

West Sussex County Council

Enhanced Partnership Plan for buses

MADE IN ACCORDANCE WITH SECTION 138G (1) OF THE TRANSPORT ACT
2000 BY: WEST SUSSEX COUNTY COUNCIL

Contents

1. Extent of the West Sussex Enhanced Partnership	3
2. EP Plan Period.....	4
3. Local bus market.....	4
4. Customer views	6
5. Summary of available data - trends in bus journey speeds and the impact of congestion on local bus services	11
6. Key objectives from the West Sussex BSIP.....	11
7. Interventions required to deliver the outcomes	11
8. Reviews	12
9. Local bus services description	12
10. How the EP Scheme assists in achieving the objectives set out in the EP Plan	19
11. Intended effect of the EP Scheme(s) on neighbouring areas that are outside the EP Plan and EP Scheme(s) area	19
12. Competition test.....	20
13. Enhanced Partnership governance structure	20
Annex A – List of bus operators by annual mileage	22

2. EP Plan Period

2.1 The EP Plan and EP Scheme are made on 10th February 2023.

2.2 This EP Plan has an end date of 31st March 2030.

Local bus market

3.1 In developing this EP Plan the following assumptions were made:

- Travel patterns have become less predictable than 5 years ago
- WSCC will have no more powers than now to influence demand for car travel or car parking
- Currently protected buildings and landscapes will remain
- South Downs National Park will remain
- Perception of relative costs of car and bus travel by adults will not change much
- WSCC funding streams for transport will be similar level to now (financial support for users of Local Buses totals £12.5m pa approximately split between ENCTS £11.3m and contracted services £1.2m)
- No demand related regulations (or social norms) will change e.g., restrictions on out-of-town or edge-of-town retail parks, size of retail car parks, and retail opening hours on Sundays
- Congestion will remain a factor in bus journey times, although not necessarily in the same areas as now
- No locations in West Sussex will be eligible to become 'Clean Air Zones' or similar, where a local authority may restrict vehicle access based on its emissions
- Relative population and population densities by district area will not change, excepting new housing areas planned east of Chichester and north and east of Horsham
- The Covid pandemic is not a short-term issue and reduced bus operation will continue into 2023
- Travel related to economic activity will remain subdued
- Car travel will remain more attractive to many people while Covid is a fear, so patronage could be lower for many months
- Patronage during the morning peak will not exceed 90% of pre-Covid levels due to changed work and education patterns
- Patronage is unlikely to be at its maximum until the potential risk posed by Covid on public transport is accepted by most people to be low
- Decarbonising all forms of transport will remain a priority of the public

- Dependent on passenger numbers and levels of Covid recovery funding available after October 2022, local bus operators are likely to reduce frequencies or even deregister some services which are currently commercial.
- Any deregistered services might be considered socially necessary by WSCC after analysis of patronage data. If this occurs, WSCC may tender for socially necessary bus services to replace or augment lower commercial provision by bus operators. This will be via standard tendering processes considering the Public Services (Social Value) Act 2012 unless otherwise authorised by DfT. Services tendered will be dependent on available on-going funds.
- To ensure the bus network is sustainable in the medium term the Partnership will reconfigure the bus network during 2022/23 to suit the funding available.

4. Customer views

National Highways and Transport Network Public Satisfaction (NHT) Surveys

4.1 Satisfaction with the transport services provided in West Sussex have been assessed through the National Highways and Transport Network Public Satisfaction (NHT) Survey undertaken since 2010.

Figure 4-1 – NHT Public Satisfaction Survey - KBI Measures Scores

KBI measure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2019 group rank (of 28)	Variation from peer group average	2019 peer group high to low range
01 General KBI													
KBI 01 Overall (local)	54	55	54	54	53	54	54	53	52	52	12	0	9
KBI 02 Overall (national)	54	55	54	54	53	55	54	53	53	52	13	0	9
02 Accessibility KBI													
KBI 03 Ease of Access (all)	76	79	77	80	76	76	74	76	74	74	18	0	4
KBI 04 Ease of Access (disabilities)	70	72	71	74	73	71	64	63	65	67	6	3	14
Ease of Access (no car)	75	77	78	76	71	77	71	71	68	76	1	7	17
03 Public Transport KBI													
KBI 06 Local bus services	63	64	62	64	64	66	63	62	65	63	2	7	21
KBI 09 Taxi/mini cab services	68	68	68	68	66	66	66	64	65	65	10	2	11
KBI 10 Community Transport	55	58	57	58	59	59	57	58	59	58	7	2	8
04 Walking/Cycling KBI													
KBI 11 Pavements and Footpaths	55	56	53	57	55	56	56	52	53	53	19	-1	17
KBI 12 Pavem's & Footp' (aspects)	57	56	54	58	56	60	60	58	58	58	14	0	9
KBI 13 Cycle routes and facilities	47	53	50	50	46	48	50	47	50	48	19	-1	10
KBI 14 Cycle routes & facili's (aspects)	47	50	53	51	48	52	55	48	52	50	10	1	10
KBI 15 Rights of Way (RoW)	57	58	61	60	57	59	60	60	58	57	17	0	8
05 Tackling Congestion KBI													
KBI 17 Traffic levels and congestion	43	47	47	43	41	41	41	40	40	37	28	-5	14
KBI 18 Management of roadworks	47	49	51	51	54	55	54	53	51	51	16	0	9

KBI measure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2019 group rank (of 28)	Variation from peer group average	2019 peer group high to low range
06 Road Safety KBI													
KBI 20 Road safety locally	58	59	61	60	57	59	58	57	55	55	21	-1	11
KBI 21 Road safety environment	51	55	54	56	52	54	56	55	56	55	19	-1	5
KBI 22 Road safety education	51	55	55	53	51	56	55	51	54	52	14	1	7
07 Highway Maint/Enforcement KBI													
KBI 23 Condition of highways	35	32	31	24	31	35	37	34	26	32	16	-1	23
KBI 24 Highway maintenance	47	48	47	49	48	53	53	52	50	51	17	0	11
KBI 25 Street lighting	65	66	66	69	67	70	67	66	65	65	6	4	16
KBI 26 Highway enforcement/obstruc's	48	51	49	50	47	50	50	48	48	49	10	1	7
KBI measure – 12 page only													
Rank of 18													
03 Public Transport KBI													
KBI 07 Local bus services (BVPI 104)*	60	54	62	62	69	68	61	67	67	64	2	8	32
KBI 08 Public trans info (BVPI 103)*	44	45	51	48	50	52	52	46	50	52	3	8	34
04 Walking / Cycling KBI													
KBI 16 Satisfaction - RoW (aspects)	54	56	56	56	52	56	56	54	56	55	7	1	7
06 Road Safety KBI													
KBI 19 Traffic management	53	54	56	56	55	56	56	53	55	54	11	-1	8

4.2 For local bus services (KBI 06), the County has scored between 62 and 66 over the ten years, with a score of 62 in 2019. This was 2nd in a peer group of 28 authorities. There were two measures regarding bus services resulting from former BVPI indicators, and in the second (KBI 07), scores

were between 54 and 69 with the score in 2019 being 64, again 2nd in the peer group. For public transport information (KBI 08) however, scores varied between 44 and 52 with the score in 2019 being 52 and being placed 3rd out of 18 in the peer group. This shows a need for improved public transport information provision.

Local Transport Plan Review Survey 2020

4.3 West Sussex County Council undertook a survey in Autumn 2020 to inform review of the Local Transport Plan. Public transport was the third most frequently commented topic after cycling and walking. Comments summarised:

- Many general comments supporting improvements in the quality and coverage of public transport (bus and rail) services, including some about public transport reliability and punctuality, for access to education, work and services, and leisure access, including to the South Downs National Park.
- Many comments were about the costs of public transport fares, the cost of bus group travel, and requesting increasing free or subsidised fares for young people.
- Many comments about the need to improve rural public transport coverage and subsidies, opportunities in relation to demand responsive and community run transport services, and the challenges in relation to car and multi-car ownership often being a necessity when living in rural areas.
- Other comments by a small number of respondents related to the role of local authorities in coordinating public transport coverage, crime and anti-social behaviour on public transport, and the importance of staff presence.
- There were comments about COVID and public transport, including concerns about social distancing on public transport, the challenges of encouraging passengers back to public transport, and the important role for rail services for domestic leisure travel during the recovery from COVID.
- Under the planning topic, many comments were received concerned that developments are not adequately planning for public transport and walking and cycling infrastructure, including comments that infrastructure should be in place up-front to serve new residents so that car use does not become embedded.

4.4 Comments specifically relating to bus services:

- A number supported park and ride provision, e.g., to serve Chichester
- A number expressed support for bus lanes/bus priority measures that reallocate road space/priority from general traffic, while the need to

address traffic congestion to enable bus services to be improved was also highlighted

- Several comments about improvements to bus stops included real time passenger information provision
- Comments about bus service enhancements in specific areas

4.5 Regarding the overall approach to the Transport Plan Review, there were several comments requesting a greater vision and higher level of ambition in the WSTP, including calling for bold leadership to support change.

Bus Back Better (BSIP) Engagement Survey 2021

4.6 A survey was undertaken from 18th August to 14th-September 2021 specifically asking for people's views on the priorities for the BSIP. There were 3074 responses to the survey, of which 2596 were online, 471 paper responses, and 7 by telephone. This included 301 large print versions and 29 in Easy Read. Responses also included 16 letters/emails as additional comments and are included in the 'open text' analysis of the survey.

4.7 Of the individuals completing the survey questionnaire:

- 97% are residents of West Sussex
- 45% who provided an answer in age category are aged 65 and older
- The highest response was from people aged 65-74, followed by people aged 75-84 (all age groups completed the survey)
- The survey received 256 responses from young people aged under 25, which is a much higher rate than for previous surveys
- 31% consider themselves to have a disability or long-term illness
- 48% hold a bus pass for free travel
- The majority of respondents are 'White British', followed by 'White other' as the next highest group, and 2.2% BAME

4.8 **How often buses are used** (mandatory question):

- Frequently – 41%
- Sometimes – 31%
- Rarely 15%
- Only when there is no alternative – 5%
- Never – 8%

4.9 **What are buses used for** - Respondents were asked what activities they currently used buses for and what they would like to use them for in the future. 'Shopping' (65% of respondents for current journeys) followed by 'leisure/social activities' (46% of respondents for current journeys) featured the highest in both questions, which is consistent with previous surveys.

4.10 **Barriers to bus travel** - Respondents were asked what prevented them from using buses more often/at all, and they could select as many reasons as applicable. The most cited reasons are given below:

- Infrequent – 50% (this was the highest response for respondents whether they were concessionary permit holders or not)
- Buses don't go where I want to – 35%
- Cost – overall 27%

4.11 Responses to cost varied considerably as those with concessionary permits were not particularly concerned about cost. However, when considering young people under 25, 'Cost' was the top reason (54%), followed by 'Infrequent' and 'Unreliable'. For those who do not have a concessionary permit, cost was the second most important factor after frequency.

4.12 **What would most enable more bus travel** - Respondents were asked to select up to three things that would help them to use buses more. The most cited factors are given below:

- Buses earlier in the morning or later in the evening – 41%
- More direct services – 36%
- Buses on Sundays – 34%

For young people under 25, the most cited factor is 'Lower fares' (59%) followed by 'More reliable services' and 'Buses on Sundays'.

4.13 **Improvements to bus travel** - Respondents were asked to select up to three things they considered to be most important in improving bus travel in West Sussex. The most cited improvements were:

- Real-time information (while waiting for bus and during journey) – 57%
- Cleaner, low-emission vehicles – 34%
- Maps of several routes nearby at bus stops – 31%

For young people under 25, 'Real-time information' is also the top choice, followed by 'A single ticket to use on all buses' and 'Cleaner, low-emission vehicles'.

4.14 **Bus times and journey planning** - Respondents were asked what methods they used to find out their current bus times, and to plan journeys to new locations. They could select as many methods as applied and the most cited are:

For current travel:

- Bus company website – 50%
- Timetables at bus stop – 47%
- Google – 22%

For new journeys:

- Bus company website – 59%
- Google – 39%
- Timetable at bus stop – 23%

4.15 Over 2,000 respondents provided additional comments and suggestions in the 'free text' section of the survey questionnaire. These have been analysed and categorised into generic categories. The most popular were:

Comment	No. of Mentions
More frequent services	685
Buses running later/evenings	329
More affordable fares	323
More direct services to key destinations	217
More services at weekends and bank holidays	202
More rural bus routes	189

4.16 Whilst priorities differed slightly between those with and those without concessionary permits, and young people under the age of 25, there was an agreement over the key improvements that have informed our proposed programme. Most requested improvements, in no order are:

- Bus services need to be more frequent
- More bus services early in the morning, in evenings and on Sundays
- Lower fare offers (particularly for young people)
- More real-time passenger information
- More direct services to key destinations
- Improvements to reliability

5. Summary of available data - trends in bus journey speeds and the impact of congestion on local bus services

- 5.1 Illustrations of impacts of congestion are in Appendix F: Examples of timing data for bus priority improvement sites, which can be found in the [West Sussex Bus Service Improvement Plan](#).

6. Key objectives from the West Sussex BSIP

- 6.1 Objectives in the BSIP are:

- buses in more places
- buses at more times of day
- buses more frequently
- easier ticketing, without driver interaction
- low carbon buses
- all public transport operates as one network

7. Interventions required to deliver the outcomes

- Tap-on tap-off on all buses with common back-office system(s) to enable best value for customers for all their bus travel
- Priority for buses at signal controlled junctions
- Increased enforcement of parking controls on and related to bus routes
- Increased enforcement of moving traffic contraventions on and related to bus routes
- Easier access to bus stops for passengers
- Better information at bus stops including more Real-time signs
- Evening and weekend service on most routes
- Retrofit low carbon engines in existing vehicles asap
- Increased bus lanes in congestion areas
- WSCC would like to expand the Discovery day ticket (which allows unlimited travel in West Sussex, East Sussex, Brighton & Hove, East Hampshire, Surrey, Kent, and Medway), with tickets available for longer time periods, to particularly encourage visitors to the many landscape and historic places in Sussex

8. Reviews

- 8.1 This Plan will be reviewed by the Partnership at least once every three years. First review will be before March 2025.
- 8.2 Review will be by WSCC, all operators, and user representatives, with other stakeholders invited to participate, such as parish and town councils.
- 8.3 Review periods are expected to take 6 months, including:
 - Revision (changed policy, changed circumstances, revised funding streams, revised priorities)
 - 28 day operator objection period
 - Followed by a 21 day statutory consultation
 - Two months for signoff of changes

9. Local bus services description

Corridors and frequencies

- 9.1 All bus routes in West Sussex are mapped and frequency of bus services along these corridors calculated pre-Covid. Currently bus networks are reduced due to COVID-19 high frequency route near a town is exemplified by services between Crawley and Gatwick with 23 buses per hour maximum (about every 3 minutes) in each direction. Some of these services operate 24 hours.

Figure 9-1 shows bus frequencies on a Wednesday AM Peak 07:00-09:00 pre-Covid.

Several other bus frequency maps are in Appendix A of the [West Sussex Bus Service Improvement Plan](#). The bus frequency maps show pre-Covid (Q4 2019).

- 9.2 A high frequency route near a town is exemplified by services between Crawley and Gatwick with 23 buses per hour maximum (about every 3 minutes) in each direction. Some of these services operate 24 hours.
- 9.3 Two key inter-urban corridors exist; one along the coast from Brighton to Portsmouth through the West Sussex towns of Shoreham-by-Sea, Worthing, Littlehampton, Bognor Regis, and Chichester. The second key corridor is from Southwater to Gatwick Airport, through Horsham and Crawley. (Some routes extend from Gatwick to Reigate in Surrey and that section is covered by the BSIP from Surrey County Council).

9.4 The number of services running is consistent on weekdays. At weekends there are approximately 10% fewer services on Saturdays, and 60% fewer on Sundays.

Figure 9-1 – Bus frequency map: Wednesday AM Peak 07:00-09:00

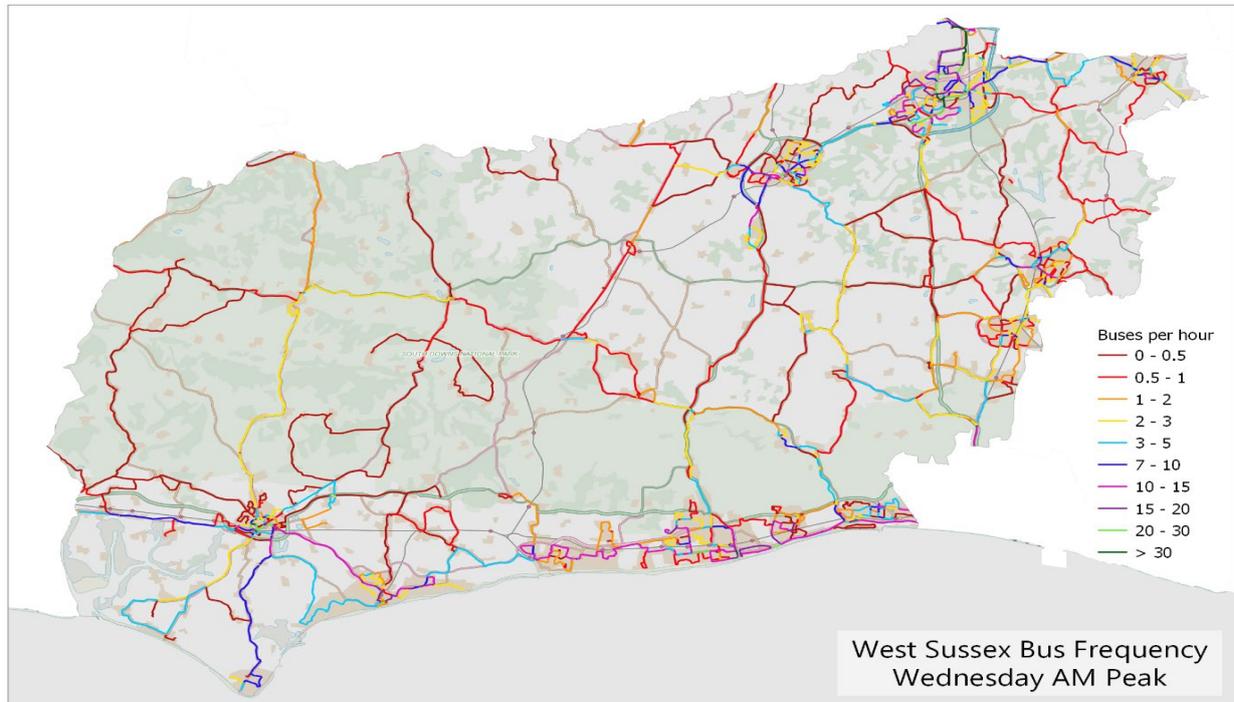
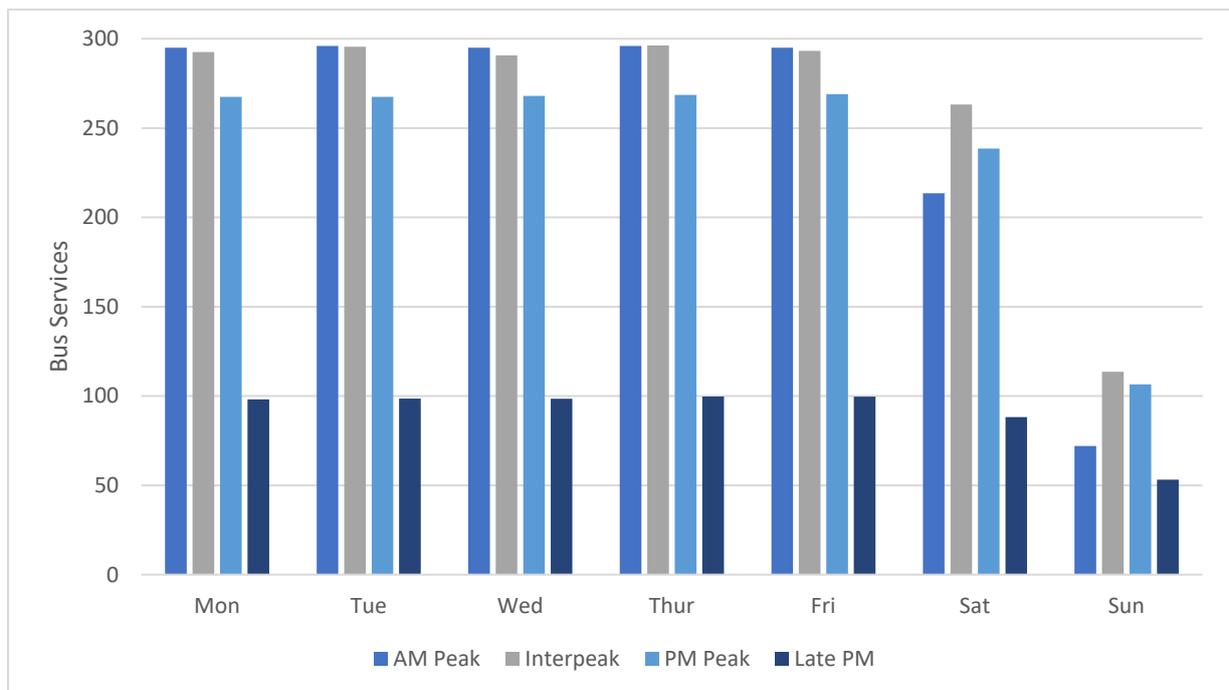
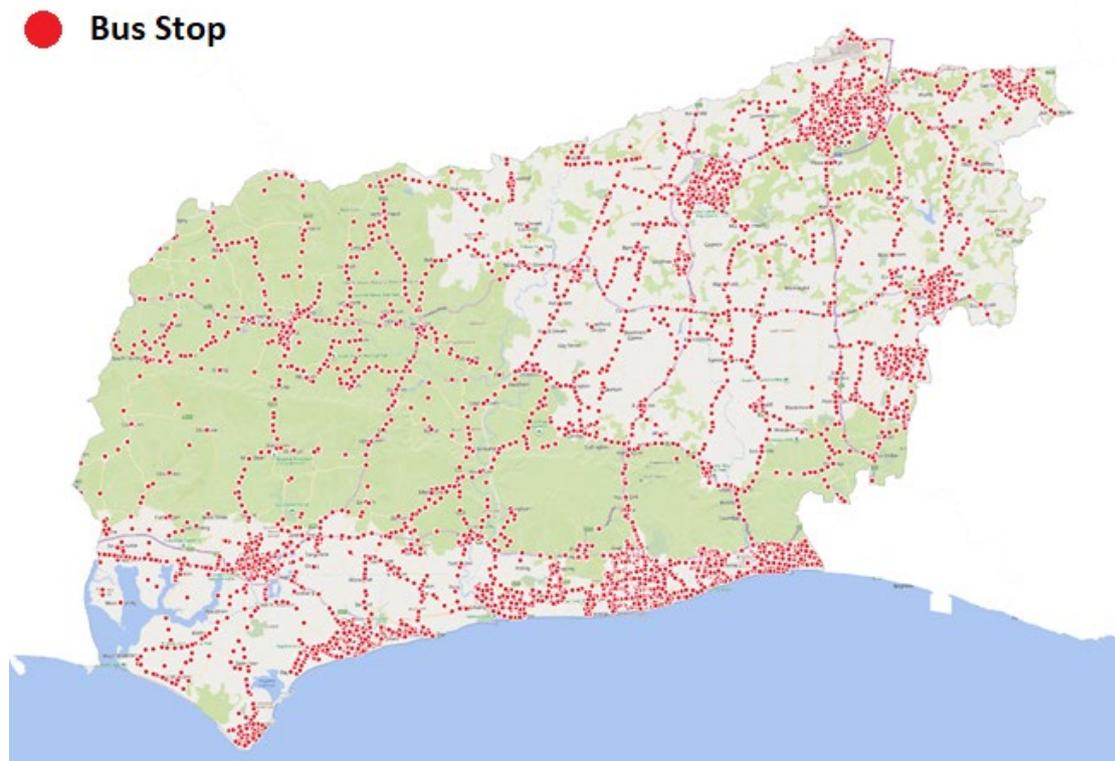


Figure 9-2 – Bus service frequency (Source: Datacutter)



9.5 Figure 9-3 shows the distribution of bus stops across the county. It shows that there is a good distribution of bus stops, except in the most rural areas. However, the location of bus stops does not consider the frequency of services, and the frequency of buses at these stops is often very poor.

Figure 9-3 – Distribution of bus stops



Corridors and frequencies assessment

9.6 The number of services running is consistent throughout the week. With the same number of services running during each period. There are between 250-300 during the AM, Interpeak and PM periods (including school term-time only services) and far fewer services running in the late PM period (100).

9.7 On Saturdays there are 10% fewer services during the interpeak, PM and Late PM periods. The AM peak has 25% fewer services than weekdays.

9.8 On Sundays the number of services is 40% of the weekday levels, with a similar distribution of services in each time period as seen on Saturdays.

9.9 These locations were used as the destination, to which travel times were calculated.

- Worthing – junction of High Street and Union Place

- Haywards Heath – junction of The Broadway and Muster Green North
- Bognor Regis – junction of High Street and London Road
- Chichester – junction of West Street, East Street, South Street, North Street
- Billingshurst – junction of High Street and East Street
- Crawley – junction of High Street and Cross Keys

Accessibility

9.10 A map showing accessibility to town centres is below.

Accessibility maps were used to inform proposals for improved bus services in the initial BSIP. Locations for calculation were:

- Bognor Regis
- Burgess Hill
- Chichester
- Crawley
- East Grinstead
- Haywards Heath
- Horsham
- Littlehampton
- Shoreham-by-Sea
- Worthing

9.11 Figure 9-4 (overleaf) shows public transport accessibility for these towns, with bands of colour showing increasing travel times via public transport from those locations, for arriving in the towns during the weekday morning peak hours.

This map highlights that access to the major towns via public transport is limited for much of the county.

Operators

9.12 Listed in the Table of bus operators and routes overleaf are the operators running services across the West Sussex area. The majority routes are run by Metrobus (130) and Stagecoach South (136). In total these two operators run 536 route variations, with 5,929 services each week.

9.13 There are seven community bus operators which predominantly provide services to customers in rural areas that are not served by the major operators.

Figure 9-4 – Public transport accessibility to towns centres in West Sussex

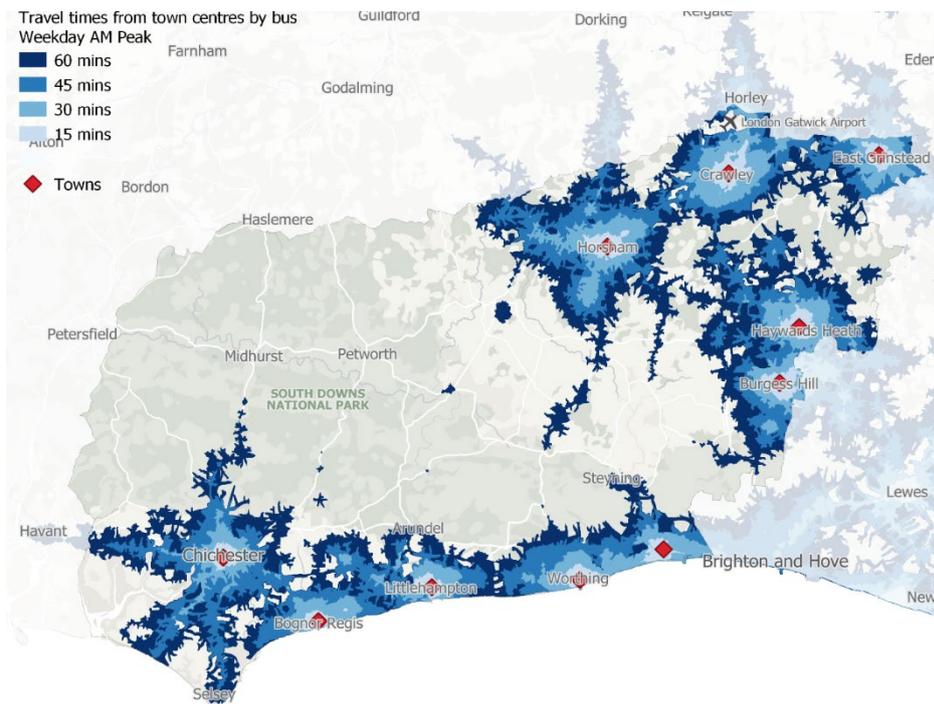


Table of bus operators and routes

Bus Operator	No. of Routes Operated	Routes
Metrobus	34	1/2/3/4/5/10/20/21/22/23/51/61/65/84/93/98/100/ 200/270/271/272/273/281/291/400/420/460/610/ 624/638/643/648/692/693
B M Coaches	1	GH1
Stagecoach South	42	Pulse/Star/1/5/7/9/10/13/17/25/46/47/50/51/651/ 52/55/652/653/54/55/655/56/60/61/62/68/69/70/91 92/93/422/470/600/614/658/665/700/N700/U7/U8
Compass Travel	41	12/16/19/19A/30/31/33/33A/35A/35C/39/42/52/62/ 64/66A/66C/67/69/71/74/74A/85/85A/89/99/100/ 106/107/166/167/168/261/331/415/428/500/662/ 740/743/900
Brighton & Hove Bus and Coach Company	6	2/46/59/59A/77/98

Southdown PSV Ltd.	4	326/409/422/424
Sussex Coaches	12	68/523/525/590/622/626/633/634/639/668/ STP1/STP2
Selsey Community Bus	1	1/2/3
Seaford & District	1	149
Harting Minibus CIC	6	CH1/PD1/PD2/PD3/PD4/PD5
Handcross District Community Bus	5	1/2/3/4/6
Waverley Hoppa Community Transport	2	504/505
Midhurst Community Bus	10	No service numbers
Amberley & Slindon Community Bus	5	1A/1B/1C/1D/1E
East Surrey RTP	1	50
Portsmouth City Coaches	2	121/149
Grand Total	169	

9.14 A full list of bus services in West Sussex, together with their characteristics and other information can be found in an Appendices of the [West Sussex Bus Service Improvement Plan](#).

For mileage scheduled to be run over a year in West Sussex per operator please see Annex A of this document.

Fares and ticketing

- 9.15 Bus operators in West Sussex already offer a wide range of discounted fares, which are generally aimed at encouraging passengers to forward purchase tickets rather than pay at the *point of use* for each journey made. Return fares are usually available.
- 9.16 Contactless payment is now common across the network. In addition, Metrobus and Brighton & Hove Buses offer tap-on and tap-off. Information regarding discounted fares is reasonably easy to find on the operators' websites, but details on single and return fares tend to be less visible and can often be found only by specifying a particular journey. However, Metrobus provides this information through the route timetable.
- 9.17 Integrated ticketing is gradually being introduced in West Sussex, but in a piecemeal fashion, and is dependent on the depth of enterprise of the various bus operators. Metrobus and Brighton & Hove have joined with Southern Railway's KeyGo smartcard initiative, using it to tap-in & -out for rail fares with bus trips added at both ends of the journey, the best fare being automatically calculated. It is available for add-on local urban bus journeys in Shoreham, Burgess Hill, Crawley, Gatwick Airport, Ifield, Three Bridges, Haywards Heath, Horsham and Littlehaven.
- 9.18 This is in addition to PlusBus, which allows local bus trip add-ons at the end of a rail journey for major towns, including Bognor Regis, Chichester, Crawley/Gatwick, East Grinstead, Haywards Heath, Horsham and Worthing.
- 9.19 Zonal ticketing is available in the main towns of West Sussex.

10. How the EP Scheme assists in achieving the objectives set out in the EP Plan

- 10.1 Initially there is one EP Scheme for West Sussex, intended to first maintain present levels of service on most routes from October 2022, dependant on available funding. The sustainability of all routes will be reviewed to match direct costs of operation with the funding available and the revenue being taken.
- 10.2 Depending on available funding next steps include improvements to existing bus infrastructure to be more inclusive.
- 10.3 After Covid is passed, services will be gradually re-aligned and integrated to present a single network.
- 10.4 Further EP Schemes are likely to be added for ticketing advance, and for decarbonisation when funding is available.

11. Intended effect of the EP Scheme(s) on neighbouring areas that are outside the EP Plan and EP Scheme(s) area

- 11.1 All neighbouring authorities are preparing Enhanced Partnerships of their own.
- 11.2 The West Sussex EP Plan and EP Scheme are for the entire area of the County, and there are no areas of the county that are not covered by the Enhanced Partnership defined in them
- 11.3 WSCC already works with other authorities to support some cross border services, and this will continue. WSCC and East Sussex County Council (ESCC) collaborate on several bus related initiatives, and one of the first under the EP will be joint survey of all existing bus stops.
- 11.4 When funding is available WSCC will introduce a separate EP Scheme for ticketing for young people in conjunction with neighbouring authorities. The effect on patronage post-Covid is predicted to be significant on many routes, which will be a topic of multi-authority discussions. If partnerships are able to increase patronages that will lead to increased bus stop facilities.
- 11.5 Bus services from Surrey directly serve Gatwick Airport, especially those of the Fastway BRT scheme. West Sussex Enhanced Partnership seeks funding to increase catchment for Fastway to residential areas in Sussex to provide better travel options for staff working at or near Gatwick.

- 11.6 Bus services from Brighton and Hove area serve West Sussex towns, such as Shoreham. Should a BRT facility be developed by Brighton and Hove, the existing 700 service is likely to use it, and further ahead possibly the proposed new service named 55X for a Brighton to Chichester route if funding from the West Sussex BSIP is available.

12. Competition test

- 12.1 The Council has undertaken an assessment of the impacts of The Plan and The Scheme made on 10th February 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.

The competition test shall be reviewed on each variation of The Scheme in accordance with the requirements of Part 1 of Schedule 10 of the Transport Act 2000.

The competition test is a standalone document.

The above statement is included in The Plan for completeness.

13. Enhanced Partnership governance structure

- 13.1 WSCC will continue the dialogue that has developed over many years with most operators. More data on commercial routes such as number of people boarding by location, bus models deployed, missed services, and summaries of issues for passengers will be exchanged.

The Partnership Forum includes all bus operators and will meet at least twice a year.

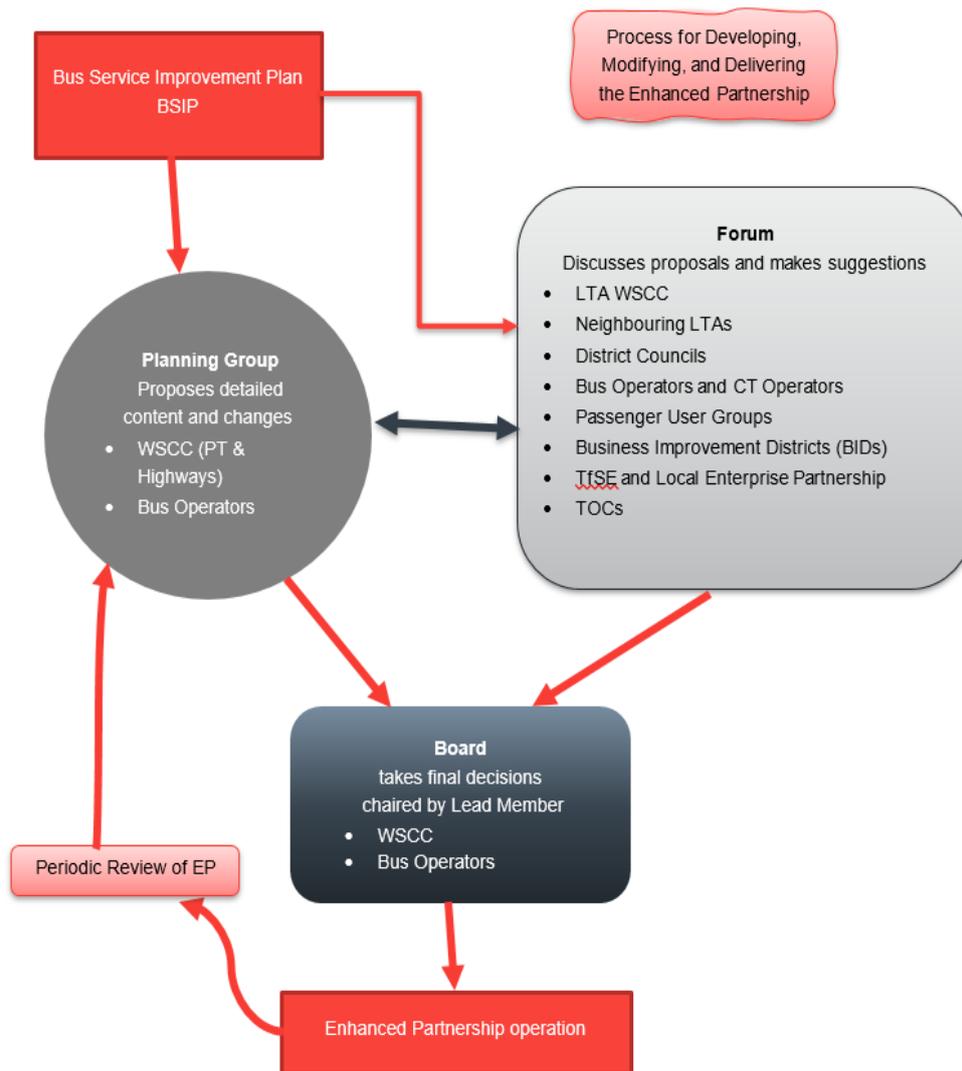
- Reports summarising issues and patronage trends will be presented from operators and WSCC public transport support staff. WSCC will explicitly ask Forum members for their views.
- By far the most common self-identified age range of respondents to Surveys is retired or similar. To collect a wider sample of views the Forum will have representation from categories of User – Adult, Senior, Adult with disability, 16-22 years old, and possibly school age 11-15.

Additionally, the Partnership will engage externals to survey sample bus users on buses and at bus stops.

The annual revision of BSIP will include a consultation survey for the public to express their views, and of course the questions will enable bus users to self-identify.

Also, the approval process for BSIP within WSCC has multiple points for member input or comment.

Diagram 1: Flow chart showing workflows and lines of communication in Enhanced Partnership operation



At the review points, set for 6 monthly, a report on how the EP is functioning and progress on BSIP targets will be prepared for WSCC Cabinet.

The EP Scheme has a description of governance processes.

Annex A

List of bus operators by annual mileage

Table 1: West Sussex Bus Mileage by Operator in Descending Order

Operator:	Commercial	Contract & Non-commercial	Total Annual Mileage	%
Stagecoach	4,827,354	417,497	5,244,851	43.57%
Metrobus	4,271,343	345,795	4,617,138	38.35%
Compass	145,846	862,283	10,08,129	8.37%
National Express (LGW Services)	525,600		525,600	4.37%
Brighton & Hove	320,190	3,714	323,903	2.69%
Sussex Coaches	99,229	3,003	102,232	0.85%
BM Coaches	98,368		98,368	0.82%
Southdown PSV	5,330	61,933	67,263	0.56%
Community Buses (Combined)	-	34,825	34,825	0.29%
Portsmouth City Coaches	10,569		10,569	0.09%
Seaford & District	2,925		2,925	0.02%
East Surrey RTP	-	2,176	2,176	0.02%
Waverley Hoppa CT	-	1,144	1,144	0.01%
Total:	10,306,752	1,732,369	12,039,122	100.00%