaster	Owen Road/Parliament Street	Bus lane
Preston	Fishergate and Fishergate Hill	Contraflow Bus Lane
Preston	Tithebarn Street	Bus lane
Preston	Corporation Street	Bus gate
Preston	New Hall Lane	Bus lane

### C2 – Bus Infrastructure Proposed for Delivery

Location	Road Name	Type of Bus Priority	Status
Penwortham	Liverpool Road	Bus lane	Design produced – awaiting A582 works
Penwortham	Leyland Road	Bus gate	Design produced – awaiting A582 works
Lancaster	Parliament Street	Bus lane	Concept designs in production

## Appendix A - Qualifying Local Bus Services

### A1 – Qualifying Local Bus Services

Operator (Trading Name)	No	Route	Days	LCCA Support?
Archway Travel	74/75	Preston – Poulton – Thornton – Fleetwood	Daily	Full
Archway Travel	76	St Annes – Lytham – Kirkham – Poulton – Blackpool	Mon-Sat	Full
Archway Travel	78	St Annes – Lytham – Kirkham – Great Eccleston	Daily	Full
Arriva Merseyside	300	Liverpool – Aintree – Downholland – Southport	Daily	Weekend service
Arriva Merseyside	310	Liverpool – Maghull – Ormskirk – Skelmersdale	Daily	Evenings & Sunday
Arriva Merseyside	312	Skelmersdale – Birch Green – Ashurst	Eve & Sun	Full
Arriva Merseyside	375/385	Wigan – Skelmersdale – Ormskirk – Southport	Daily	Mon – Fri enhancements
Bee Network	447	Rochdale – Rochdale Infirmary – Wallbank	Daily	No
Bee Network	535	Bolton – Astley Bridge – Belmont	Mon – Sat	No
Bee Network	632	Wigan – Standish – Coppull – Chorley	Daily	Early mornings
Blackburn Bus Co	1	Blackburn – Darwen – Astley Bridge – Bolton	Daily	No
Blackburn Bus Co	2/2A	Blackburn – Brinscall – Wheelton – Chorley	Mon – Sat	Enhancements
Blackburn Bus Co	4	Blackburn – Mill Hill – Bank Hey	Daily	Sundays
Blackburn Bus Co	6/A/7/A	Blackburn – Oswaldtwistle – Accrington	Daily	Evening enhanced
Blackburn Bus Co	22	Shadsworth – Blackburn – Whalley – Clitheroe	Daily	Evenings & Sunday
Blackburn Bus Co	152	Preston – Blackburn – Padiham – Burnley	Daily	Evening enhanced
Blackburn Bus Co	464	Accrington – Rawtenstall – Bacup – Rochdale	Daily	No
Blackburn Bus Co	X41	Accrington – Haslingden – Manchester	Daily	Off Peak support
Blackburn PH	3	Blackburn – Little Harwood – Sunnybower	Mon – Sat	Saturdays
Blackburn PH	10	Blackburn – Revidge – Lammack – Blackburn	Mon – Sat	Saturdays
Blackburn PH	12A/C	Blackburn – Highcroft – Blackburn	Mon – Sat	Saturdays
Blackpool Transport	1	Fleetwood – Larkholme – Cleveleys	Daily	No
Blackpool Transport	3	Cleveleys – Blackpool – Mereside	Daily	Evenings
Blackpool Transport	3A	Cleveleys Park – Blackpool – Mereside	Daily	Evenings
Blackpool Transport	5	Cleveleys – Poulton – Blackpool – Halfway House	Daily	Enhancements

Blackpool Transport	5A	Staining – Blackpool – Halfway House	Daily	Staining extension
Blackpool Transport	5B	Blackpool Zoo – Blackpool – Halfway House	Mon – Sat	No
Blackpool Transport	5C	Blackpool – Poulton – Knott End	Daily	Enhancements
Blackpool Transport	6	Grange Park – Blackpool – Mereside	Daily	Evening Enhancements
Blackpool Transport	7	Cleveleys – Blackpool – St Annes – Lytham	Daily	No
Blackpool Transport	8	Cleveleys – Bispham – Blackpool	Daily	Enhancements
Blackpool Transport	10	Blackpool – Common Edge – St Annes – Lytham	Daily	Enhancements
Blackpool Transport	11	Blackpool – St Annes – Ansdell – Lytham	Daily	No
Blackpool Transport	14	Blackpool – Thornton – Burn Naze – Fleetwood	Daily	Enhancements
Blackpool Transport	18	Blackpool – Mereside – Hospital – Poulton	Daily	Mereside - Poulton Extension
Blackpool Transport	X2	Blackpool – Hospital – Normoss – Poulton	Mon – Fri	No
Burnley Bus Co	1	Burnley – Stoops Estate circular	Daily	No
Burnley Bus Co	2/2A	Burnley – Hospital – Marsden – Nelson	Daily	No
Burnley Bus Co	3	Burnley – Pike Hill circular	Daily	Evenings
Burnley Bus Co	4	Burnley – Pike Hill – Worsthorne	Daily	Eve & Sun
Burnley Bus Co	5	Harle Sykle – Burnley – Rose Grove	Daily	Evenings
Burnley Bus Co	7	Rawtenstall – Bacup – Todmorden	Mon – Sat	Full
Burnley Bus Co	8	Burnley – Weir – Bacup – Pennine Road	Daily	Eve & Sun
Burnley Bus Co	9	Burnley – Network 65 – Accrington	Mon – Fri	No
Burnley Bus Co	481	Blackburn – Haslingden – Rawtenstall – Bury	Daily	Eve & Sun
Burnley Bus Co	483	Burnley – Water – Rawtenstall – Bury	Daily	Eve & Sun
Burnley Bus Co	743	Burnley – Cranshawbooth – Waterfoot	Sch days	No
Burnley Bus Co	844	Britannia – Bacup – Rawtenstall – Haslingden HS	Sch days	No
Burnley Bus Co	864	Britannia – Bacup – Rawtenstall – All Saints RCHS	Sch days	No
Burnley Bus Co	M1	Burnley – Padiham – Huncoat – Accrington	Daily	No
Burnley Bus Co	M2	Burnley – Padiham – Whalley – Clitheroe	Daily	Late Eve journeys
Burnley Bus Co	M3	Burnley – Nelson – Colne – Trawden	Daily	No
Burnley Bus Co	M4	Burnley – Nelson – Colne – Cowling – Keighley	Daily	No
Burnley Bus Co	M5	Burnley – Nelson – Colne – Earby – Barnoldswick	Daily	Late Eve journeys

Burnley Bus Co	M6	Burnley – Nelson – Colne – Barnoldswick – Skipton	Daily	Late Eve journeys
Burnley Bus Co	X43	Burnley – Rawtenstall – Manchester	Daily	Mon – Thurs Eve
Holmeswood	110	Preston – Leyland – Standish – Wigan	Mon – Sat	Full
Holmeswood	112	Preston – Bamber Bridge – Leyland – Midge Hall	Mon – Sat	Full
Huyton Travel	152	St Helens – Rainford – Ormskirk – Southport	Mon – Sat	Ormskirk – Southport
Kirkby Lonsdale	8	Lancaster Bus Station – St Chads circular	Mon – Sat	Full
Kirkby Lonsdale	9	Lancaster – Primrose – Bowerham – Newlands	Mon – Sat	Full
Kirkby Lonsdale	18	Lancaster East circular	Mon – Sat	Full
Kirkby Lonsdale	81/Q/S	Lancaster – Hornby – Melling – Kirkby Lonsdale	Daily	Off Peak and Sunday
Kirkby Lonsdale	82	Lancaster – Hornby – Arkholme – Kirkby Lonsdale	Daily	Off Peak and Sunday
Kirkby Lonsdale	83	Morecambe – Beaumont – Brookhouse	Mon – Sat	No
Kirkby Lonsdale	85	Morecambe – Hest Bank – Carnforth Station	Mon – Sat	No
Kirkby Lonsdale	552	Carnforth – Silverdale – Arnside – Kendal	Mon – Sat	Carnforth – Arnside
Kirkby Lonsdale	581	Kirkby Lonsdale – Ingleton – Settle	Mon – Sat	No
Kirkby Lonsdale	583	Kirkby Lonsdale – Ingleton – Bentham	Mon – Sat	No
Kirkby Lonsdale	L1	Lancaster Park and Ride	Mon – Sat	Full
Moving People	33	Blackburn – Hospital – Lower Darwen – Darwen	Mon – Sat	Monday – Friday
Moving People	HS1	Blackburn – RBH – Burnley – Burnley Gen Hospital	Mon – Fri	No
North Yorkshire	11	Horton in Ribblesdale – Settle – Clitheroe	Mon – Sat	Tossie to Clitheroe
North Yorkshire	582	Bentham – Wennington – Melling – Hornby	Wed & Thu	No
Pilkingonbus	15	Rishton – Clayton -le-Moors – Dill Hall – Accrington	Mon – Fri	Full
Pilkingonbus	A1	Clayton-le-Moors – Accrington – Green Haworth	Mon – Sat	Full
Pilkingonbus	A2	Accrington – Dill Hall – Church	Mon – Sat	Full
Pilkingonbus	A3	Accrington – Barnfield – Laneside – Accrington	Mon – Sat	Full
Pilkingonbus	A4	Accrington – Spring Hall – Oswaldtwistle	Mon – Sat	Full
Pilkingonbus	B1/2/3/4	Barnoldswick Town Services	Mon – Fri	De-minimis
Preston Bus	6	Preston – Deepdale – Brookfield – Redscar	Daily	Late evening
Preston Bus	8	Preston – Ribbleton – Moor Nook	Daily	No
Preston Bus	16	Preston – Fishwick – Farringdon Park	Daily	No

Preston Bus	19/A	RPH – Deepdale – Preston – Larches / Lea	Daily	Evening enhancements
Preston Bus	23	Bamber Bridge – Preston – Fulwood – RPH – ASDA	Daily	No
Preston Bus	31	Preston – Ashton – Savick – Lea	Daily	Evenings & Sundays
Preston Bus	35	Preston – Tulketh Brow – Ingol – Tanterton	Daily	No
Preston Bus	43	Preston – Cottam – Fulwood – RPH	Daily	Full
Preston Bus	44	Preston – Tulketh Brow – Ingol – Cottam	Daily	Full
Preston Bus	48	Preston – Holme Slack – RPH – Cottam – Lea	Daily	Full
Preston Bus	65	Burnley – Padiham – Barrowford – Nelson	Daily	Full
Preston Bus	66/S/67	Clitheroe – Grindleton – Chatburn – Nelson	Daily	Full
Preston Bus	69	BGH – Brierfield – Nelson – Lomeshaye	Mon – Sat	Full
Preston Bus	114	Chorley – Clayton Green – Leyland	Eve & Sun	Full
Preston Bus	311	Ormskirk – Skelmersdale – Standish – Chorley	Mon – Sat	Full
Preston Bus	312	Ormskirk – Parbold – Skelmersdale – Rainford	Mon – Sat	Full
Preston Bus	319	Skelmersdale – Headbolt Lane – Kirkby Trainlink	Daily	Full
Preston Bus	347	Chorley – Charnock Richard – Croston	Sunday	Full
Preston Bus	C4	Clitheroe – Peel Park circular	Mon – Sat	Full
Stagecoach C&L	1	Preston – Grimsargh – Longridge	Daily	No
Stagecoach C&L	1/1A	University – Lancaster – Morecambe – Heysham	Daily	No
Stagecoach C&L	1A	Preston – Grange – Red Scar	Daily	No
Stagecoach C&L	2	Preston – Longton – Tarleton – Banks – Southport	Daily	No
Stagecoach C&L	2	Blackburn – Brinscall – Wheelton – Chorley	Eve & Sun	Full
Stagecoach C&L	2A	Preston – Longton – Tarleton – Rufford – Ormskirk	Daily	Evenings & Sundays
Stagecoach C&L	2X	Lancaster – Heysham – Morecambe	Daily	No
Stagecoach C&L	3	Preston – Penwortham – Kingsfold	Daily	No
Stagecoach C&L	4/X4	Lancaster Station – Bowerham – University	Daily	No
Stagecoach C&L	5	Overton – Heysham – Morecambe – Carnforth	Daily	Evenings
Stagecoach C&L	6	Morecambe – Westgate	Mon – Sat	No
Stagecoach C&L	6A	Morecambe – Westgate – Scale Hall – Lancaster	Daily	No
Stagecoach C&L	6B/6C	Morecambe – Westgate – Bare – Morecambe	Mon – Sat	Westgate – Bare - Morecambe

Stagecoach C&L	7	Lancaster – Vale circular	Daily	Sundays
Stagecoach C&L	10	Lancaster – Ridge circular	Daily	Evenings & Sundays
Stagecoach C&L	11	Lancaster – Marsh circular	Daily	Evenings & Sundays
Stagecoach C&L	18	Lancaster East circular	Sundays	Full
Stagecoach C&L	40	Lancaster – Garstang – Broughton – Perton	Mon – Sat	No
Stagecoach C&L	41	Morecambe – Lancaster – Garstang – Preston	Daily	No
Stagecoach C&L	42	Lancaster – Garstang – Poulton – Blackpool	Daily	Eve, Sun & am peak extra
Stagecoach C&L	49	Lancaster – Halton – Carnforth – Warton	Mon -Sat	No
Stagecoach C&L	51	Carnforth – Warton – Silverdale	Mon – Sat	Full
Stagecoach C&L	55	Lancaster – Bolton-le-Sands – Carnforth	Daily	No
Stagecoach C&L	59	Preston – Blackburn – Royal Blackburn Hospital	Daily	Sunday enhancements
Stagecoach C&L	59	Preston – Blackburn – RBH – Accrington	Daily	RBH – Accrington extension
Stagecoach C&L	61	Preston – Kirkham – Wrea Green – Blackpool	Daily	Mon – Sat enhancement
Stagecoach C&L	68	Preston – Warton – Lytham St Annes – Blackpool	Daily	No
Stagecoach C&L	81	Lancaster – Halton – Caton – Hornby	Evenings	Full
Stagecoach C&L	100	University – Lancaster – Bare – Morecambe	Daily	Sunday enhancement
Stagecoach C&L	109	Preston – Leyland – Buckshaw – Euxton – Chorley	Daily	Evenings and Sundays
Stagecoach C&L	111	Preston – Lostock Hall – Leyland – Moss Side	Daily	No
Stagecoach C&L	125	PRI – Preston – Chorley – Horwich – Bolton	Daily	No
Stagecoach C&L	127	Chorley Hosp – Chorley – Adlington – Middlebrook	Daily	Chorley – Chorley Hospital
Stagecoach C&L	280	Preston – Clitheroe – Barnoldswick – Skipton	Daily	Clitheroe – Skipton
Stagecoach C&L	555	Lancaster – Carnforth – Kendle – Keswick	Daily	No
Stagecoach C&L	721	Preston – Ribblesdale – Christ the King RCHS	Sch Days	No
Stagecoach C&L	755	Heysham – Carnforth – Kendle – Bowness	Daily	No
Stagecoach C&L	P1	Walton-le-Dale – Preston Park & Ride	Mon – Sat	Full
Stagecoach C&L	X2	Preston – Southport – Formby – Liverpool	Daily	Preston – S'port enhancement
Transporabus NW	21	St Annes – Blackpool – Cleveleys	Seasonal	No
Transporabus NW	24	Blackpool – Poulton – Cleveleys – Fleetwood	Daily	Enhancements
Travel Assist	M9	Blackburn – Griffin Court circular	Mon – Fri	Full

Travel Assist	M10	Blackburn – Wilpshire – Warrenside Close	Mon – Fri	Full
Travel Assist	M11	Blackburn – Tockholes – Belmont	Mon – Fri	Full
Travel Assist	TA1	Darwen – Edgeworth – Bromley Cross	M,Tu,Th	Full
Travel Assist	TA2	Darwen – Edgeworth – Bury	W,F,Sa	Full
Travel Assist	TA3/3A	Darwen – Sunnyhurst – Birch Hall – Darwen	Mon – Sat	No
Travel Assist	TA5	Darwen – Pot House circular	Mon – Sat	No
Travel Assist	TA6	Darwen – Bold Venture circular	Mon – Sat	No
Travel Assist	TA7	Darwen – Hoddlesden circular	Mon – Sat	No
Travel Assist	TA8	Darwen – Springvale circular	Mon – Sat	Diversion
Tyrers Coaches	114	Preston – Leyland – Clayton Green – Chorley	Mon – Sat	Full
Tyrers Coaches	118	Chorley – Lower Burgh	Mon – Sat	Full
Vision Bus	5/5A	Clitheroe – Ribchester – Longridge – Chipping	Daily	Full
Vision Bus	5	Ormskirk – Town Green circular	Mon – Sat	Full
Vision Bus	6	Ormskirk – Scott Estate circular	Mon – Sat	Full
Vision Bus	5A/5C	RBH – Intack – Mill Hill – Longshaw – RBH	Daily	Full
Vision Bus	15	Accrington – Rishton – Whalley – Clitheroe	Daily	Full
Vision Bus	25/A	Blackburn – Mellor Brook – Whalley – Clitheroe	Daily	Full
Vision Bus	45	Preston – RPI – Longridge – Ribchester – Blackburn	Daily	Full
Vision Bus	46	Preston – Broughton – Whittingham – Longridge	Daily	Full
Vision Bus	55A/55C	RBH – Intack – Mill Hill – Longshaw – RBH	Mon – Fri	Full
Vision Bus	60/A	Burnley – Nelson – Marsden Park – Colne	Daily	Full
Vision Bus	62	Burnley – Rosehill circular	Daily	Full
Vision Bus	63	Burnley – Whittlefield circular	Daily	Full
Vision Bus	64	Burnley – Padiham – Sabden – Whalley – Clitheroe	Daily	Full
Vision Bus	65	Burnley – Padiham – Barrowford – Nelson	Mon – Sat	Full
Vision Bus	66/S/67	Clitheroe – Grindleton – Chatburn – Nelson	Daily	Full
Vision Bus	68	Nelson – Highford – Colne	Daily	Full
Vision Bus	69	BGH – Brierfield – Nelson – Lomeshaye	Mon – Sat	Full
Vision Bus	113	Preston – Gregson Lane – Bamber Bridge – Leyland	Daily	Full

Vision Bus	115	Preston – New Longton – Leyland – Chorley	Daily	Full
Vision Bus	117	Chorley – Red Bank circular	Mon – Sat	Full
Vision Bus	124	Preston – Bamber Bridge – Brindle – Chorley	Mon – Sat	Full
Vision Bus	337	Chorley – Croston – Parbold – Ormskirk	Mon – Sat	Full
Vision Bus	347	Chorley – Croston -Rufford – Southport	Mon – Sat	Full
Vision Bus	C2	Clitheroe – Honthorne Park circular	Mon – Sat	Full
Vision Bus	C3	Clitheroe – Chatburn – Sawley circular	Mon – Sat	Full
Vision Bus	R1	Rawtenstall – Haslingden – Gregory Fold circular	Mon – Sat	Full
Vision Bus	R2	Rawtenstall – Hall Carr – Balladen circular	Mon – Sat	Full
Vision Bus	R3	Rawtenstall – Waterfoot – Edgeside	Mon – Sat	Full

## A2 – Local Bus Services Exempt on Distance Grounds

Operator	No	Route	% in LCCA Area
Bee Network	635	Wigan – Shevington – Appley Bridge – Wrightington Hospital	6%
Bee Network	640	Wigan – Standish – Wrightington Hospital – Shevington – Wigan	8%
Bee Network	641	Wigan – Shevington – Wrightington Hospital – Standish – Wigan	9%
Stagecoach Cumbria & Lancashire	567	Kendal – Endmoor – Kirkby Lonsdale – (Bentham –) Ingleton	7%

### A3 – BSIP Funded Improvements

Service	Route	Operator	Change	Date
1/3/5	Burnley Locals	Transdev Burnley Bus Company	Hourly evening services introduced	27/11/2023
2	Chorley - Brinscall - Abbey Village - Blackburn	Stagecoach Merseyside & South Lancs	Evening & Sunday service increased to hourly throughout route, renumbered from 2A and route within Blackburn changed to match daytime	27/11/2022
2/2A	Blackburn - Withnell - Wheelton - Chorley	Transdev Blackburn Bus Company	Increase Mon-Sat daytime frequency to 30 mins, new 2A runs via Chorley Hospital	01/09/2024
2A	Preston - Longton - Tarleton - Ormskirk	Stagecoach Merseyside & South Lancs	Introduction of hourly Mon-Sat evening service - provides half-hourly frequency alongside 2 Preston - Tarleton all day every day except Sunday evening	28/01/2024
4	Burnley - Worsthorne	Transdev Burnley	Hourly Sunday daytime service	01/11/2025
4	Blackburn – Mill Hill – Leyburn Rd	Transdev Blackburn	Hourly evenings and Sunday service	04/09/2023
5	Overton - Heysham - Morecambe - Carnforth	Stagecoach Cumbria & North Lancs	Hourly Monday - Saturday evening service introduced for full route	27/11/2022
5/5A	Halfway House - Blackpool - Vic Hosp – Poulton / Staining	Blackpool Transport	Replacement of existing services 2 & 15 with extension to service 5 beyond Victoria Hospital to Poulton / Staining increasing travel options	07/01/2024
5A	Blackpool - Staining	Blackpool Transport	Hourly Sunday daytime service	31/08/2025

5C	Blackpool - Poulton - Knott End	Blackpool Transport	Mon - Sat daytime enhanced to 30 minutes plus additional Sunday evening journeys	31/08/2025
5A/C 55A/C	Blackburn Outer Circle	Vision Bus	New daily services running every 30-60 minutes	04/05/2025
6/6B/6C	Morecambe - Westgate - Bare - Morecambe	Stagecoach Cumbria & North Lancs	Replacement of existing service with extension of hourly service 6 from Westgate to Morecambe via Bare providing new links and improved service level	15/01/2024
6/7	Blackburn - Great Harwood - Accrington	Transdev Blackburn Bus Company	Additional Monday - Saturday evening journey on 6. New hourly Sunday evening frequency on 6 & 7	07/01/2024
7A	Blackpool - Bispham - Cleveleys	Blackpool Transport	Daytime frequency increase	08/06/2025
8	Burnley - Bacup	Transdev Rosso	Hourly evening and Sunday daytime service	20/07/2025
10/11	Lancaster City Services	Stagecoach Cumbria & North Lancs	Introduce hourly Mon - Sat evening service	01/09/2024
11	Settle - Hodder Valley - Clitheroe	North Yorkshire Council	Extension of tendered service into Lancashire, reintroducing a bus service to Hodder Valley	08/04/2024
11B	Blackpool - Lytham St Annes	Blackpool Transport	Mon - Sat daytime enhanced to 30 minutes	08/06/2025
12	Blackpool - Vic Hosp - Bispham - Poulton-le-Fylde	Blackpool Transport	Service 12 to now run all day Monday - Friday hourly, introducing new link into Poulton-le-Fylde and serving new housing area	01/09/2024

14	Blackpool - Thornton - Fleetwood	Blackpool Transport	Off Peak frequency to match peak frequency	31/08/2025
15	Clitheroe - Great Harwood - Rishton - Accrington	Holmeswood Coaches	Service replaced between Accrington and Royal Blackburn Hospital. Frequency increased to hourly Clitheroe - Accrington	29/10/2023
19/A	RPH - Preston - Lea	Preston Bus	30 min evening service	20/07/2025
22	Clitheroe - Blackburn - Hospital - Shadsworth	Transdev Blackburn Bus Company	Hourly Monday - Saturday evening service introduced for full route, additional early evening journey added on Sundays	27/11/2022
24	Fleetwood - Cleveleys - Poulton - Victoria Hospital - Blackpool	Transpora North West	Increase frequency to every 30 minutes along full route Monday - Saturday with later journeys. Extend Sunday service to Blackpool. Joint with Blackpool Council	10/03/2024
31	Preston - Ashton - Lea	Preston Bus	Hourly Monday - Saturday evening service introduced	27/11/2023
42	Lancaster - Garstang - Poulton - Blackpool	Stagecoach Cumbria & North Lancs	Hourly Monday - Saturday evening service introduced for full route	27/11/2022
42	Lancaster - Garstang - Poulton - Blackpool	Stagecoach Cumbria & North Lancs	Sunday daytime frequency increased to hourly. Co-ordinated 30 minute Lancaster - Garstang frequency alongside service 41	26/03/2023
42	Lancaster - Garstang - Poulton - Blackpool	Stagecoach Cumbria & North Lancs	Extra morning journeys Monday - Saturday to standardise hourly frequency	01/09/2024

45	Preston - Longridge - Blackburn	Preston Bus	Additional early morning and evening provision	27/11/2023
49	Carnforth - Yealands - Silverdale	Stagecoach	Additional am journeys between Silverdale & Carnforth	16/12/2024
59	Preston - Blackburn - Hospital - Accrington	Stagecoach Merseyside & South Lancs	Service extended hourly from Royal Blackburn Hospital to Accrington replacing service 15 and providing an increase in frequency	29/10/2023
61	Preston - Kirkham - Wrea Green - Mereside - Blackpool	Stagecoach Merseyside & South Lancs	Enhanced Mon - Sat daytime frequency to 30 minutes. Jointly funded by Blackpool Council	28/01/2024
81	Lancaster - Holton - Hornby	Stagecoach Cumbria & North Lancs	Extra Mon - Sat evening journeys along Lune Valley to Hornby	01/09/2024
88	Lancaster - Glasson - Garstang - Pilling - Knott End	Lonsdale Buses	Introduction of new daily two-hourly service. Alongside existing service 89 provides approximately hourly service on common sections of route	27/08/2023
100	Uni - Lancaster - Bare - Morecambe	Stagecoach Cumbria & North Lancs	Increase Lancaster - Morecambe frequency to half-hourly Sunday daytime	01/09/2024
113	Preston - Bamber Bridge - Leyland	Vision Bus	Enhanced evening service including later journeys along full route	28/07/2024
114	Chorley - Clayton Brook - Leyland	Tyrers / Preston Bus	Evening and Sunday service	20/07/2025
115	Preston - New Longton - Longton	Vision Bus	Evening and Sunday service	20/07/2025
124	Preston - Brindle - Chorley	Vision Bus	New Monday - Saturday daytime service restoring a bus service to Brindle village	29/03/2026

125R	Horwick Parkway - Rivington - Chorley	Stagecoach Merseyside & South Lancs / Pilkingtonbus	Extend service from Rivington to Chorley to provide new links to bus and rail services	26/05/2024
127	Chorley - Astley Village - Chorley	Stagecoach Merseyside & South Lancs	Enhanced evening & Sunday service to hourly	27/11/2022
127	Middlebrook - Adlington - Chorley - Astley Village - Hospital	Stagecoach Merseyside & South Lancs	Increase in frequency of existing service 127 to hourly Monday - Saturday daytime. Extension from Chorley to Hospital via Astley Village replacing 119	28/01/2024
152	Preston - Blackburn - Burnley	Transdev Blackburn Bus Company	Matching Monday - Thursday evening timetable to Friday & Saturday with extra Blackburn - Preston - Blackburn journeys	28/07/2024
152	Blackburn - Burnley	Transdev Blackburn	Additional evening return journey	20/07/2025
310	Skelmersdale - Ormskirk - Maghull - Liverpool	Arriva Merseyside	Hourly Monday - Saturday evening and Sunday daytime service introduced for full route	23/07/2023
310	Skelmersdale - Ormskirk - Maghull - Liverpool	Arriva Merseyside	Retain half-hourly frequency, extra vehicle to improve reliability and create 15 minute combined headway Ormskirk - Skelmersdale with 375/385	01/09/2024
311	Ormskirk - Skelmersdale - Wrightington Hospital	Preston Bus	New hourly Monday - Saturday daytime services replacing service 312/313 including new links across Skelmersdale	27/11/2023
311	Chorley - Old Coppull - Skelmersdale	Preston Bus	Extension of Skelmersdale to Wrightington Hospital service	31/08/2025

			through to Chorley via Standish and Old Coppull	
312	Ormskirk - Parbold - Skelmersdale - Rainford	Preston Bus	New hourly Monday - Saturday daytime services replacing service 313 including new links to Ormskirk and Rainford	27/11/2023
313	Skelmersdale - Birch Green - Ashurst circular	Arriva Merseyside	Introduction of new hourly Monday - Saturday evening and Sunday daytime service	23/07/2023
319	Skelmersdale - Kirkby Trainlink	Stagecoach Merseyside & South Lancs	New half-hourly express service introduced linking Skelmersdale Concourse and Old Skelmersdale to Kirkby Railway Station and Bus Station	22/01/2023
347	Chorley - Eccleston - Croston	Preston Bus	Evening and Sunday service	20/07/2025
375	Skelmersdale - Ormskirk - Southport	Arriva Merseyside	Extra early morning journey towards Southport	01/09/2024
375/385	Southport - Ormskirk - Skelmersdale - Wigan	Arriva Merseyside	Weekday daytime enhancement to every 20 minutes combined	31/08/2025
481	Blackburn - Haslingden - Rawtenstall	Transdev Rosso	Enhanced Monday - Saturday evening service	28/07/2024
483	Burnley - Waterfoot - Rawtenstall	Transdev Rosso	Enhanced Monday - Saturday evening service	28/07/2024
552	Carnforth - Yealands - Silverdale - Arnsdale - Kendal	Lonsdale Buses	Extension of tendered service from Arnsdale to Carnforth via Silverdale	31/03/2025
632	Chorley - Coppull - Wigan	Bee Network	Early morning journey(s)	20/07/2025
A1-4	Hyndburn town services	Pilkingonbus	Revise Accrington local network with new links and enhanced daytime and Saturday provision	25/11/2024

M2	Burnley - Padiham - Clitheroe	Transdev Burnley Bus Company	Additional Monday - Saturday late evening journey from Burnley - Clitheroe	27/11/2023
M6	Burnley - Colne - Barnoldswick - Skipton	Transdev Burnley Bus Company	Additional Monday - Saturday evening return journey to Skipton and late evening Burnley - Colne journey	27/11/2023
M9/10/11	Blackburn Minibus Links	Travel Assist Services	New low frequency services	16/12/2024
X2	Preston - Penwortham - Banks - Southport	Stagecoach Merseyside & South Lancs	Increase Mon-Sat daytime frequency to 30 mins	01/09/2024
X43	Burnley - Rawtenstall - Manchester	Transdev Burnley Bus Company	Enhancement of Monday - Thursday evening timetable to standardise with Friday & Saturday evenings	27/11/2023

## Appendix B – List of Operators of Qualifying Services and Management Board Classification

The table below show the proportion of the total milage of Qualifying Services within Lancashire by bus operator. It additionally shows the proportion of milage of 'Commercially' operated Qualifying Services by operator for the purpose of Management Board classification.

For the purposes of the Management Board, Commercial refers to services in which are operated commercially or under de-minimis agreement. It does not cover services operated under minimum subsidy and minimum cost contracts, either with LCCA directly or with a neighbouring authority whereby LCCA contributes towards the cost of the contract.

Operators with 5% or more of the 'Commercial' Qualifying Milage are allocated a vote at the Management Board. Operators with less than 5% of the 'Commercial' Qualifying Milage will be represented by the Small Operator Representative.

*Table 2-1 Operator Share of Qualifying Milage and Commercial Qualifying Milage*

<b>Operator</b>	<b>% Qualifying Mileage</b>	<b>% 'Commercial' Qualifying Mileage</b>	<b>MB Classification</b>
Archway Travel	4.0%	0.0%	Small Operator
Arriva Merseyside	5.3%	6.8%	Large Operator
Bee Network	0.6%	0.7%	Small Operator
Blackburn Private Hire	0.1%	0.2%	Small Operator
Blackpool Transport	13.1%	16.9%	Large Operator
Firstbus West Yorkshire	1.1%	1.4%	Small Operator
Holmeswood	0.8%	0.0%	Small Operator
Huyton Travel	0.2%	0.0%	Small Operator
Kirkby Lonsdale	2.4%	1.4%	Small Operator
Moving People	0.6%	0.7%	Small Operator
North Yorkshire Council	0.3%	0.0%	Small Operator
Pilkingtonsbuses	0.4%	0.0%	Small Operator
Preston Bus	10.1%	6.4%	Large Operator
Stagecoach	26.5%	33.0%	Large Operator
Transdev Blazefield	24.4%	30.8%	Large Operator
Transporabus	1.2%	1.6%	Small Operator
Travel Assist	0.2%	0.1%	Small Operator
Tyrer's	0.8%	0.0%	Small Operator
Vision Bus	7.9%	0.0%	Small Operator

In the event that an operator's share of scheduled mileage changes by more than 5% during the course of the financial year, LCCA will revise and re-issue its calculation.

## Appendix C – Bus Stations and Interchanges

Name	Owner	Departure Charge	Enquiry Office	RTPI	CCTV	Toilets
Accrington	Lancashire County Council			Y	Y	Y
Blackburn	Blackburn with Darwen Borough Council		Y	Y	Y	Y
Burnley	Burnley Borough Council		N	Y	Y	Y
Chorley	Chorley Borough Council					
Cleveleys	Wyre Borough Council		N	N		
Clitheroe	Lancashire County Council		N	N	N	N
Colne	Pendle Borough Council					
Darwen	Blackburn with Darwen Borough Council					
Earby	Earby Town Council		N	N	N	N
Lancaster	Lancaster City Council		N	Y	Y	Y
Morecambe	Lancashire County Council	£0.00	N	N	N	N
Nelson	Lancashire County Council			Y	Y	Y
Ormskirk	West Lancashire Borough Council		N	Y		
Preston	Lancashire County Council			Y	Y	Y
Rawtenstall	Rosendale Borough Council					
Skelmersdale	Skelmersdale Concourse Centre		N	Y	Y	Y*
Whalley	Lancashire County Council	£0.00	N			Y

\* Close by

## Appendix D – Multi-Operator and Multi-Modal Ticketing Schemes

### Anybus Multi-Operator Ticketing Schemes

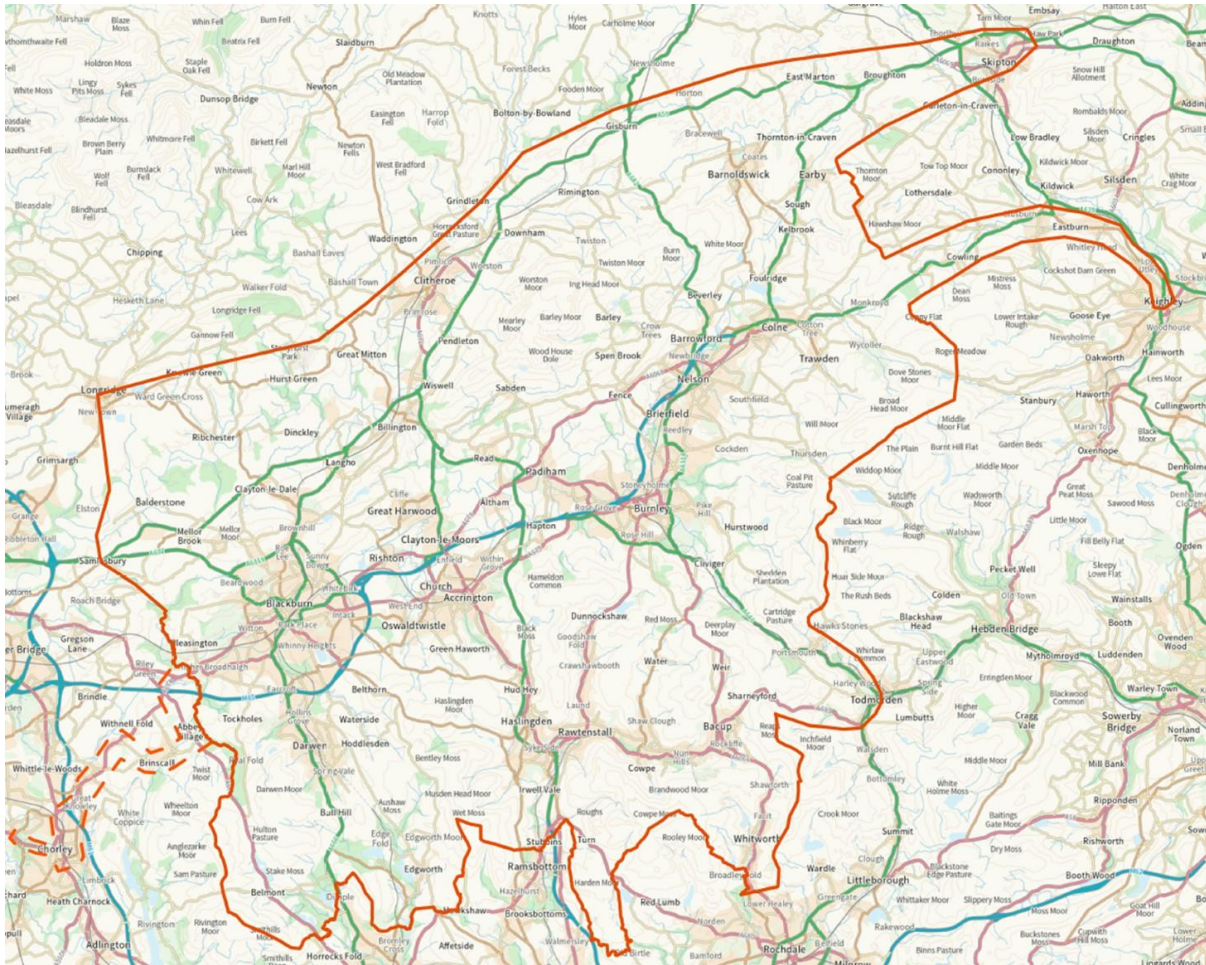
#### Preston



## Fylde Coast



## East Lancashire



**Pricing***Table 2-2 Anybus Scheme pricing by area and product*

<b>Scheme</b>	<b>Adult Day</b>	<b>Adult 7 Day</b>	<b>Adult 28 Day</b>	<b>U19 Day</b>	<b>U19 7 Day</b>	<b>U19 28 Day</b>	<b>Group Day</b>
East Lancashire	£8.50	£28.50	£102.00	£5.70	£22.70	£80.00	£18.00
Fylde Coast	£8.00	£26.50	£92.00	£6.00	£22.50	£79.00	£16.00
Preston	£5.90	£26.00	n/a	£4.60	£20.50	n/a	£15.00

## **PlusBus Rail Add-On Ticketing Schemes**

### ***Accrington and Blackburn***

Accrington, Blackburn, Darwen, Feniscowles, Great Harwood, Haslingden

<https://www.plusbus.info/accrington>

### ***Blackpool***

Blackpool, Cleveleys, Fleetwood, Knott End, Lytham St Annes, Poulton-le-Fylde

<https://www.plusbus.info/blackpool>

### ***Burnley***

Burnley, Hapton, Harle Syke, Padiham, Simonside

<https://www.plusbus.info/burnley>

### ***Chorley***

Charnock Richard, Chorley, Coppull, Euxton (south)

<https://www.plusbus.info/chorley>

### ***Lancaster and Morecambe***

Bolton-le-Sands, Halton, Heysham, Galgate, Morecambe, Overton

<https://www.plusbus.info/lancaster>

### ***Preston***

Bamber Bridge, Broughton, Buckshaw Village, Clayton Brook, Clayton-le-Woods, Coupe Green, Gregson Lane, Lea, Leyland, Longridge, Longton, Lostock Hall, Much Hoole, New Longton, Samlesbury, Woodplumpton

<https://www.plusbus.info/preston>

## **Appendix E – Bus Grant Funding Programme 2026/27 – 2029/30**