

**ENHANCED PARTNERSHIP PLAN AND SCHEME**

**BRIGHTON & HOVE CITY COUNCIL**

**17 January 2023**

## CONTENTS

<b>Introduction</b> .....	3
<b>Part 1 – EP Plan</b> .....	12
<b>Part 2 – EP Scheme</b> .....	17
<b>Annex A – Schedule of ‘Facilities’</b> .....	29
<b>Annex B – Other Capital funding ‘Facilities’</b> .....	32
<b>Annex C - Revenue Funding ‘Measures’</b> .....	34
<b>Annex D – Definitions for use in the document</b> .....	37
<b>Annexe E – Competition Declaration</b> .....	39

## INTRODUCTION

Brighton & Hove City Council (the “Council”) is establishing an Enhanced Partnership (EP) under the Transport Act 2000 (As amended by the Bus Services Act 2017). Part 1 of this document sets out the Enhanced Partnership Plan (“EP Plan”). Part 2 sets out the Enhanced Partnership Scheme (“EP Scheme”).

This follows the requirement set by the Department for Transport in its National Bus Strategy published in March 2021 and a decision made by Members of the Council’s Environment, Transport and Sustainability Committee in June 2021.

The EP replaces the voluntary Quality Bus Partnership. The Quality Bus Partnership was in place between the Council and Brighton & Hove Bus Company from 1997. It was expanded to include other operators in 2015.

The EP Plan relates to the Brighton & Hove Bus Service Improvement Plan (“BSIP”). The BSIP was first published in October 2021. The BSIP sets out the strategic vision for how the Council and bus operators will improve bus services in the city.

The BSIP and EP Plan will be aligned with the Local Transport Plan (LTP) and Local Cycling and Walking Infrastructure Plan (LCWIP).

The key objectives of the BSIP are to:

- Increase bus passenger numbers, firstly returning them to levels seen before the Covid-19 pandemic and then growing these
- Reduce bus journey times
- Increase bus passenger satisfaction levels
- Improve bus reliability

The BSIP outlines specific targets for each of these areas. Progress against these will be monitored every six months. The targets and wider BSIP will then be reviewed annually.

A number of actions are outlined in the BSIP to achieve these outcomes and targets. These include investment in infrastructure and vehicles, as well as aspirations to simplify and reduce fares.

The EP is the formal, legally binding, agreement between the Council and Bus Operators to deliver the BSIP. The EP Plan closely reflects the strategic elements of the BSIP. The EP Scheme(s) will then set out the commitments from the council to deliver the objectives and actions included in the BSIP.

Table 1 sets out the EP approach for each of the BSIP Outcomes.

**Table 1: EP Approach**

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
1. More frequent services	1.1 Brighton & Hove Buses and Stagecoach to commit to maintaining the equivalent of current daytime and evening service levels on commercial routes, whilst allowing scope for adjustments in response to changing customer requirements and unforeseen circumstances.	Not included in the EP, a separate Network Review was submitted at the request of the DfT. This was associated with the ending of pandemic recovery funding and identifying at risk services.
	1.2 The Council will work with operators and neighbouring authorities to explore how services to areas to the north of Brighton & Hove can be enhanced. This includes an aspiration for: <ul style="list-style-type: none"> <li>• Sunday service on route 17 to Horsham.</li> <li>• Minimum hourly services and a Sunday service on links between Crawley and Mid Sussex via routes 270/271/272/273 (combining to provide a more frequent service to Brighton).</li> </ul>	This action will not be taken forward at this time owing to the priorities of neighbouring authorities as well as other proposals for investing in supported bus services within Brighton & Hove.
	1.3 Brighton & Hove Buses will review current 23 and 14C services in order to provide more frequent direct services from the east of the city to Falmer and the universities.	This action will not be taken forward at this time owing to the priorities of neighbouring authorities as well as other proposals for investing in supported bus services within Brighton & Hove.
	1.4 Brighton & Hove Buses to develop alternative means of timetable communication were Bus Times magazine not to re-enter publication. All other operators to contribute to this.	Commitment to paper-based timetables in some form included in EP Scheme.
	1.5 The Council will continue to provide annual funding towards supported bus services.	Retention of base funding levels is included in EP Scheme.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	1.6 The Council will review the need for future changes to supported bus services as a result of permanent changes in demand on these and other routes.	Included in EP Scheme.
	1.7 The Council will explore opportunities to increase frequencies on supported bus services.	Included in EP Scheme.
	1.8 To review school services funded by the Council to consider stakeholder requests and future demand across the network following the pandemic.	Not included in EP Scheme.
2. Bus journeys to be faster and more reliable	2.1 The Council will develop schemes in the Bus Network Review as funding becomes available.	EP Scheme includes commitment from the Council to undertake design development, consult on and, subject to the outcome of these processes, implement bus priority facilities.
	2.2 The Council to assess feasibility of bus priority on A259 between Brighton Marina and Ovingdean.	
	2.3 The Council to assess feasibility of bus priority on A259 between Brighton Palace Pier and Lower Rock Gardens.	
	2.4 The Council to assess feasibility of bus priority on A23 between Preston Park and St Peter's Place.	
	2.5 The Council will review whether additional bus detection / bus priority is feasible and will benefit buses as junctions come forward as part of the signal upgrade programme.	
	2.6 The Council will work with operators to review the placement of bus stops.	Included in EP Scheme.
	2.7 Investigate limited-stop services from suburban parts of the city in order to speed up services.	Included in EP Scheme.
	2.8 The Council will implement red routes on Lewes Road and A23.	Included in EP Scheme.
	2.9 The Council will continue to support a change in legislation which allows councils in England outside of London to enforce pavement parking.	Not applicable to EP.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	2.10 A member of staff or contractor would be appointed with a dedicated role to manage parking and loading at bus stops and other locations which cause delays to buses.	Included in EP Scheme.
	2.11 The Council will seek funding for a Strategic Outline Business Case for BRT scheme on the seafront between East and West Sussex and other major corridors.	Included in EP Scheme.
3. Bus travel to be cheaper	3.1 Brighton & Hove Buses to extend contactless fare capping period to cover up to one week rather than one day. This will ensure passengers using the bus on a number of days benefit from multi-day discounts.	EP agreements on fares cover all operators rather than a specific operator. This action will be monitored as part of the BSIP reporting process.
	3.2 Operators to develop a 'best fare finder' online tool / app and ensure contactless payment provides the best price available (not just the best on-bus price). This will demystify payments and improve the clarity of the cost of bus travel.	This will not be progressed at this moment in time; however, the EP and BSIP funding includes a comprehensive package of ticketing improvements which are designed to make bus travel simpler without the need for an app or website to unpick them.
	3.3 All operators to make arrangements to allow disadvantaged passengers to purchase season tickets. This will be accompanied by additional marketing, so the offer is more widely known.	Included in EP Scheme.
	3.4 Operators will deliver a marketing campaign focusing on fares, including how to get the best value ticket and comparing to the cost of driving. This will include on-bus advertising and other areas that target people who do not use buses regularly or at all.  The Council will explore opportunities to support this	Included in EP Scheme.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	through its own channels such as Variable Message Signs (VMS) on major roads.	
	3.5 The Council and operators will continue to promote the BetterPoints Move for Change scheme which provides residents with rewards for travelling by public transport, on foot or by bike.	Included in EP Scheme.
	3.6 Operators will work with the Council, East Sussex County Council and West Sussex County Council to introduce subsidised period bus passes for young people. These would provide unlimited travel and savings over current offers. Operators to also explore expansion of free travel for young people, previously offered at Christmas, to include other periods of the year. It is the Council's ultimate aim that young people will be able to travel on buses for free throughout the year.	A revised version of this proposal is included in the EP Scheme to reflect the funding allocations of each authority and the need for offers to have a chance of being sustainable.
	3.7 Operators will review the current Discovery ticket to provide a simplified, discounted ticket, available across all routes to and from Brighton & Hove from East and West Sussex, allowing change to different operators within Brighton & Hove. Operators will also explore integration of the Discovery ticket with rail.	To be considered for future EP Scheme following agreement of details with operators and neighbouring authorities.
4. Reducing over provision	4.1 The Council will work with operators to explore whether some services terminating in the city centre could be re-routed to avoid travel along North Street.	To be considered for future EP scheme following agreement of details with operators.
5. Buses easier to understand	5.1 The Council will maintain a Real Time Public Transport Information (RTPI) network and produce an RTPI strategy.	Included in EP Scheme.
	5.2 Maps to be developed for shelters. This will begin with interchange locations and stops with multiple services.	Included in EP Scheme.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	5.3 A common brand will be investigated to indicate that tickets can be used across different services; however, this will complement rather than replace current branding.	Not identified as a priority at this stage but to be reconsidered through the EP in future should it be considered advantageous.
	5.4 All operators to introduce a targeted campaign to encourage people to try out buses with a discounted ticket.	Replaced with package of fare offers included in EP Scheme.
	5.5 Brighton & Hove Buses to continue to provide daytime staff presence at Brighton Station and in One Stop travel shops in Brighton and Hove. Funding sought to enable night time customer service coverage to respond to enquiries.	Not included in the EP, a separate agreement to deliver this scheme, will be made with Brighton and Hove Buses.
	5.6 Operators to introduce passenger counting technology to provide more reliable information on how busy buses are and help customers plan.	Not identified as a funding priority at this stage.
	5.7 The Council will work with operators, neighbouring authorities, South Downs National Park, National Trust and Community Rail Partnership to expand on the existing Breeze up to the Downs campaign.	Additional marketing included in EP Scheme.
	5.8 Operators to work with tourism industry on a marketing campaign so that visitors are aware of buses in advance of and during their visit, including expanding on a trial scheme to offer bus travel with hotel stays.	Additional marketing included in EP Scheme.
	5.9 Brighton & Hove Buses to work with tourism industry to promote Park & Ride trial to visitors from outside the area.	Not included in EP Scheme. Future of Park & Ride subject to further work.
6. Buses to be easier to use	6.1 Council and operators to support development of a national system to allow continuous contactless ticketing and fare capping for journeys across different operators.	Not applicable to EP.



<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	6.2 Operators to implement ticket machine upgrades to allow faster contactless/smart/mobile read speeds to reduce boarding times.	Not identified as a funding priority at this time.
	6.3 Stagecoach tickets to be accepted by Brighton & Hove Buses and supported bus service operators and vice versa.	It is expected this will become possible as part of the development of the national system. Multi-operator ticketing is however already available on most services in the city.
	6.4 The Council will explore opportunities for the enhancement of Pool Valley.	Not identified as a funding priority at this time.
7. Buses better integrated with other modes	7.1 Bus operators will work with rail partners to develop a consistent and attractive rail-bus offer and market this to rail passengers.	Not identified as a specific funding priority at this time; however, commitment to additional marketing is included.
	7.2 The Council and operators will support the development of a national system to allow continuous contactless payment between all bus operators and rail.	Not applicable to EP.
	7.3 The Council will work with the bike share operator and bus operators to explore an integrated payment system.	To be considered for future EP Scheme, subject to the re-procurement of the bike share operator and development of national multi-modal payment system.
	7.4 The Council will investigate options for local mobility hubs in neighbourhood locations. These will provide interchange between different forms of sustainable travel, which may include bus, rail, cycle hire and car clubs, depending on the location.	Not included at this stage as other capital measures have been identified as higher priorities.
	7.5 Trial Park & Ride	Not included in EP.
8. Buses better integrated with other modes	8.1 The Council will continue its rolling programme to provide accessible kerbs and reduce street clutter at bus stops with the	Included in EP Scheme.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	ultimate aim of making all stops accessible.	
	8.2 The Council will continue to extend accessible kerbs at bus stops to accommodate double-door buses.	Included in EP Scheme.
	8.3 The Council will continue to upgrade bus stop waiting environments to provide improved and more attractive facilities, including shelters and seating. This will include working with the Council's shelter contractor and prioritising those with higher numbers of boarding passengers.	Included in EP Scheme.
	8.4 The Council will investigate and install 'superhub' bus shelters in key interchange locations such as Churchill Square and Valley Gardens.	Included in EP Scheme.
9. Provide modern, clean buses	9.1 All operators to convert to a fully zero emissions fleet and procure energy from renewable sources. The Council will continue to support operators with funding bids.	Commitment included in EP Scheme.
	9.2 All buses will be Euro VI as a minimum through the ULEZ by 2023 with conversion of remaining Euro V vehicles.	Not part of EP.
	9.3 The Council will specify that buses on supported bus routes will operate Euro VI vehicles as a minimum from 2022 and zero emissions no later than 2026.	Not part of EP.
	9.4 All operators to work together to prepare a joint accessibility standard for services in order to ensure the features currently seen on some buses / operators are available on all. This will be a requirement for all services operating in the city through the EP.	Included in EP Scheme.
	9.5 Operators will continue to specify audio-visual stop information in the procurement of new vehicles.	Included in EP Scheme.
	9.6 The Council will make audio-visual information a requirement	Not part of EP Scheme.

<b>BSIP Outcome</b>	<b>Original BSIP Action</b>	<b>EP Approach</b>
	for future operators of supported bus services.	
	9.7 Operators will explore the introduction of 5G Wi-Fi as technology allows.	Not identified as a funding priority at this time.
	9.8 USB chargers to be retrofitted to additional buses.	Not identified as a funding priority at this time.
	9.9 Operators will investigate options for allowing cycles on additional routes serving the South Downs.	Included in EP Scheme.

## **COMPETITION TEST**

The Competition Declaration is attached in Annex E for completeness. However, it should be noted that it is a separate, standalone document that does not need to go through the EP variation procedures to change it.

## PART 1 - EP PLAN

### THE BRIGHTON & HOVE CITY COUNCIL ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY BRIGHTON & HOVE CITY COUNCIL

#### 1. Introduction

- 1.1 The content of the EP Plan is based on that required by Section 138A of the Transport Act 2000. The BSIP provides further detail and background on bus services in Brighton & Hove.

#### 2. Area covered

- 2.1 The Brighton & Hove BSIP covers the whole area within the Brighton & Hove City Council (BHCC) boundary. A map of the area covered is provided in Figure 1.1.

*Figure 1.1: Map showing Brighton & Hove City Council area covered by the EP Plan*



Contains Ordnance Survey and National Statistics data © Crown copyright and database right

#### 3. Intended effect of the EP Scheme(s) on neighbouring areas

- 3.1 The EP Plan covers services which include at least one stop in the plan area. This will be reflected in the EP Scheme(s), except where services are specifically excluded.

3.2 The Council will consult neighbouring Local Transport Authorities when proposing measures which have an impact on cross-boundary services. However, plans to improve services in Brighton & Hove are complementary to, and will support, measures neighbouring authorities have included in their BSIPs. Likewise, efforts by these authorities to improve bus services in their areas will help make the bus an attractive option for more people travelling into Brighton & Hove from these areas.

#### **4. The local bus market**

4.1 The city is well served by the commercial bus network. Most services are operated by Brighton & Hove Buses. Additional long-distance services are operated by Stagecoach and Metrobus. The Council provides financial support for bus routes to communities not served by the commercial network. Contracts for these services are tendered by the Council and, at the time of the making of this EP Plan, contracts were held by Brighton & Hove Buses, Compass Travel and The Big Lemon.

#### **5. Relevant factors affecting the local bus market**

5.1 The following factors have been identified as being likely to, or having the potential to, affect the local bus market over the life of the EP Plan:

- Recovery of demand following the Covid-19 pandemic. Currently it is uncertain to what extent travel patterns have changed permanently as a result of measures introduced during the pandemic, for example, increased levels of working from home. It is also unclear to what extent people who have changed their mode of travel during the pandemic will return to travelling by bus for all the trips they made this way before the pandemic.
- Developments in the city. An increase in the number of households in the city, has the potential to increase demand for travel, including by bus.

#### **6. Information on passengers' experiences**

6.1 The Council invited comment from various stakeholders to inform the BSIP. Feedback is also available from local responses to the National Highways & Transport (NHT) survey.

6.2 The Council participates in the NHT public satisfaction survey each year. This is undertaken by Ipsos MORI and the University of Leeds Institute of Transport Studies for the NHT Network<sup>1</sup> of authorities.

6.3 Data from 2020 show that Brighton & Hove performs well in comparison to other areas across the majority of criteria and that it was in the top three for overall satisfaction with local bus services and information.

---

<sup>1</sup> <https://nhtnetwork.org/>

- 6.4 The one area where Brighton & Hove performed less well compared to other areas is on fares, which were perceived to be high by survey respondents.
- 6.5 Stakeholders were also invited to provide feedback on bus services in the development of the BSIP. This also indicated a good level of satisfaction; however, the most common issues or areas for improvement raised related to the frequency or routing of some services and the cost of fares.

## **7. Bus journey speeds and the impact of congestion**

- 7.1 The majority of services now take longer to complete their route than they did in 2015 based on the time allowed for in timetables<sup>2</sup>. The data indicates that:
- On average, approximately 7% more time was needed for a bus to complete its route in 2019 compared to 2015.
  - In the AM peak, 86% of regular services in 2019 had more time built into timetables in at least one direction, with 72% taking 5% or more longer than they did in 2015.
  - In the PM peak, all regular services in 2019 had more time built into timetables in at least one direction, with increases of at least 5% compared to 2015.
- 7.2 Reliability has also varied. Punctuality figures for Brighton & Hove Buses, representing most bus services in the city, reduced from 85.5% between April 2014 and March 2015 to 80.4% for the same period in 2019-2020.
- 7.3 In 2020-2021, which includes the Covid-19 lockdowns, the figure improved to 87.6%. This demonstrates the potential for improved performance where buses are not inhibited by traffic congestion, although delay at bus stops is also a factor.

## **8. Outcomes needed to improve bus services in the EP Plan area**

- 8.1 The BSIP identifies the following outcomes, in line with the aspirations of the Government's National Bus Strategy:
- More frequent services
  - Bus journeys to be faster and more reliable
  - Bus travel to be cheaper
  - Buses that are easier to understand
  - Buses that are easier to use
  - Buses better integrated with other modes
  - Bus that are modern and clean

## **9. Interventions to deliver these outcomes**

- 9.1 The BSIP identifies a number of interventions that the Council and operators consider will be necessary to meet the above outcomes. These include:
- Maintaining good frequencies on well-served routes.

---

<sup>2</sup> Based on data from Brighton & Hove Buses for regular services

- Improved frequencies on less-well served routes. This could include those supported by the Council to communities not served by the commercial bus network, such as Stanmer Park and parts of East Brighton, and commercial routes to towns to the north of Brighton & Hove.
- Establish a road map to all operators introducing zero emissions fleets.
- Exploration of additional limited stop services.
- Improvements to bus priority, including to consider the feasibility of further measures on the A259 and A23 south of Preston Park.
- Measures to simplify ticketing and ensure passengers are getting the lowest fares available to them.
- Marketing campaign to encourage people back on to buses and encourage new users, including visitors to the city.
- Continued improvement to stops, including shelters, accessible kerbs and the introduction of route and wayfinding maps.

9.2 The EP Scheme includes a number of commitments towards delivering many of the above aspirations. Further EP Schemes will be developed through the lifetime of the EP Plan as the availability of funding and market conditions allow.

## **10. Complementary policies**

10.1 The Council's specific policies and measures to encourage bus use are complemented by its wider transport policies contained in the Local Transport Plan. The Council has an objective for Brighton & Hove to be a carbon neutral city by 2030. Introducing policies that support a higher proportion of people to complete journeys by sustainable modes of travel, including bus, will be a key factor in achieving this target.

10.2 Over a number of years, the Council has introduced on-street parking controls across much of the city. This helps to generate more sustainable travel, including on buses, through encouraging lower car ownership. The management of parking in areas with high parking pressure and inconsiderate parking also helps reduce bus delays through these areas. The Council also has a policy of encouraging visitors to travel into the city centre by sustainable modes where possible and this is reflected in parking charges.

10.3 The Council's parking enforcement contractor employ a team of Civil Enforcement Officers and the council also has a network of cameras monitoring the city's bus lanes. A breakdown of spending is published each year in the Council's Parking Annual Report.

## **11. Period covered by the EP Plan**

11.1 The EP Plan will be in place from 17 January 2023. The EP Plan has no end date.

## **12. Review of the EP Plan**

- 12.1 The DfT requires the BSIP to be reviewed annually and progress against BSIP targets to be monitored every six months<sup>3</sup>. The Council will therefore monitor and update the BSIP in accordance with this requirement during the lifetime of the EP Plan. These timescales would be superseded were the DfT to issue revised frequencies at which updates and progress reporting for the BSIP are required.
- 12.2 Changes to the EP Plan would be subject to formal variation procedures<sup>4</sup> and there is no minimum requirement for reviewing the EP Plan, unlike with the BSIP. Therefore, this EP Plan does not include a timescale for when it will be updated. The need for an update to the EP Plan will however be considered by Council Officers were changes to be made to the BSIP that mean the EP Plan is no longer accurate.
- 12.3 EP Schemes have their own review arrangements. This will be detailed within any EP Scheme(s).

### **13. Consultation on the EP Plan and EP Schemes**

- 13.1 The Council will follow the statutory process for developing the EP Plan and EP Schemes. This includes consultation with operators and passenger groups. Once an EP Scheme is made, non-statutory consultation may be held on some facilities and measures prior to their implementation. The extent of non-statutory consultation will be dependent on the nature of each intervention. For example, bus priority proposals would typically include a public consultation, whereas measures to improve bus accessibility would be subject to targeted engagement with bus users. Some interventions will also require a separate statutory process, for example, the advertisement of a Traffic Regulation Order.
- 13.2 EP Forum meetings will be held as detailed within the EP Scheme. These meetings will provide an opportunity for progress against the EP Plan to be reviewed.
- 13.3 The Council will consult operators and Brighton Area Buswatch on changes that may be included in an annual update to the BSIP.
- 13.4 Elected Members of the Council will be asked to consider a report each year outlining progress against the BSIP and any changes recommended to the BSIP.
- 13.5 Were updates to the BSIP to result in changes being made to the EP Plan, this will follow the formal variation procedures which include a period of statutory consultation. Changes to the BSIP will not necessarily result in changes to the EP Plan.
- 13.6 Elected Members of the Council will be asked to consider changes to the EP Plan and new or amended EP Scheme(s) where this contains content which is additional or contradicts the current approved BSIP. For the avoidance of

---

<sup>3</sup> National Bus Strategy, March 2021, Page 41

<sup>4</sup> As set out in s.138L of the Transport Act 2000



doubt, BSIP actions will not always be represented in EP Schemes and the omission of BSIP content from EP Schemes does not represent a contradiction.

## **PART 2 – EP SCHEME**

### **THE BRIGHTON & HOVE CITY COUNCIL ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT 2000 BY BRIGHTON & HOVE CITY COUNCIL**

#### **Section 1 – EP Scheme Content**

- 1.1 This document fulfils the statutory requirements for an EP Scheme. In accordance with statutory requirements in section 138 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 Council

**Section 4** - Obligations on Bus Operators

**Section 5** – Governance Arrangements

- 1.2 The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.
- 1.3 The EP Scheme has been jointly developed by Brighton & Hove City Council as Local Transport Authority and those bus operators that provide local bus services in the EP Scheme area. It sets out obligations and requirements on both the Local Transport Authority and operators of local services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

#### **Section 2 - Scope of the EP Scheme and Commencement Date**

##### **Description of geographical coverage**

- 2.1 The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.
- 2.2 The EP Scheme will support the improvement of all local bus services operating within the Brighton & Hove City Council boundary.

##### **Map of EP Plan and EP Scheme areas**

- 2.3 The EP Plan and EP Scheme cover the same geographical area. This is the area within the boundary of the Brighton & Hove City Council unitary authority. This is shown in Figure 2.1.

Figure 2.1: Map showing Brighton & Hove City Council area covered by the EP Plan and EP Scheme



Contains Ordnance Survey and National Statistics data © Crown copyright and database right

### Commencement date

- 2.4 The EP Plan and EP Scheme are made on 17 January 2023. The EP Plan will have no end date. The EP Scheme will also have no end date.

### Exempted services

- 2.5 The following services are exempt from the requirements of the EP Scheme:
- A service which has part or all of its route registered as a local service in the EP geographical area, but where it operates as a long-distance coach service
  - A service which is registered as a local service under section 6 of the Transport Act 1985 but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act

## Section 3 - Obligations on the Council

### Funding

- 3.1 The Council will use the BSIP funding allocated by the Department for Transport to deliver the facilities and measures outlined in this EP Scheme, as well as enhancements to supported bus services described in Annex C.

- 3.2 The Council will fund concessionary fares for older and disabled people as part of the English National Concessionary Travel Scheme (ENCTS). The level of reimbursement is to be agreed each year in line with any DfT guidance provided at the time.
- 3.3 The Council will continue to provide annual funding towards supported bus services, support for the Real Time Public Transport Information (RTPI) system, bus stop upgrades and bus stop maintenance.
- 3.4 The Council will continue to fund a minimum of three Full Time Equivalent Staff members to work on public transport matters. This does not include extra staff to support the delivery of facilities and measures outlined in this EP Scheme.
- 3.5 The arrangements outlined in paragraphs 3.1 to 3.4 may be varied in future using the EP Scheme Bespoke Variation arrangements at Section 5.

### **Facilities<sup>5</sup>**

#### ***Bus priority***

The Council will provide and maintain the list of bus lanes and bus gates described in Annex A.1.

- 3.6 The Council completed an update to the city's Bus Network in July 2022. This is a document identifying potential improvements to the highway network to reduce delay for buses. The Council will monitor progress against the Bus Network Review annually thereafter.
- 3.7 The Council will develop and consult on additional bus priority facilities for the locations outlined in Annex A.2. Bus operators will be invited to participate in the design development of these facilities. As part of the consultation process, the Council will seek to ensure the views of all are heard, including bus passengers.
- 3.8 Subject to the outcome of the design development and consultation process, the Council will then implement these facilities in accordance with the timescales outlined in Annex A.2. Timescales are targets only and subject to change as a result of the design development process and further site investigation.
- 3.9 Any programme for subsequent installations or changes will replace Annex A using the EP Scheme Bespoke Variation arrangements at Section 5.

#### ***Bus stops***

---

<sup>5</sup> Provided under s.138D(1) of the Transport Act 2000

- 3.10 The Council commits to continuing to expand the number of accessible bus stop kerbs in each financial year. This may also include extending existing accessible kerbs to accommodate double-door buses. The number of locations and timescale are subject to the work required at each stop and associated costs.
- 3.11 The Council commits to funding at least two ‘superhub’ bus shelters at interchange locations in the city centre. Superhub shelters will provide additional features to a standard shelter which may include Wi-Fi and charging points.
- 3.12 The Council will undertake a review of bus stop locations on at least two major bus corridors which may include Edward Street/Eastern Road and New Church Road/Church Road. The purpose of the review will be to determine whether bus stops could be more efficiently located in order to improve journey times whilst minimising any impact on the accessibility of bus stops. The number of stops relocated would be subject to the construction work involved, costing and public consultation. The review will commence before April 2023. Changes to the first stops identified will be implemented before April 2024. All construction work would be completed by April 2025.
- 3.13 The Council will continue to manage a bus shelter maintenance contract. This will require shelters to be cleaned on a regular basis. It will also require shelter defects and vandalism to be made safe as soon as reasonably practical and made good as soon as possible thereafter.
- 3.14 The arrangements outlined in paragraphs 3.6-3.13 may be varied in future using the EP Scheme Bespoke Variation arrangements at Section 5.

### **Measures<sup>6</sup>**

#### ***Enforcement***

- 3.15 The Council will use the discretionary powers granted in the Traffic Management Act 2004 to enforce the list of bus lanes and bus gates provided in Annex A with CCTV equipment.
- 3.16 Any programme for subsequent installations or changes will amend Annex A using the EP Scheme Bespoke Variation arrangements at Section 5. The Council will also develop design proposals for red routes on Lewes Road (both sides between Elm Grove and the Vogue Gyratory) and A23 Preston Road (northbound between Preston Circus and Preston Drove and southbound between Preston Drove and Stanford Avenue) by 1 April 2023. The implementation of any proposals will be subject to a consultation process and will include a Traffic Regulation Order being advertised.

---

<sup>6</sup> Provided under s.138D(2) of the Transport Act 2000

- 3.17 The Council will employ a dedicated civil enforcement officer through its enforcement contractor to enforce parking and loading at bus stops and elsewhere on bus routes where parking and loading causes delay to buses. The Council will commence the recruitment process within two months of BSIP funding being awarded. The post will continue subject to BSIP Funding.

### ***Information***

- 3.18 The Council will continue to support a Real Time Passenger Information (RTPI) system until at least April 2025. The Council will also conduct a review of the RTPI system by April 2025. The review will include consideration of the long-term sustainability of the RTPI system and any changes that may be needed to ensure this.
- 3.19 The Council will develop maps for bus stops including route information. The number of bus stops will be subject to costing; however, the priority stops will be at interchangeable locations, to allow easy change to other forms of transport such as cycling or rail use. The priority stops will also be followed by other stops with bus shelters. The first maps will be developed and installed by April 2023. This will be rolled out to further locations in 2023-24 and 2024-25.

### ***3.20 Monitoring and Evaluation***

Passenger satisfaction is planned to be measured through the annual Transport Focus Passenger Surveys. Overall passenger satisfaction which includes value for money; punctuality; and passenger transport information will be monitored and measured by reviewing operator patronage on a route-by-route basis. Reliability will be monitored and measured using operator punctuality data.

### ***Marketing***

- 3.21 The Council will continue to support the BetterPoints Move for Change scheme until at least April 2024 which provides bus passengers with rewards and an additional incentive to travel by bus.
- 3.22 The Council will continue to make information accessible about ENCTS for older people and disabled people via its website. The Council will further promote the scheme through social media and working with bus operators. The intention will be to ensure that residents are aware of the ENCTS scheme when they become eligible.
- 3.23 The Council working in partnership with all bus operators to deliver a comprehensive and consistent marketing campaign. For fares and ticketing offers the Council will use all reasonable avenues to promote measures to passengers. All marketing material will reflect the DfT guidance on branding for all BSIP and EP promotional materials.

### ***Complementary measures***

- 3.24 The Council will continue to use parking charges within its control as a means to encourage sustainable modes of travel.
- 3.25 The arrangements outlined in paragraphs 3.16-3.24 may be varied in future using the EP Scheme Bespoke Variation arrangements at Section 5.

## **Section 4 - Obligations on Local Bus Operators<sup>7</sup>**

### **Vehicle and accessibility standards**

- 4.1 New vehicles registered on or after the EP Scheme commencement date must meet the following requirements:
- CCTV installed for safety and security. This will provide images inside the vehicle for safety and security.
  - Free Wi-Fi.
  - Automatic Vehicle Location equipment installed that will feed into the RTPI system.
  - Heating and cooling for customer comfort.
  - Mobile device charging available, including at every wheelchair space and priority seats.
  - Audio visual announcements, which apply to both decks where a bus has two decks:
    - Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats.
    - Next stop visual announcements.
  - Be accessible to all including the following features:
    - Step free access to the lower deck.
    - Ramps which can be deployed on request.
    - At least one wheelchair space.
    - Floors that are not coloured black or another dark colour, in order to improve accessibility for people with dementia.
  - Option to pay for tickets through contactless ticketing.
- 4.2 In addition, operators shall:
- Provide a Wheelchair Taxi Guarantee Scheme. Under the Wheelchair Taxi Guarantee Scheme, operators shall provide a taxi, at no cost to the passenger, if, for any reason, a wheelchair user is unable to board. Where such a situation arises, the bus driver shall request a taxi from the operator's control centre and provide the passenger who is unable to board with a leaflet outlining the Wheelchair Taxi Guarantee Scheme.
  - Permit assistance dogs on all services.

---

<sup>7</sup> Under s.138C of the Transport Act 2000

- 4.3 All vehicles shall be cleaned internally at least daily.
- 4.4 All operators will work with the Council to investigate the feasibility of allowing bikes on additional bus services. This work will be complete by April 2024.

### **Zero emissions buses**

- 4.5 All new buses purchased to operate in the city from January 2024 will have zero emissions at the tail pipe for their entire route.
- 4.6 All buses running through the city will have zero emissions at the tail pipe for their entire route by April 2030.
- 4.7 All power to operate zero emissions buses will be generated from renewable sources. This will apply from the commencement of this EP Scheme.
- 4.8 The arrangements outlined in paragraphs 4.5-4.7 may be subject to available funding and changing regulatory requirements.

### **Fares and ticketing**

- 4.9 All bus operators will allow free travel by up to four children or young people aged 19 or under when accompanied by a fare paying adult or an adult concessionary pass holder. This offer shall apply at all times, including peak times and excluding night time routes and journeys. (defined locally by each operator)
- 4.10 All bus operators will introduce 50p single journey tickets for unaccompanied children or young people under 19. This offer shall apply at off peak times only, (defined locally by each operator) excluding night time routes and journeys. (defined locally by each operator)
- 4.11 All bus operators will simplify fares e.g., by offering two types of single fares. Fare modelling will be undertaken to ensure best value for money for passengers.
- 4.12 All bus operators will reduce TOTO (Tap On, Tap Off) prices to match mobile and smart ticket prices.
- 4.13 Bus operators will develop and introduce a prepay contactless card for unbanked customers, the user will not incur a fee for the purchase or usage of the card. The card is to be designed for eventual use by all operators within the Brighton & Hove area.
- 4.14 The offers outlined in paragraphs 4.9-4.13, referenced in Annex C, will be subsidised by the Council, using DfT BSIP grant funding, until 31 March 2025. The grant funding period is:

- Financial Year 2022/2023



- Financial Year 2023/2024
- Financial Year 2024/2025

4.15 For the duration of the BSIP grant funding period all bus operators will reinvest operational cost savings proven to have arisen as a result of BSIP investments. This includes items such as, but not limited to, those listed below. All bus operators shall further commit to the principle of continuing these offers beyond 31 March 2025. This will be subject to the realisation of savings. To determine these savings, all operators will be required to provide all information reasonably requested by the Council and any auditors the Council may employ on its behalf, on an open book basis.

4.16 If impacts analysis reveals journey times savings on bus corridors covered by schemes which benefit from BSIP capital investments, any affected bus operators will invest in the measures such as, but not limited to, the following:

- Continuing to offer fare reductions
- A proposed range of further service improvements e.g., additional daytime frequency
- Improve overall service reliability
- Securing the future of marginal services
- Further improvements in vehicle quality and facilities

With regards to BSIP funding support for reduced fares: all operators will be required to enter into reimbursement agreements with the Council. Subsidy will be reviewed based on actual usage, to mitigate risk to all parties. The performance of the schemes will be closely monitored, and all parameters, including generation reviewed each year of the funding year to ensure they remain appropriate.

4.17 In addition to the above, and subject to agreement and discussion, operators will be required to:

- Standardise fares across all payment methods. This means that the walk on cost will be the same whether paid for using contactless bank card, pre-payment card, mobile app or scratch card. The weekly capped fare will be the same whether paid for using contactless bank card, pre-payment card, mobile app, scratch card or cash.
- Work with the Wave Community Bank to offer those on low incomes the ability to pay for long-term season tickets on a monthly basis. Operators shall actively promote this offer alongside others included in this EP Scheme (see paragraph 4.25).

4.18 The primary purpose of the package of fare offers and ticketing reform measures outlined in paragraphs 4.9 to 4.17 will be to encourage higher bus

usage. The Council will lead on a monitoring plan to evaluate the impact of the different interventions and all operators will be required to participate fully in the process.

- 4.19 In the event that operators choose to no longer accept cash payments on services, they will not do so until an accessible alternative is in place. This alternative shall allow continued and convenient access to bus travel for those without bank accounts.

### **Passenger Charter**

- 4.20 All operators shall adhere to a Passenger Charter (“the Charter”). The purpose of the Charter is to explain what bus passengers can expect from bus services in Brighton & Hove and how to complain if bus passengers’ expectations are not met. The Charter reflects guidance from the Department for Transport and Transport Focus. The Charter was produced by the Council in partnership with operators, who were provided with the opportunity to contribute. Operators shall make copies of links to the Charter available on their websites and at physical customer service points. The Charter is to be reviewed annually alongside the BSIP by the Council. This will be subject to consultation with bus operators and passenger representatives. A summary and action plan will be published every six months as part of the BSIP reporting process. This will also include commitments in the Charter. Proposed changes will be subject to the EP Forum decision making process outlined in Section 5.

### **Information**

- 4.21 This section is in addition to the vehicle specifications set out in paragraph 4.1.
- 4.22 Bus operators will ensure that up to date paper-based timetable information is available at all bus stops within the city boundary at all times.
- 4.23 Bus operators will continue to make paper-based timetable information available at customer service points.
- 4.24 All operators commit to the provision of customer service training for drivers and other frontline staff working within the EP area.

### **Marketing**

- 4.25 Bus operators will work with the Council to actively promote and market the facilities and measures outlined in this EP Scheme to existing and potential bus passengers. This will also include a marketing campaign to address perceptions on the cost of bus travel, comparing to the cost of driving. All marketing enabled by the BSIP funding will be additional to that already undertaken by operators and/or the Council.
- 4.26 The arrangements outlined in paragraphs 4.1-4.25 will be adopted and varied in future using the EP Scheme Bespoke Variation arrangements at section 5.

## **Section 5 – Governance Arrangements**

### **EP Forum**

- 5.1 The future content and arrangements for the variation and revocation of the EP Plan and EP Scheme will be considered by a Forum, whose members comprise the Council and bus operators providing local bus services within the EP Plan area which is the whole of Brighton and Hove.
- 5.2 Each operator will have one vote (one vote for one parent company). The Forum will also have a Passenger Representative from Brighton Area Buswatch. The Passenger Representative will be invited to advise the EP Forum on the views of passengers, contribute to discussions and table agenda items; however, they will not have a decision-making role on the EP Forum.
- 5.3 The EP Forum will be chaired by a Member of the Council's Environment, Transport and Sustainability Committee.
- 5.4 Guest attendees may be invited to the EP Forum on an ad-hoc basis. Guest attendees will have no decision-making role.
- 5.5 The EP Forum will meet quarterly.
- 5.6 Additional meetings may be called, for example, to consider urgent issues.
- 5.7 All meetings will be arranged by the Council. Agenda papers and minutes from the previous meeting will be circulated in advance of each meeting.
- 5.8 Meetings will either be held at Hove Town Hall or virtually. Other meeting locations may be used from time to time with the prior agreement of Forum members.
- 5.9 The above arrangements for the EP Forum will be adopted and varied in future using the EP Scheme Bespoke Variation arrangements in paragraphs 5.13 to 5.18.

## **Review of EP Scheme**

- 5.10 Once the EP Scheme is made, it will be reviewed by the EP Forum every six months following publication of data on progress towards targets, as required by the BSIP. This will ensure any necessary action is taken to deliver the targets set out in the BSIP. The Council will initiate each review.
- 5.11 The EP Forum can also decide to review specific elements of the scheme on an ad-hoc basis. EP Forum members should contact the Council's public transport team by email explaining what the issue is and its urgency. The Council will then decide whether to table at the next scheduled meeting or make arrangements for all or the necessary EP Forum members to gather more quickly.
- 5.12 The Council will invite stakeholders to feedback on the success of the EP and the performance of the Council and bus operators against the outcomes outlined in the EP Scheme. Feedback will be sought at least annually. Stakeholders shall include, but not necessarily be limited to, representatives of transport user groups, groups representing people with protected characteristics under the Equality Act 2010 and business representatives. The Council will collate feedback and present this at a meeting of the EP Forum.

## **Bespoke Arrangements for Varying or Revoking the EP Scheme**

- 5.13 Under powers at s.138E and as permitted by s.138(K)(7) of the Transport Act 2000, this EP Scheme may be varied or revoked in accordance with the bespoke mechanism as set out in this section (5). Any provision of the EP Scheme may be amended in accordance with such bespoke mechanism including, without limitation, as to its scope, its duration, this clause (5.11) and/or any other provision of this EP Scheme.

## **Proposer of a variation**

- 5.14 Consideration will be given to potential EP Scheme variations highlighted either by the Council, one of the organisations represented on the EP Forum, or by an operator of local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to the Council's public transport team by email. The Council will forward all requests on to all EP Forum members within 14 calendar days.

## **Decision-making process and bespoke objection mechanism**

- 5.15 On receipt of a request for a variation under this section, the Council will reconvene the EP Forum, giving at least 14 calendar days' notice for the meeting, to consider the proposed variation.

In the Council's exercise of its discretion whether to support a variation it shall also take into consideration:

- The need to prevent an operator or group of operators from influencing the Enhanced Partnership to benefit exclusively.
- The need to prevent an operator or group of operators from influencing the Enhanced Partnership to damage the market for bus services.
- Where the financial implications on operators exceed £50,000 in any financial year.
- Where the Council believes or suspects:
  - Anti-competitive implications.
  - A decision against public interest.

If the proposed variation is agreed by all bus operator representatives present, and if the Council also agrees, the Council will make the EP Scheme variation within 21 calendar days and publish the revised EP Scheme on its website. If all operators do not agree the time scale to object is 28 calendar days.

- 5.16 If all operators do not agree, the following criteria will be applied:

#### Criteria 1

- The combined registered distance of all the qualifying local services operated by objectors in the EP Scheme area is at least 25% of the total registered distance of all local bus services operated by all the bus operators in that area and:
  - Where there are four or more operators in the EP Scheme area, at least three are objectors; or
  - Where there are less than four operators in the EP Scheme area, all are objectors.

#### Criteria 2

- At least 50% of the total number of operators of qualifying local services within the EP Scheme area have objected and the combined registered distance of qualifying local services operated by the objectors in the area subject to the variation is at least 4% of the registered distance of all local bus services operated by all bus operators in that area.

If either of these criteria are satisfied, the variation will not be agreed.

- 5.17 Eligible EP Forum members who are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.
- 5.18 The agreement by representatives of the Council at the EP Forum may be subject to a formal decision by elected Members of the Council. In this case, the making of an EP Scheme variation will be postponed until the decision is made by elected Members of the Council.

### **Revocation of an EP Scheme**

- 5.19 If the Council or a bus operator member of the EP Forum believes it is necessary to revoke the EP Scheme, the EP Forum will be reconvened. If the decision is taken to revoke the EP Scheme, it will follow the bespoke decision-making arrangements as set out earlier in this section.
- 5.20 If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.<sup>8</sup>

---

<sup>8</sup> Section 123H(6)-(8) of the Transport Act 2000

## Annex A

### Schedule of facilities

#### Current bus priority

The current bus priority restrictions detailed in Table A.1 will be maintained by the Council as part of the EP Scheme.

**Table A.1: Current bus priority restrictions**

<b>Location</b>	<b>Type of restriction</b>	<b>Hours of operation</b>
London Road south of Preston Circus	Bus gate	24 hour
North Street, Brighton, between its junctions with East Street and Queens Road	Bus gate	24 hour
Oxford Street, Brighton, westbound, west of Oxford Place	Bus gate	24 hour
York Place/ Gloucester Place / Marlborough Place, Brighton	Bus gate	24 hour
Dyke Road, Brighton south of Queen Square	Bus gate	24 hour
Western Road / North Street, Brighton eastbound	Bus gate	8am to 8pm
Western Road eastbound between Montpelier Road and Clarence Square	Bus lane	24 hour
A23 southbound between the Deneway and Preston Drove	Bus lane	24 hour
A23 northbound between Grange Close and South Road	Bus lane	24 hour
A259 eastbound between Greenways and Park Road	Bus lane	24 hour
A259 westbound between Saltdean Park Road and Newlands Road	Bus lane	24 hour
Lewes Road northbound between Bear Road and Stony Mere Way	Bus lane	24 hour
Lewes Road southbound between Coldean Lane and Melbourne Street	Bus lane	24 hour

<b>Location</b>	<b>Type of restriction</b>	<b>Hours of operation</b>
Edward Street westbound between Upper Bedford Street and Princes Street	Bus lane	Mon-Friday 7-10 am and 4-7 pm
Edward Street eastbound between Tillstone Street and Freshfield Road	Bus lane	Mon-Friday 7-10 am and 4-7 pm

### **Future bus priority**

The Council will undertake design development for the introduction of additional bus priority in the locations identified in Table A.2. The implementation of any additional bus priority will be subject to the outcome of this design development work, operator consultation, public consultation, the completion of the statutory Traffic Regulation Order process and decisions to be made by Elected Members of the Council. It is intended they will be delivered using the capital element of the funding provided by the DfT to deliver the BSIP; however, the progression of all measures would be subject to final costing.

**Table A.2: Potential future bus priority restrictions**

<b>Location</b>	<b>Type of restriction</b>	<b>Hours of operation</b>	<b>Target timescale<sup>9</sup></b>
Western Road / North Street / Dyke Road	Extension to bus-restricted road	8am to 8pm	Implementation April 2024
A23 between its junctions with Old London Road (north) and Carden Avenue	Bus lane	To be determined	Design by April 2023, implementation by June 2024
Lewes Road between junctions with Upper Lewes Road and Inverness Road	Bus lane (review)	24 hour	Design by April 2023, implementation by April 2024
Portland Road / Sackville Road / Blatchington Road junction	Bus priority and detection	To be determined	Design by April 2024, implementation by April 2025
Ditchling Road at junction with Preston Drove	Bus detection	To be determined	Implementation by April 2024
Dyke Road at junction with Upper Drive	Bus detection	To be determined	Implementation by April 2024

<sup>9</sup> Timescales are targets only and subject to change as a result of the design development process and further site investigation.



<b>Location</b>	<b>Type of restriction</b>	<b>Hours of operation</b>	<b>Target timescale<sup>9</sup></b>
A259 Marine Drive eastbound between its junctions with Roedean Road and Greenways	Bus lane	To be determined	Design by August 2023, implementation by April 2024
A259 Marine Parade westbound between its junctions with Lower Rock Gardens and A23 Old Steine	Bus lane	To be determined	Design by August 2023, implementation by April 2024
A23 Southbound between the junctions of Preston Road and Stanford Avenue and Beaconsfield Road and Viaduct Road	To be determined	To be determined	Design by April 2024, implementation by April 2025

In addition to the above, a feasibility study for extending bus priority measures on the A23 between Preston Circus and St Peter's Church will be undertaken by April 2024. By April 2024, the Council will also commission outline business case work for a potential Bus Rapid Transit system for the seafront.

## Annex B

### Other Capital Funding Facilities

<b>Capital Facility</b>	<b>Description</b>	<b>Target timescale</b>
Superhub bus shelters	Installation of high quality bus shelters in prominent locations to include added features such as wifi, charging points and green rooves. These will be focused in key interchange locations. Number of sites would be subject to final scheme costing.	Implementation by April 2024 subject to necessary planning consents.
Bus stop rationalisation to speed up buses	Review the placement of bus stops to reduce dwell times and improve journey times whilst limiting negative impacts on accessibility which could result from the closure, rather than relocation, of bus stops. Work would be focused on the main bus corridors such as Edward Street/Eastern Road and New Church Road to ensure the journey time savings benefit a large number of services across multiple routes. Full scheme extents and the number of stops would be subject to scheme costing and the work required at each location.	First corridor implemented by April 2024.
Real Time Public Information (RTPI)	The Council will continue to maintain the current RTPI network, produce an RTPI strategy and work with supported bus service operators to ensure connectivity to RTPI systems.	Review complete by April 2025
Red Routes	Red routes installed on two routes – A23 Preston	Implementation by April 2024

	Road between Preston Drove and Preston Circus and Lewes Road between Vogue Gyratory and Elm Grove (approximately 2km of road and 4km of restrictions).	
--	--	--

## Annex C

### Revenue Funding Measures

Revenue Measure	Description	Target Timescale
<p>Ticketing and Fares</p>	<p>It is intended to provide support for lower fares as follows:</p> <p>All bus operators will allow free travel by up to four children or young people aged under 19 when accompanied by a fare paying adult or an adult concessionary pass holder. This offer shall apply at all times, including peak times and excluding night time routes and journeys. (defined locally by each operator)</p>	<p>Implementation by January 2023</p>
	<p>All bus operators will introduce 50p single journey tickets for unaccompanied children or young people under 19. This offer shall apply at off peak times only, (defined locally by each operator) excluding night time routes and journeys. (defined locally by each operator)</p>	<p>Implementation by January 2023</p>
	<p>All bus operators will simplify fares e.g., by offering two types of single fares. Fare modelling will be undertaken to ensure best value for money for passengers.</p>	<p>Implementation in 2023</p>
	<p>All bus operators will reduce TOTO (Tap On,</p>	<p>Implementation in 2023</p>

	<p>Tap Off) prices to match mobile and smart ticket prices.</p> <p>Bus operators will develop and introduce a prepay contactless card for unbanked customers, the user will not incur a fee for the purchase or usage of the card. The card is designed for eventual use by all operators within the Brighton &amp; Hove area.</p>	<p>Initial development work scheduled for late 2022 early 2023</p>
Bus service support	<p>Socially and economically necessary service enhancements are as follows:</p> <p>Routes 78 – Breeze up to the Downs (Stanmer 7-day service with an afternoon gap).</p> <p>Route 21 – Service enhancements to Goldstone Valley &amp; East Brighton.</p> <p>New services to Longhill school to meet demand for later opening times &amp; improve access for financially disadvantaged pupils.</p> <p>Route 37B Introduce Sunday service</p> <p>Route 16, Route 47, Route 52</p> <p>Improve marketing of services. Introduce Sunday services in line with weekday service but without a commuter service. Extend evening</p>	<p>Phase 1 – Sep 2022 for 12-18 months</p> <p>Phase 1 – Sep 2022 for 12-18 months</p> <p>Phase 1 – Sep 2022 for 12-18 months</p> <p>Phase 1 – Sep 2022 for 12-18 months</p> <p>Phase 1 – Sep 2022 for 12-18 months</p> <p>Phase 1 – Sep 2022 for 12-18 months</p>

	<p>frequencies of weekday service, the last bus from the city at 23:00 hours on Thursdays to Sundays.</p> <p>Option to continue or further enhance the service improvements listed in Phase 1.</p> <p>Introduce a new Express bus service from the West of the City</p>	<p>Phase 2 – April 24 – September 25.</p> <p>Phase 2 April 24 – September 25.</p>
Marketing Campaigns	Extensive marketing campaigns to promote fare reductions, myth busting around fares and compare to the cost of driving.	Ongoing throughout the grant period.
Bus stop maps	Develop maps for bus stops including route information at interchanges.	Design and delivery staggered throughout the grant period.
BetterPoints campaign	Campaign to reward bus use.	Extend current trial scheme through to 2025.
Evening and night time customer service staff	Extended customer service hours beyond 7pm to reflect the number of services running beyond this time.	From late 2022 and throughout the grant period.
Dedicated enforcement officer	A role that is dedicated to manage parking and loading at bus stops and elsewhere that causes delays to buses.	Recruited late 2022.

## Annex D

### Definitions for use in the document

**All Bus Operators** – refers to all the bus operators in the Enhanced Partnership.

**Bus Operators** – is a singular or group of bus operators that are part of the Enhanced Partnership.

**Bus Gate** – short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.

**Bus Lane** – signposted lane, designated for use by registered local bus services and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

**Bus Lane Enforcement** – action taken to ensure that bus lanes and bus gates are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.

**Bus Stand** – bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit a local bus to stand within the clearway for as long as maybe necessary up to a maximum period of 10 minutes.

**CCTV** – closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and safety and security purposes.

**Enforcement Camera** – roadside camera that records and produces suitable evidence of unauthorised use of bus lanes or bus gates for the Local Highway Authority to issue civil penalties under section 144 of the Transport Act 2000.

**EP Scheme Area** – area to which this EP Scheme document applies.

**Facilities** – physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

**Measures** – improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

**Local Highway Authority** – Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means Brighton & Hove City Council.

**Multi-Operator Ticketing** – common fares and ticketing product applied and accepted by multiple operators.

**Real Time Public Transport Information (RTPI)** – using technology to track the location of buses in real time. Information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

**Registered Local Bus Service** – as set out in Section 2 of the Transport Act 1985.

**Street Works Permit** – permit issued by Local Highway Authorities to any organisation that wishes to undertake street works, with the aim of managing works on the public highway. Local authorities have powers to operate permit schemes under Part 3 of the Traffic Management Act 2004 and The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.

**TRO** – Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

**Brighton & Hove City Council Enhanced Partnership Plan** – document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

**Zero Emission Vehicle** – vehicle that emits no pollutants from its power source or exhaust system.



## **Annex E**

### **Competition Declaration**

Brighton & Hove City Council has undertaken an assessment of the impacts of the EP Plan and Scheme made on 17 January 2023 on competition and believes it will not or is unlikely to have a significantly adverse effect on competition, for the purposes of Part 1 of Schedule 10 of the Transport Act 2000.