

2025/26 BSIP Phase 4 funding proposals not prioritised for EP Board decision

Revenue Funding Proposals

Revenue Intervention / BSIP Aspiration	Description	Reason
Fares support – increase of concessionary travel above statutory level	Increasing the times of concessionary travel allowance over the statutory level to allow free travel for disabled people 24/7 and for older people before 9.30 am Monday to Friday.	This has been reviewed multiple times by the County Council, with a Cabinet decision in place that supports free travel for older and disabled bus pass holders at the agreed national statutory level. Some bus operators offer discounted travel outside of these times for ENCTS pass holders.
Fares support – should passenger numbers drop from the increase in the fare cap	Operator request for funding should passenger numbers drop from the move to the £3 fare cap.	We ask that operators engage with the County Council if they are seeing a significant drop in patronage rather than allocate BSIP funding towards this suggestion.
Operator recruitment and retention support	Operator request to provide incentives for staff such as access to discount schemes.	We ask that operators engage with the County Council if recruitment to the industry is a problem.
Support for NHS transport using bus / CT / DRT offer to assist with patient appointments	Providing new, and potentially dedicated, bus, community transport/DDRT services to facilitate people attending medical appointments.	This will need to be explored when we have a better understanding from NHS colleagues what the scale of demand will be and for what locations.
Protecting / supporting socially necessary services	Particularly in rural areas, protecting bus services with more financial support.	There are no current proposals to reduce the financial support for local bus, including rural areas.
Support for Farnham bus resilience	To provide funding toward mitigating the impact of the investment in Farnham that will cause problems for the buses services in the area whilst the work in undertaken.	The mitigation for the impact on bus services has been planned with the project delivery team and Stagecoach. The funding could come from that project rather than BSIP funding but would create pressure elsewhere on council budgets.
Access to Netherne-on-the-Hill	To support residents with a new bus route, extending existing bus provision or as part an expansion of a new phase of DDRT.	The focus for bus investment is around enhancements that have a good chance of future commerciality. Access to Netherne can be explored as part of a new phase of DDRT.

Capital Funding Proposals

Revenue Intervention / BSIP Aspiration	Description	Reason for Proposal Rejection
New RTPI displays on bus (using new technology such as TFT displays & audio announcements)	Supporting operators with the additional cost of different technology with on-bus visual and audio announcements	The passenger Accessible Information Regulations is an operator requirement to deliver. With the additional cost of different displays, being double the cost, it is not felt that this is a best use option for capital investment.
New Park & Ride sites / Interchange Hub investment at key rail stations	Develop new P&R locations with an assessment of multi-modal hubs at key rail stations.	<p>With the changes to peoples' travel habits, Park & Ride sites are less popular than before the pandemic. This is a nationally issue, with Park & Ride use significantly reduced. At this time, looking at new locations would not deliver best value against the required investment.</p> <p>There are 84 rail stations in Surrey with, obviously, varying levels of use. Many already have bus services and some have facilities nearby e.g. Redhill and Leatherhead. Some more well used stations could benefit from a study of travel use and whether new facilities would support growth in bus use. There is also scope for other transport modes to be included such as cycling, e-bikes etc. All this needs further consideration and so is not suggested for prioritisation at this time.</p>
Countywide multi-operator ticketing scheme	Develop a countywide multi-operator ticketing scheme.	<p>There is still significant work required to develop a countywide scheme that would provide value for residents and a fair reimbursement for operators. There is also the need to better understand the administration requirements for a scheme of this kind.</p> <p>The Government backed "back-office" system developed by Transport for the West Midlands is currently supporting pilot scheme across England. For Surrey, we need more time to develop a proposal before exploring a Surrey trail.</p>
Bus fuel conversion e.g. biofuels	This was suggested as a step towards zero emission fleet expansion	<p>This approach is not a priority for Government nor the County Council, where the focus is on decarbonisation.</p> <p>There is the potential to use future funding to retrofit lower standard emission vehicles to meet EuroVI ratings.</p>

Revenue Intervention / BSIP Aspiration	Description	Reason for Proposal Rejection
Investment in online information and app platforms	Web and App development to have a “one-stop shop” for bus information in Surrey.	The current information offer for residents is mixed. Some operators have their own website information with live bus tracking, some has dedicated App support, some have a lower online presence. With the availability of other bus focused travel planning Apps such as UK Bus Checker, City Mapper, etc, and the previous experience from TravelSmart, it is not believed that people view the County Council as the first option for travel information. Therefore, investment in this area is not being prioritised at this time.
Expanding Bus Priority to new areas	Inclusion of a new bus priority programme area covering sections of the A25 and A24 and looking at Ashted, Leatherhead and Dorking town centres.	The bus priority scheme areas have been agreed as being the locations where investment has the best opportunity to support increased patronage. Also, priority is being targeted to areas where investment is being jointly made between the County Council and bus operators on expanding zero emission buses. However, some of this will likely be covered in the agreed Clearway Assessment to support bus reliability without investment in significant infrastructure changes. As the BSIP is a “live” document, this suggested area or other bus priority areas can be included with the agreement of the EP Board.
Junction improvements at Coulsdon Road and Guards Avenue, Caterham	To allow for a left turn and enable better bus coordination in Caterham.	Bus priority investment is focused on those locations already agreed in the BSIP and where we are supporting other investment, such as the ZEBRA 2 scheme with White Bus and Falcon Coaches.
The installation of a new bus stop in Godstone Road, Whyteleafe	To support the new development that will served by the 407 and 434.	This is being delivered through the development and should not need BSIP capital to deliver.

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