



Enhanced Partnership Scheme Variation Agreement for the Intalink
Enhanced Partnership

Contract / Variation reference:

Proposed by: Hertfordshire County Council

Date of variation agreement: 20th July 2021

Words and phrases contained within this variation agreement have the meanings and definitions prescribed to them as in the Intalink Enhanced Partnership Plan and Scheme (February 2020).

The Facilities and Requirements outlined in this Enhanced Partnership Variation Agreement (including any attachments) relate to the Facilities, Measures and Requirements variations referenced in Part B, section 7 of the Intalink Enhanced Partnership Plan and Scheme document.

1. The following variation of Punctuality and reliability targets by Hertfordshire County Council:

Punctuality

Part of the Partnerships responsibility is to monitor both Reliability and Punctuality
This is covered in the Intalink Enhanced Partnership Plan and Scheme

- 6.3 Enforcement

and in Part C

- 2. County-wide aspirational targets for punctuality (Table 4)
- 3. Minimum acceptable standards of punctuality in areas benefitting from investment in bus priority Facilities.

To be realistic in our approach in meeting the existing 24-25 target of 95% (page 27, Table 4) and then moving forward to the 2025-2030 the targets in scheme 2 some a factors now need to be taken into consideration;

Due to the pandemic in the first year of the Partnership, and the inevitable changes in the network that will be needed with the implementation of the National Bus Strategy in 2022, the improvement target dates published in '10.1 Reliability and Punctuality' (Table 4: Punctuality Targets) need to be realistically reviewed downwards by 5% by the end of the first partnership agreement to help reach a meaningful and achievable target by 2025 and again for the end stage 2 in 2030.

Because no punctuality monitoring took place in 20-21 the proposed changes are to move the starting base line of 85% from 20-21 to 21-22

With 1% increment in the first year then 2% annual increments this will take us to a proposed target of 90% of buses running on time by the end of 2025.

Amending the targets for the remaining period of the current Enhanced Partnership Scheme 1 (2020/21-2024/25) would take into account any settling periods needed for registration variations after the implementation of the National Bus Strategy in the Spring of 2022. With a 2% increase in targets each year we should reach 100% target by the end of the decade.

Table 4: Punctuality targets [Existing]

Financial year	% of all buses on time
2020/21	85
2021/22	87.5
2022/23	90
2023/24	92.5
2024/25	95

Table 4: Punctuality targets [New]

Financial year	% of all buses on time
2020/21	
2021/22	85
2022/23	86
2023/24	88
2024/25	90

Table 4: Punctuality targets [Scheme 2]

Financial year	% of all buses on time
2025/26	92
2026/27	94
2027/28	96
2028/29	98
2029/30	100

Reliability

As with Punctuality Reliability targets need updating for us to be realistic in our approach in meeting the existing 24-25 target of 3%

Table 3: Reliability standards

Financial year	% of total registered mileage lost owing to Operator-controlled factors
2020/21	5
2021/22	4.5
2022/23	4
2023/24	3.5
2024/25	3

By moving the baseline of 5% into the years 2021 - 2022 for the remaining period of the current partnership agreement

Table 3: Reliability standards

Financial year	% of total registered mileage lost owing to Operator-controlled factors
2020/21	
2021/22	5
2022/23	4.5
2023/24	4
2024/25	3.5

Table 3: Reliability standards

Financial year	% of total registered mileage lost owing to Operator-controlled factors
2025/26	3
2026/27	2.5
2027/28	2
2028/29	1.5
2029/30	1

As with other targets I propose the amended targets then be rolled over into the next Partnership scheme for the years 2025 – 2030 with the 1% target being achieved by the Spring of 2030

Vehicle emissions targets

Emissions targets in the current scheme will remain to reach the target of 50% of the Hertfordshire fleet to reach Euro 6 by 2025 and 100% by the end of the second scheme in 2030

% of fleet operated in Hertfordshire by vehicles of at least	Financial year				
	2020/21	2021/22	2022/23	2023/24	2024/25
Euro IV standard	75	85	95	98	98
Euro V standard	30	40	50	60	70
Euro VI standard or better	10	20	30	40	50

% of fleet operated in Hertfordshire by vehicles of at least	Financial year				
	2025/26	2026/27	2027/28	2028/29	2029/30
Euro IV standard	100	100			
Euro V standard	80	90	100	100	
Euro VI standard or better	60	70	80	90	100

3. These variations are to take effect on 20th July 2021.

Requirements placed on Operators in this document apply to all current and future Operators of Qualifying Bus Services from the above date until the extinguishment of the Intalink Enhanced Partnership.

IN WITNESS OF WHICH the Parties have signed this Variation Agreement on the date(s) shown below

SIGNED by

**[INSERT AUTHORISED
SIGNATORY'S NAME]
for and on behalf of
Hertfordshire County Council**

Matt Lale
Signature

Passenger Transport Manager
Title

21/07/2021
Date

**SIGNED by / agreed at Intalink EP
Board by all Board members**

Ed Cameron – UNO
Simon Finnie – Arriva
Andrew Hunter – Metroline
Dean Sullivan – Sullivan Bus
Edmund Tresham – Carousel

Signature

**[INSERT AUTHORISED
SIGNATORY'S NAME]
for and on behalf of
[INSERT OPERATOR NAME]**

As above
Title

21/07/21
Date