

APPENDIX 1

OUR MISSION

Our mission as a local transport authority and bus operators is to ensure that East Sussex residents and visitors enjoy the highest possible quality bus services that provide a frequent and comprehensive choice, reduce congestion, and make a positive contribution to better air quality and decarbonisation.

OPENING STATEMENT FOR OUR AMBITIOUS PLAN

The Government's National Bus Strategy for England 'Bus Back Better' sets out an ambitious vision to dramatically improve bus services in England outside London through greater local leadership, to reverse the recent shift in journeys away from public transport and encourage passengers back to bus. This East Sussex Bus Service Improvement Plan (BSIP) outlines our ambitions, sets out our structured plans and supporting policies to improve bus services, their delivery and promotion and the vehicles used, working in close co-operation with our neighbouring Local Transport Authorities and with stakeholders representing local bus operators, statutory consultees, community and business voices, bus passengers, and the voluntary and health transport sectors.

The National Bus Strategy has asked us to work together at pace to plan and deliver:

- A fully integrated service with simple, multi-modal tickets.
- More bus priority measures.
- High-quality information for all passengers in more places; and
- Better turn-up-and-go frequencies that keep running into the evenings and at weekends.

The resultant network we have planned in this BSIP actively addresses all the above factors. The stakeholder engagement we have undertaken has identified the current state of the network and, in particular, its shortcomings, has enabled us to take on board the aspirations of our bus operators and the priorities of our stakeholders, especially bus users.

We have a desire to contribute to contribute to improvements locally. Such as operator investment, securing development contributions and working in partnership to secure new funding sources like the successful Newhaven Town Fund. Though, ultimately the success of our ambitious plan is dependent on receiving appropriate funding from central government; however, the DfT has indicated that the ambition shown in our BSIP will be a determining factor in how much funding is allocated.

The detail on specific schemes will follow on from this BSIP. This would include consultation around certain proposals, for example, bus priority schemes, and all measures would be subject to funding being identified.

This East Sussex BSIP sets out our ambitions for bus growth targets in relation to passenger volumes, mileage operated, vehicle requirements, targeted fare reductions, accessibility to both high frequency services and rural transport provision and multi-modal ticketing volumes. The BSIP provides a traceable path of action from the current state network to that desired in future, explaining how this growth will be delivered and the targets set for mileposts in 2025 and 2030.

HEADLINE BSIP AIMS, OBJECTIVES AND TARGETS

The East Sussex BSIP describes in outline terms how the County Council and bus operators in its area can achieve the overarching goal of the National Bus Strategy - to grow bus patronage: both to build it back after the pandemic and then to increase it and raise buses' mode share. We have listened carefully to the views and priorities of both our stakeholders and our bus operators and incorporated them into this BSIP.

OUR AIMS

The BSIP has the following aims, which represent our statements of intent at a high level:

- Significant quality improvements in bus provision across the area of the County.
- More bus priority schemes designed to enhance reliability and reduce journey times.
- A bus network that relates to the needs of all potential users.
- Simplified fares and ticketing and reduced fares for young passengers under the age of 30.
- A step change in terms of improved services for the rural areas.
- Technical and operational innovation in bus service provision.
- Bus patronage in the County not only to recover their pre-pandemic levels, but to significantly grow in future years.

OUR OBJECTIVES

To achieve these aims, East Sussex County Council has developed the following objectives.

- To launch new Digital Demand Responsive Transport (DDRT) schemes for all communities outside of Hastings and Eastbourne, to help ensure no resident is further than 800 metres from an available bus service. These will be based on innovative Mobility as a Service (MaaS) principles.
- To increase bus service provision on main corridors and in urban locations.
- To additionally ensure comprehensive access to bus or DDRT services evenings and weekends.
- To continue and to enhance our work with bus operators to improve commercial bus services and to provide new services where demand can be identified.
- To create a series of Mobility Hubs in key town locations in East Sussex, with interchange connections between transport services and linked with routes from the County Council's walking and cycling strategy.
- To enhance the waiting environment for bus passengers by setting standards for bus stops and shelters, upgrading them, and ensuring that up to date and well-designed information is available through a variety of media (including in real time).
- To implement bus priority measures that will improve reliability and achieve a minimum of 95% punctuality.
- To offer a simplified range of better value payment options, available on all operators' services and integrated across public transport modes.
- To introduce a new discounted concessionary bus travel scheme for children and young people, including all under 25s resident in East Sussex or West Sussex.
- To remove travel time restrictions for disabled concessionary travel pass holders.
- To greatly improve marketing, promotion, and information for the significantly better provision; and

- Progressively to support operators in increasing the number of Zero Emission Buses used on the network and to assist operators to upgrade existing diesel buses to Euro VI standard as part of the drive to achieve net carbon neutrality by 2050.

OUR TARGETS

To ensure we remain focused on delivering this BSIP's aims and objectives we have set the following target categories for bus operation across the East Sussex area:

1. Journey time reductions - based on key corridors and prioritised congestion spots.
2. Reliability – reducing mileage lost through congestion, vehicle breakdowns and staff shortages.
3. Punctuality – measuring the percentage of bus journeys that run on time.
4. Number of passengers carried each year – planned to increase.
5. Passenger satisfaction – yearly survey to be undertaken by Transport Focus.
6. The percentage of households with access to a bus service – Hourly or better and half-hourly or better (for AM peak, PM Peak, evening, Saturday, and Sunday).
7. The percentage of households within the following minutes of a town centre – 30 minutes, 60 minutes, and 90 minutes (for AM peak, PM Peak, evening, Saturday, and Sunday).
8. The percentage of households with access to a DDRT service that provides either 80% fulfilment within 1 hour of requested departure time, or 75% fulfilment within 2 hours of requested departure time (for evening and Sunday DDRT services).

DELIVERING THE BSIP

APPROACH TO METHODOLOGY

Our overarching strategy is highly ambitious and bold and will result in a real step change to the accessibility and ready availability of bus services to both existing and potential passengers in East Sussex. Not only will urban areas benefit from better daytime frequencies and improved services in the evening and on Sundays, towns and urban settlements will enjoy far better connectivity and the introduction of large scale DDRT will address one of the most serious transport problems facing rural communities.

In considering our overarching strategy to improving bus services in East Sussex, we have divided the timeline as follows:

- First year of programme (2022/23) – a series of initiatives to restore as far as practicable the level of service and passenger usage experienced prior to the Covid-19 pandemic.
- We will also use this period to ascertain the long-term implications of the pandemic in terms of changes in demand caused by such factors as any reduction in journeys to offices, increases in off-peak travel and factors resulting from economic recovery which change travel patterns. This analysis will be undertaken in close co-operation with bus operators through a mutual consideration of travel data.
- For future periods of the BSIP (2023-2027), we will apply a set of criteria designed to result in a significant improvement in bus services provided and a consequential increase in usage reversing the trends of the last 5-6 years.

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BSIP Proposal 1 - Intensive Services and Investments in Key Corridors

- Brighton-Seaford-Newhaven-Peacehaven-Brighton 'Coaster' corridor
- More investment in bus priority, together with the introduction of new mobility hubs in Newhaven and Seaford. The local bus networks in these towns will be improved through reconfiguration to DDRT and fully integrated with Brighton & Hove's services, including new evening and Sunday provision
- Re-introduce the N12 Night Bus and the seasonal 11X service.
- Re-introduce Monday to Saturday daytime hourly service between North Peacehaven and Newhaven.

Brighton-Lewes-Ringmer-Uckfield-Crowborough -Tunbridge Wells 'Regency' corridor

- Double the Monday to Saturday daytime frequency of buses on this corridor north of Lewes, to up to 4 buses an hour to Uckfield and up to 2 buses an hour to Crowborough.
- Extend service 28 to Uckfield in the evenings Mondays to Saturdays to create 2 buses per hour between Uckfield and Brighton
- Work with the Planning Authorities to ensure appropriate bus passenger facilities are retained in Lewes and take forward our plans to improve Uckfield bus station. In Crowborough we proposed a new mobility hub.
- Improve the Lewes, Uckfield, and Crowborough town bus networks, with all but one service reconfigured to DDRT. They will all be fully integrated with Brighton & Hove's services, and Stagecoach's too in Uckfield, and will include new evening and Sunday provision
- Introduce bus priority measures on this corridor too, though due to the lack of road-space these will primarily be by way of traffic light priority.

Hailsham-Polegate-Eastbourne

- Construct Phase 2 of the Hailsham, Polegate, Eastbourne Movement and Access Corridor at the earliest opportunity.
- Increase the Monday to Saturday daytime frequency from 4 to 6 buses an hour, and at least double the evening and Sunday frequency to 4 buses an hour.
- Create a new mobility hub in North Hailsham in the locality of significant new housing development. Thereby offering vastly better and faster travel opportunities between other improved services that will also link Lewes (and onwards to Brighton), Horam, Heathfield, Mayfield, Tunbridge Wells, Herstmonceux, Ninfield and Bexhill (and onwards to Hastings).

Hellingly-Hailsham-Stone Cross-Langney-Seaside-Eastbourne Corridor

- Double the existing Monday to Saturday daytime frequency to 4 buses an hour and introduce a new half-hourly evenings and Sunday service.
- In doing so also serve new housing development in north Hailsham, South Hailsham and Stone Cross.

- Serve the new mobility in North Hailsham (see above), thereby offering vastly better and faster travel opportunities between other improved services that will also link Lewes (and onwards to Brighton), Horam, Heathfield, Mayfield, Tunbridge Wells, Herstmonceux, Ninfield and Bexhill (and onwards to Hastings).
- Take advantage of new bus priority measures also sought for the Seaside corridor in Eastbourne, thereby further assisting in achieving modal shift.

Eastbourne-Bexhill-Hastings 'Wave' Corridor

- Introduce a new hourly evening service on route 99 and double its Sunday daytime frequency to half-hourly.
- Introduce a reconfigured route 98 as part of the 'Wave' branding, running on an improved Monday to Saturday daytime frequency of 20 minutes between Sidley, Bexhill, Worsham Park, Pebsham, Glyne Gap and Hastings. Also introduce a new hourly evening service and double the Sunday daytime frequency to half-hourly. An alternative service to continue to link Bexhill and Eastbourne via Hailsham, on an improved frequency.
- Create a new mobility hub in North Hailsham in the locality of significant new housing development. Thereby offering vastly better and faster travel opportunities between other improved services that will also link Lewes (and onwards to Brighton), Horam, Heathfield, Mayfield, Tunbridge Wells, Herstmonceux, Ninfield and Bexhill (and onwards to Hastings).
- Further traffic light priority measures will be introduced at delay points along this corridor.

We will make improvements to bus stops, information provision and waiting facilities on the corridors in East Sussex between Eastbourne and Brighton and Brighton and Tunbridge Wells.

We will with the bus operators jointly participate in a high-quality marketing and promotion campaign to emphasise the improved travel opportunities on these corridors.

BSIP Proposal 2 - Services Linking Rural and Town Communities

We will implement improvements in either frequency or time coverage (or both). A minimum hourly frequency will be the new standard. This minimum frequency to also extend into the evening, with a 2 hourly minimum provision on Sunday evenings. for the following services

For bus routes or times of day which cannot support an hourly service, communities will have access to the new DDRT area schemes on 7 days a week, including evenings. The following services will be improved (see service improvement summary table C-1 for details):

Stagecoach services

Route 2 Hastings–Westfield–Northiam–Tenterden–Ashford.

Route 51/251/252 Eastbourne–Polegate–Hailsham–Heathfield–Mayfield–Tunbridge Wells (see also above for investment in intensive services on key corridors).

Route 54 Eastbourne–Polegate–Hailsham–Uckfield (see also above for investment in intensive services on key corridors).

Route 95 Bexhill–Ninfield–Catsfield–Battle–Conquest Hospital.

Route 98 Hastings–Bexhill–Sidley–Ninfield–Herstmonceux–Hailsham–Eastbourne (see also above for investment in intensive services on key corridors).

Route 100/101 Conquest Hospital–Hastings–Rye.

Route 102 Rye–Camber–Jury’s Gap–Dover.

Route 254/304/305 Hastings–Battle–Robertsbridge–Hurst Green–Hawkhurst–Wadhurst–T Wells;

Route 312 Rye–Playden–Iden–Wittersham–Tenterden;

Route 313 Rye–Playden–Peasmarsh–Beckley–Northiam;

Route 349 Hastings–Sedlescombe–Bodiam–Hawkhurst;

Metrobus services

Route 270 Brighton–Burgess Hill–Haywards Heath–Daneshill–Forest Row–East Grinstead (jointly promoted with Brighton & Hove City Council and West Sussex County Council);

Route 291 Tunbridge Wells–Groombridge–Hartfield–Forest Row–East Grinstead–Crawley (jointly promoted with West Sussex County Council);

Compass Travel

Route 31A/31C Cuckfield–Haywards Heath–Princess Royal Hospital–North Chailey–Newick–Maresfield–Uckfield;

Route 121 Lewes–Offham–Cooksbridge–Chailey–Newick;

Route 123 Newhaven–Piddinghoe–Rodmell–Kingston–Lewes);

Route 126 Seaford-Alfriston (replaced by DDRT);

Route 143 Lewes–Ringmer–Laughton–Deanland Wood–Hailsham (replaced by a significantly improved service);

Route 231 Uckfield–Framfield–Blackboys–Heathfield; (replaced by DDRT between Heathfield, Burwash and Etchingam);

Cuckmere Buses

Route 126 Seaford-Alfriston-Berwick (replaced by DDRT)

Wealdlink Community Transport Services

Route 224 Wadhurst-Mayfield-Rotherfield-Crowborough; (replaced by DDRT, through some fixed route service could remain where there is higher use);

Route 225 Crowborough-Rotherfield-Heathfield-Netherfield-Battle; (replaced by DDRT between Heathfield and Rushlake Green, and Rushlake Green and Battle);

Route 226 Crowborough-Jarvis Brook-Rotherfield-Alderbrook–Crowborough (replaced by DDRT, through some fixed route service could remain where there is higher use);

Route 262 Hartfield-Nutley-Maresfield-Uckfield-Framfield-Blackboys-Heathfield; (section between Uckfield and Heathfield replaced by new Saturday route 231 provision):

Community Transport for the Lewes Area

Route 246 Uckfield- -Chelwood Common-Danehill-Sheffield Park-Fletching-Uckfield; (replaced by DDRT)

Route 248 Uckfield-Buxted-Hadlow Down; (replaced by DDRT)

Route 249 Crowborough-High Hurstwood-Uckfield; (replaced by DDRT)

BSIP Proposal 3 - Town Bus Network Improvements

Eastbourne

- Route 1/1A Standardised evening route;
- Route 1X Monday to Saturday daytime service doubled to 15 minutes and new half-hourly evening and Sunday service;
- Route 3 New evening service for Meads;
- Route 4 Replaced by DDRT north of Eastbourne centre. Pre-booked service for the areas of Cranbourne Avenue, Meads Road, Cherry Garden Road, Hill Road and Selmeston Road, offering journey opportunities to town centre, District General Hospital, Waitrose, and Sainsbury's. Peak time, daytime, and evening provision on 7 days a week;
- Routes 5,5A,6 Monday to Saturday daytime frequency improvements to routes 5/5A and 6 with the frequencies doubled to 30 minutes during the main part of the day. New hourly evening and Sunday provision;
- Loop Monday to Saturday daytime frequency doubled to 15 minutes. Sunday daytime frequency doubled to 30 minutes.

Hastings

- Routes 7,24,27,347 New DDRT to replace these hourly Monday to Saturday daytime only services. Also, to replace Monday to Saturday daytime services 2 and 23 between Hastings town centre, St Helen's, and Conquest Hospital. Pre-booked service for the areas of Church Road, Priory Avenue, Elphinstone Road, Pilot Road, Milward Road, plus Chick Hill. Offering journey opportunities to Hastings town centre, Conquest Hospital and Morrison's. Peak time, daytime, and evening provision on 7 days a week.
- Route 20 Mayfield Farm evening frequency doubled, and service simplified by following daytime routing (replaces service 22C). New Sunday evening service also provided;
- Route 21,21A Two Monday to Saturday daytime journeys per hour extended to Harley Shute (see service 23). The other 2 journeys per hour may terminate at Priory Meadow instead of Hastings Station. Later last journey;
- Route 22,22C Evening service improved. Half-hourly frequency between Ore and Hollington (currently hourly). Hourly for Harley Shute and hourly for Tesco (currently a combined hourly 22C service). Service simplified by following the daytime routing;
- Route 23 Replaced between Hastings town centre and Hollington by revised service 21 to/from Harley Shute instead of Hollington, via West St Leonards and Filsham Valley. Frequency doubled to 30 mins. Replaced between Hastings town centre and Conquest Hospital by new DDRT (see service 7). New hourly evening and Sunday service;
- Route 26,26A New hourly evenings and Sunday's service;
- Routes 28 New half-hourly Monday to Saturday daytime service between Strand Meadow and Conquest Hospital (currently 70 mins between Hastings Station and Conquest Hospital). New hourly evening service;

Bexhill

- New pre-booked DDRT to replace the approximately 2 hourly Monday to Saturday daytime only services 96 and 97. This Bexhill area scheme, which also covers Bexhill Enterprise Park and Hooe, is designed to integrate with train and bus services, including revised Bexhill Community Bus routes and improved services 95, 98 and 99. Peak time, daytime, and evening provision on 7 days a week.

Seaford

- New pre-booked DDRT to replace hourly Monday to Saturday daytime only service 119, irregular services 120, 126 and CTLA's current Seaford Monday, Wednesday & Friday dial a ride resource. The DDRT will be integrated with Brighton & Hove's 12/12A/12X and offer connections with rails services at Seaford and Bishopstone stations. DDRT will provide a simpler service with the benefit of new peak, daytime, and evening provision on 7 days a week. Some conventional fixed route service may remain where there is higher use of some journeys, including those used by school children;

Newhaven

- New pre-booked Newhaven area DDRT replaces service 145 and service 123 in Newhaven Valley Road, using a size of vehicle more suited to roads in the area. It will also potentially utilise CTLA's dial a ride resource. The DDRT will be integrate with Brighton & Hove bus services 12, 12A and 12X and allow connections with trains at Newhaven Station. It will also offer new peak, daytime, and evening provision on 7 days a week;

Lewes

- New pre-booked Lewes area DDRT replacing services 128, 129 and CTLA Monday, Wednesday and Friday service 131. This will provide a size of vehicles more suited to the Lewes estate roads. The DDRT will be integrate with bus services and allow connections with trains at Lewes Station. It will also offer new peak, daytime, and evening provision on 7 days a week;

Hailsham

- The Cuckmere Buses H1 service, running on limited days of the week, is expected to be replaced by amending current Stagecoach service 1X. This will offer regular service provision on 7 days a week, including evenings.

Uckfield

- A new pre-booked Uckfield area DDRT will run on 7 days a week including weekends. It will also replace CTLA routes 246, 248 and 249;

Crowborough

- New Crowborough area DDRT, in place of the current Monday to Saturday daytime only service 228/229 and also North Wealden Community Transport services 224, 226, 227. Some fixed service provision may remain where there are greater passenger flows on particular journeys. DDRT will provide the benefit of new peak, daytime, and evening provision on 7 days a week. It will be integrated with Brighton & Hove Buses improved service 29 linking Tunbridge Wells, Uckfield, Lewes, and Brighton. Passengers to/from Tunbridge Wells will interchange in Crowborough town centre with through ticketing available. The DDRT will offer connections with rails services at Crowborough Station. Alternative provision will be available for students who currently use the 228/229 locally within Kent

Rye, Battle, Heathfield

- New pre-booked DDRT area schemes will also provide new improved coverage in these towns;

BSIP Proposal 4 - BSIP Proposals: Mobility Hubs

- We will work with stakeholders, including passengers and borough, district, parish, and town councils, to refine the Mobility Hub proposals and agree the required facilities at each location;
- We also work to secure good quality facilities in the centre of Lewes and upgrade our existing proposal for Uckfield bus station;
- We will provide improved passenger facilities at other key interchange points in the County.

BSIP Proposal 5 - Increase bus priority measures

The bus corridors will require the implementation of bus priority measures and these will be introduced through one or more of the following methods:

- Physical bus priority – i.e., bus lanes, bus gates or bus only streets; or
- Virtual bus priority – selective vehicle detection at traffic signals, with automatic vehicle location systems giving higher priority to buses incurring greater delay, based on RTIG data standards.

Complementary policies will also be introduced, including:

- Parking management strategies for bus routes, to include the consideration of junction protection, red routes, bus stop clearway markings wherever feasible and bus layby infills/build outs;
- Building on Brighton & Hove Buses' previously successful funding of a parking enforcement officer in Brighton, pursue funding to provide additional officers in appropriate areas of the County;
- The provision of safe access routes to bus stops serving new developments, which may include bus gates;
- The reintroduction of selected bus routes into pedestrian priority areas, e.g., in Hastings;
- Review of car parking charges, to make the bus a more attractive choice for journeys; and
- Improved enforcement of existing bus priority measures, e.g., the scope for ANPR enforcement of the A259 Peacehaven to Saltdean bus lane;
- Develop proposals for upgrading a car park at Peacehaven to facilitate Park & Ride.

BSIP Proposal 6 - Highways Management

- ESCC and the bus operators will adopt a new approach to street works affecting bus routes, supported by best-in-class technology, to streamline the planning, execution, and closure of works and keep passengers informed throughout.

BSIP Proposal 7 - Improving and simplifying Fares

- Tap-on and tap-off for contactless payment with fare capping on all services;
- Operators to commit to clearer explanation of fares and ticketing schemes, including on their websites;
- New area ticketing schemes that benefit smaller towns and rural communities;
- Improved availability of ticket schemes aimed at families and groups;
- The extension of schemes to encourage take-up of evening and weekend services;
- Introduction of 'short hop' fares;
- Simplification of fare structures where possible.

BSIP Proposal 8 - Reductions for those aged under 30

- The introduction of a new concessionary travel scheme for young people more attractive and a common format throughout East Sussex and, potentially, West Sussex and Brighton and Hove too;
- Based on age bands from 11 to 19 years, 20 to 25 years, and 26 to 30 years;
- Aligned with Young Persons Railcard age bands with the proposals for a reconfigured national public transport card scheme for young people, led by the Department for Transport;

BSIP Proposal 9 - Integrate ticketing between operators and transport modes

- **We will together expand existing apps for multi operators or, alternatively, introduce a comprehensive Account Based Ticketing system to cover both West and East Sussex;**
- **Ensure integrated ticket availability between all operators on common sections of route;**
- **Undertake feasibility to introduce a countywide or regional app – reimbursement to operators to use the proposed DfT back-office system;**
- **Through tap on tap off systems, add multi day and weekly capping for key journeys;**
- **Ensure contactless payment for all local bus services, with the assistance of a funding pot to provide grants to operators to upgrade their ticket machines to enable all services to accommodate integrated and fast ticket transactions;**
- **Increase the coverage of PlusBus, subject to the necessary rail industry agreements, to cover more areas;**
- **Develop the Discovery ticket to offer multi-day provision, with a version also to include a rail add-on subject to the agreement of the rail companies;**
- **Improve the marketing and promotion available schemes, and work with attractions and venues to negotiate discounted rates for those travelling on public transport;**
- **Introduce a 'one-stop shop' for all public transport products in East and West Sussex.**

BSIP Proposal 10 - Service patterns integrated with other modes

- We will improve the ease of transferring between different modes by:
- Reviewing bus routing and timetables to maximise opportunities for bus and rail interchange;
- Working with National Rail and the train operators to ensure stations continue to be developed as high-quality interchanges and multi-modal transport hubs to include cycling, walking and other micro-mobility modes;
- Work with bus operators to standardise the carriage of “micro-mobility” devices on buses.

BSIP Proposal 11 - Providing Improved Passenger Information (including RTPI)

- We will implement progressive standards for the display of multi-operator, multi-modal information at bus stops, making the most of the prime locations to raise the profile of the bus network;
- We will make real-time information, ‘push’ notifications and ticket purchasing an integral part of all electronic and digital information sources;
- Accessibility details will be included as standard in all information sources and expanding alternative formats, making the network truly inclusive;
- We will expand the number of locations to receive displays and ensure that all such equipment is kept up to date in design terms;
- We will expand RTPI availability to 80% of the County’s bus stops, by way of QR codes and/or displays;
- We will ensure that all operators show other operators’ services on their websites and apps where such services overlap or form connections in line with the drive to ensure there is universal availability of inter-availability of tickets;
- The Council will work with operators to upgrade the fleet to the level of ‘smart bus’, where systems and data flows are integrated, automated and focussed on the passenger experience.

BSIP Proposal 12 - Invest in decarbonisation

- We will work closely to take advantage of any funding opportunities that may arise to introduce battery electric buses or hydrogen fuel cell buses, and for retrofitting to Euro VI specification. We will prioritise this investment on bus corridors and Air Quality Management Areas
- We will accelerate progress towards lower emission buses by creating a funding pool to award to bus operators, for the retrofitting to Euro VI specification of vehicles operating within Air Quality Management Areas, and for the introduction of zero-emission buses.
- We will work with operators to establish suitable locations for replacement/additional depots.

BSIP Proposal 13 - Bus services that are safe and inclusive for all

We will establish an approach to increasing safety and inclusivity:

- Make safety an explicit part of the Enhanced Partnership with the bus operators to cover driver training;
- With the assistance of Brighton & Hove Buses, embrace best accessible travel practice across all our services;
- Include specific commitments to safety in the Bus Passenger Charter, to reassure that reported incidents will be investigated thoroughly, including through the use of on-bus CCTV;

BSIP Proposal 14 - Increasing DDRT and Socially Necessary Services

We will introduce DDRT schemes for all areas of East Sussex outside Hastings and Eastbourne.

This will commence with pilot schemes, followed by a programme to roll out similar schemes learning from the pilot projects plus the schemes planned for introduction in West Sussex;

- We will replace existing some existing bus services, as identified, with the new DDRT services.
- These to also include localised schemes in Eastbourne and Hastings;
- We will use DDRT to address demand to areas such as hard to access 'hard to access' employment sites, transport hubs and interchange opportunities, as well as to provide links to education, work, shopping, medical, social and leisure services;
- We will ensure that the DDRT schemes are integrated with other public transport provision, to offer seamless travel choices where and when conventional transport services are not available, including evenings and weekends;
- In finalising the design of such services, we will consult stakeholders, employers, and health professionals with expertise on local needs in relation to loneliness and social isolation.

BSIP Proposal 15 - Longer Term Transformation of Networks

- We will work closely with Brighton and Hove City Council to develop the high frequency bus services between Brighton and Eastbourne; and Brighton, Lewes, and Uckfield, to develop future BRT corridors.

BSIP Proposal 16 - Marketing and Promotion

BSIP Proposals: (subject to funding):

- A cohesive marketing and promotion strategy will be developed in partnership, aimed at significantly increasing awareness and use of the improved public transport network in East Sussex and beyond.

BSIP Proposal 17 Staff Resource

- The Council will expand its staffing resources to meet these obligations, embracing and sharing best practice with other LTAs and service providers.