

**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE**

DATE: 16 DECEMBER 2022

**REPORT TITLE: SUPPORTED BUS SERVICES: CONTRACT
DECISIONS**

**DIRECTOR: ALISTAIR KIRK, INTERIM DIRECTOR OF
INFRASTRUCTURE**

AUTHOR: MALCOLM PARSONS, HEAD OF CAPITAL DELIVERY

Purpose of report

This report sets out the overall approach to buses bringing together supported bus services, funded by the Transport Levy

A decision needs to be made on supported bus services, funded by the Transport Levy, to take effect from Sunday 2 April 2023 when the current contracts for supported bus services are due to expire.

The proposed approach for allocating the time limited Bus Service Improvement Plan (BSIP) budget and the rationale for focusing on supporting the core bus network. There are overlaps between decisions on supported services and potential interventions using BSIP (Demand Responsive Transport (DRT) proposals and West of England Sustainable Transport Community Innovation Fund (WESTCIF) for example).

Due to the timescales involved in the tender process detailed information on contract options will be available on 15 December.

Recommendations

The West of England Combined Authority Committee is recommended to:

- a) To agree that a Levy of an amount set out in table 1, section 11, be issued by the Combined Authority (the "Transport Levy") to the constituent councils under 74 of the Local Government Act and in accordance with the Transport Levying Bodies Regulations 1992.
- b) To delegate to the Director of Infrastructure, in consultation with the infrastructure Directors in the CA constituent councils, the award of contracts to the bus operators in accordance with supported bus service contract option set out in

Appendix A (to be circulated as soon as available) against the funding envelope available from the Transport Levy.

Voting arrangements

A decision on the [levy] requires a unanimous vote in favour at a full meeting of the Combined Authority by all members appointed by the constituent councils, or substitute members acting in place of those members, present and voting

Other decisions must be carried by a majority of the Mayor and members appointed by the constituent councils, or substitute members acting in place of those members, present and voting

Policy context

Passengers value buses. The West of England has a vision for bus services across the region that:

- people can depend on;
- are quick and reliable;
- present a simple and easy to use network;
- are accessible for everyone;
- are safe and comfortable; and
- offer value for money.

The current transport policy framework, agreed by all authorities, is set out in the Joint Local Transport Plan and Bus Strategy. An expanded bus service and less reliance on car travel is also vital to meeting our net zero carbon target by 2030 and our economic and quality of life ambitions. The BSIP sets out our targets on designate corridors to: reduce bus journey times by 10%, ensure 95% of services run on time, and return to pre-pandemic patronage by 2025 and continuing to grow beyond that.

The joint BSIP (covering the Combined Authority and North Somerset Council) secured the second highest funding award in the country. This funding (now confirmed) totals £105.5m over the three years 2022/23 to 2024/25. Of this, £57.5m is revenue funding for fare reductions and service improvements etc.

Current state of bus market

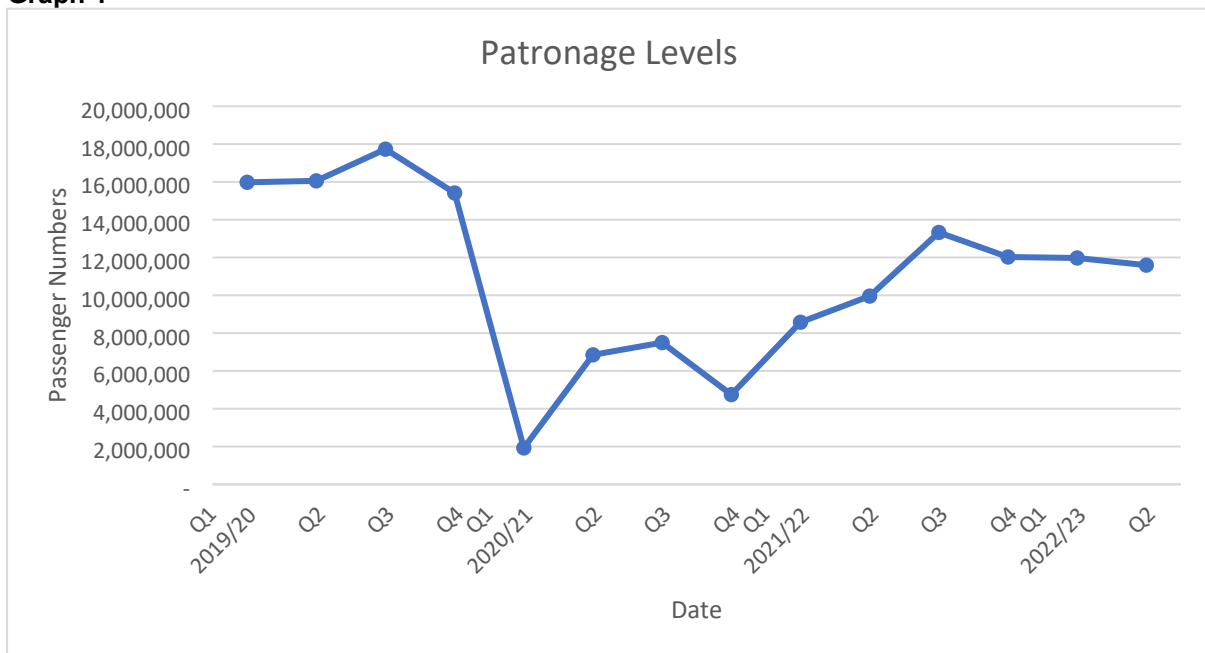
After some years of modest growth, see graph 1, the commercial bus market in the West of England faces some serious challenges.

- Covid recovery - Passenger numbers have not fully recovered from the pandemic and remain at between 75 and 80% of pre-Covid levels.
- Government bus recovery grant – this is due to end finally on 31 March 2023 which will put further pressure on the network.
- The driver shortage - this remains the biggest barrier to growth and undermines the reliability of services. Whilst driver numbers are increasing very slowly the region is still short by around 250 drivers resulting in the withdrawal of routes. Ad-hoc cancellations due to driver shortages have undermined reliability and generated serious frustration for the public.

- **Inflation** – has been, and is forecasted to continue through 2023, to be above established norms, at rates last seen the in 1980's. This has had an detrimental impact on the commercial viability of services primarily through rising fuel and wage costs for operators.

This combination of lower passenger numbers, loss of Government funding and the driver shortage means that the commercial network is in a very fragile state with existing services under constant threat and the capacity to add new services is very restricted – irrespective of funding that might be available. Recent examples of network fragility have seen service 460, 427, 458 and 459 proposed to stop march 2023, while on the 16th November First West of England announced approximately 1400 journey cancellations as a consequence of limited driver availability.

Graph 1



Overall approach to the bus network

Given the above there is a need to prioritise interventions on buses to strengthen the core commercial bus network and make it economically viable and sustainable. If this core commercial network continues to shrink there is a risk of further decline where paying passengers are put off by poor unreliable or non-existent services, leading to further revenue declines and thus further cuts etc. A decline of this nature would have serious impacts, it:

- puts intolerable pressure on the very limited resources for supported bus services;
- will add to the number of car journeys and congestion;
- makes the achievement of net zero carbon unachievable.
- undermines the regional economy and the quality of life in the region.

The BSIP funding provides a one-off opportunity to turn that spiral of decline into real progress. It is one-off because it is a time limited budget (to 24/25) and unlikely to be repeated in the current economic climate. It is also a one-off opportunity because our net zero target is only 8 years away.

It is therefore imperative that these resources are used to:

- maximise the number of new passengers;
- maximise the chance of growing revenues and therefore viability;
- strengthen and grow the core commercial network.

This is not to say that we should ignore communities without public transport, either because they are in areas of deprivation or because they are rural and isolated. However, given the one-off opportunity to strengthen the network, we cannot divert resources away from the above goal, otherwise we risk further reduction in services. It is also important to look at innovative ways of helping communities which currently do not have access to public transport.

Strategic interventions on buses

As a region we currently have access to the Transport Levy (for supported services), BSIP (jointly with NSC) and City Region Sustainable Travel Settlement (CRSTS) (for capital investment). See section 11 of this paper for further details.

1 To Support and Grow the core commercial bus network (BSIP funded)

The aim of these interventions is to make the bus network more attractive with simpler, cheaper fares, more turn-up and go services, easier access to those living away from core routes and more reliable by addressing the driver shortage,

1.1 Fares

An initial package of fare reductions/simplification was implemented in September 2022 with a flat £2 fare across Bristol and Bath and a flat £1 fare for children anywhere across the West of England. Fares outside Bristol and Bath were capped at £3.70 (single) and £5.00 (return).

A further package of fare changes will be introduced in 2023. Areas under consideration include free or reduced travel for targeted groups and a focus on encouraging people to change deep rooted travel habits.

1.2 Enhanced Services

The focus of BSIP enhanced services will be to make services more attractive by aiming to make them 'turn-up-and-go' frequencies. The focus of these will be key intercity routes, towns to city routes and key urban routes. In the medium term these corridors are likely to see enhanced infrastructure through the CRSTS Programme to reduce journey times and increase reliability. DRT feeder services also support corridor commercial services (see below)

The service enhancements will be negotiated rather than procured. However, the capacity of the industry to provide enhanced services will be limited due to the current severe driver shortage.

Services under consideration for enhancements align with infrastructure bus priority measures delivered through CRSTS corridor projects post BSIP funding.

1.3 Demand Responsive Transport

Demand responsive transport (DRT) is a flexible service that provides shared transport to users who specify their desired location, normal an existing fix bus stop, and time of pick-up and drop-off.

DRT can complement fixed route commercial public transport services and improve patronage of these services and mobility in low-density areas and at low-demand times of day.

DRT can contribute to decarbonisation by replacing private car journeys and facilitating multi-modal travel (for example, linking users to fixed route bus services).

DRT services have been implemented in the United Kingdom to improve social inclusivity and access to services, this will also be the case in the West of England Combined Authority region too.

DRT will be deployed across the region for both rural and feeder services from April 2023.

1.4 Feeder Services

DRT also offers the opportunity to link passengers in and around towns with higher frequency commercial services on main corridors into our urban areas and therefore perform a 'feeder' service function.

DRT offers the additional opportunity to enhance corridor commercial services, through increasing patronage, and avoiding costly commercial bus route mileage (and longer journey times for passengers) where services divert off core corridors weaving through suburbs. Rerouting these services and using DRT instead, increases PSV bus service mileage utilisation and (given the severe driver shortage) has the potential to release PSV drivers for other services.

Tenders were issued to the market for DRT schemes on 4 November 2022, returning 6th December 2022. This timetable will allow decisions on supported services to be made with a clear understanding of the DRT services being proposed.

1.5 Investment in driver recruitment

The lack of Public Service Vehicle (PSV) drivers is an immediate short-term barrier to delivering improved services. We are already working with the industry to provide help with training and publicity for recruitment. We are also exploring whether there are any other short-term investments to get more people into (and staying in) the industry.

2 Capital Investment to speed up bus journeys and reliability

CRSTS is a 5 year capital investment programme to improve the speed and reliability of bus services through segregation, bus priority, junction upgrades, transport hubs etc. Identified priorities include

- Bristol to Bath Sustainable Transport Corridor
- Bristol City Centre Sustainable Transport Corridor,
- Portway Sustainable Transport Corridor and Hub
- Long Ashton Metrobus Improvements,
- M32 Sustainable Transport Corridor and Hub,
- Bath City Centre Sustainable Transport Corridor

- Thornbury to North Bristol Sustainable Transport Corridor
- Chipping Sodbury to Hambrook Sustainable Transport Corridor
- Somer Valley to Bristol and Bath Sustainable Transport Corridor
- Stockwood to Cribbs Causeway Sustainable Transport Corridor
- Bristol to Hengrove Metrobus extension

3 Partnership / Revenue Sharing agreements with bus operators

A key element of both the direct support for the commercial network and the capital investment is the partnership with the industry to ensure that these investments benefit the public and not just the operators. The first step was the agreement on fares where we agreed that any increase in revenues resulting from the subsidised fares would be shared between the bus company who would take 25%, and the Combined Authority who would take 75%.

We intend to build on this agreement as CRSTS is delivered and further fares and service enhancements rolled out to ensure that the benefits of investment feed back into further service improvements and sustainable subsidy levels.

4 Interventions to support excluded communities

4.1 Supported bus services

The Combined Authority has provided support to 80 bus service contracts around the region which were not viable as commercial operations prior to the onset of the pandemic. These contracts were extended from the end of August 2022 through to the beginning of April 2023. Since the pandemic, several formerly commercial bus services have been cut due either to unsustainable loss of revenue or because of the chronic driver shortage which is affecting bus operators nationally. This has resulted in a long list of potential service options being included in the tender process.

It is recognised that supporting all the services within the long list is not achievable within the funding envelope. Commercial operators are under no obligation to tender for any of the services and the final list of those where there is a bid will be available on 14th December 2022. The supported services that are chosen, will be funded from the Transport Levy as BSIP funding is not available to support existing revenue funded services. Contracts for these services will be let on a 4yr.

4.2 Demand Responsive Transport (DRT)

DRT offers an opportunity for an alternative public transport offer in the region. As noted previously, DRT offers flexibility of service, and can reach into communities previously not served by conventional buses. The service is proposed to operate Monday – Saturday, with a 1-hour demand frequency, with multiple zones across the region. For details of these zones, refer to appendix C.

DRT is an innovate transport offer for the region, and with BSIP funding can be supported for 2 years. It offers advantages of more granular passenger movement data which we can use to make further public transport decision in the future.

4.3 West of England Sustainable Transport Community Innovation Fund

A lot of rural areas now depend on supported bus services as their only public transport service. These services are increasingly expensive and unsustainable.

BSIP funding provides an opportunity to develop new ways of supporting rural areas that may turn out to be more sustainable. The West of England Sustainable Transport Community Innovation Fund is the mechanism we will use. The key points are

- Funding is time limited in line with BSIP, however we are looking to allocate up to £2m.
- We are looking for proposals from places (parishes, communities etc) for public transport proposals that meet their specific needs, as well as enhancing the wider public transport network
- We are looking for new innovative proposals given that we know the traditional 'supported bus service' is unlikely to be sustainable after the 2 years. These could include small, focused DRT schemes, or expanded community transport schemes for example.
- In some cases, the fund could provide grants for parishes to use on their ideas. In other cases, the proposals will need to be procured and managed by the Combined Authority in the same way that larger DRT/supported buses are.

5 Timescales

5.1 Levy Supported Services

To ensure that we meet the 2 April 2023 date for service commencement the following milestones must be met, which are constrained by statutory and legal requirements:

- 16 December 2022 – decisions on contracts to award
- w/c 3 January 2023 – award letters issued; 10 working day contractual standstill period and time to respond if operators challenge awards or cannot meet contract requests
- w/c 16 January 2023 – operators prepare registration documents
- 20 January 2023 – final date for service registrations with the Traffic Commissioner for 2 April 2023 start date

5.2 BSIP Additional Services

The BSIP provides revenue funding through to 2025. The grant from the Department for Transport (DfT) included an allocation to test new services across the region with the potential to become commercially viable. Funding these services is limited to March 2025, unless they are proven to be commercially viable and self-sustaining beyond this date. Implementation of these services is in-line with the timescales noted above.

5.3 DRT

Within the BSIP, we have agreed an allocation of funding with the DfT for Demand Responsive Transport. Therefore, funding for these services expires March 2025. As these services are classed as public transport services, they require registration with the traffic commissioner, consequently the timescales set out in 'Support Services' above apply.

5.4 **Enhanced Services**

Initially these schemes will draw funding from the BSIP allocation. Enhancing services along key transport corridors is intended to attract higher patronage. Therefore, as noted previously under 'Partnership / Revenue Sharing agreements with bus operators' it is expected Enhanced Services will generate a revenue back to the Combined Authority for reinvestment in further bus service improvements beyond the BSIP finish date. Subject to agreement with Operators, service enhancements could commence from April 2023.

5.5 **West of England Sustainable Transport Community Innovation Fund**

Funding for the Community Innovation Fund will be limited to the BSIP finish date, March 2025. However, there may be instances where these transport initiatives prove to be viable beyond BSIP. The proposed timescale for this fund is set out below;

- Launch prospectus mid December 2022
- Bids into fund received 6 weeks after launch (likely end January earlier February 2023)
- Determination grant offers 4 weeks after closing date (late February early March 2023)
- Announce successful bidders (March 2023)
- If applicable, CA procurement of service(s), 6 weeks (April 2023)
- Services to commence (subject to bidders agreed schedule) April 2023.
- Reopen fund April 2023

6 Evaluation and optioneering approach

6.1 **Levy Supported Services**

An evaluation framework, developed with specialist support for the awarding of Supported bus service contracts for levy funded services, has been agreed with the UAs. This framework is being used by both CA and UA officers through the evaluation of tenders.

Each service will be assessed against key priorities of social need (including access to education, health, employment, and shopping) and value for money where available. The following steps have been followed:

- | | |
|--------|---|
| Step 1 | Each service scored against the Evaluation Framework. |
| Step 2 | Tenders assessed for price (70%) and quality (30%) |
| Step 3 | Remove services that have a cost per passenger journey greater than £40.00 as agreed by the West of England Combined Authority Committee (July 2022). |
| Step 4 | Ranking of services based on steps 1-3 |
| Step 5 | Optioneering to consider network approach to ensure consistent provision across the region within budget envelope |

While it is recognised that there will be disappointment amongst communities where services score low, we are confident this is a robust and evidence led approach which strikes a balance between need and value for money.

Additionally, there is the opportunity for authorities to fund the award of specific services within their administration if they chose to do so above the levy supported services.

6.2 **BSIP DRT and Additional Services**

A new evaluation process developed by external experts to support the evaluation and tender award of both DRT and BSIP Additional service contracts has been developed and deployed for the selection of these services. The timescales for these services

Step 1	Each service scored against the Evaluation Framework.
Step 2	Tenders assessed for price (70%) and quality (30%)
Step 3	Ranking of services based on steps 1-2
Step 4	Optioneering to consider network approach across the region within budget envelope

7 **Engagement**

Officers from the Combined Authority, its Unitary Authorities and North Somerset Council have been working closely throughout the development of the tender options and there is broad agreement to the process and the detail of the evaluation framework. Directors, Finance leads, and CEOs have been consulted through the latter stages of the process, as have lead members including scrutiny, so there is a good understanding of the challenges facing us in creating a sustainable bus network within the known constraints.

8 **Consultation**

Officers from the Combined Authority has consulted with its Unitary Authorities throughout selection of Supported Services, including

- September – November 2022; Agreement to the supported bus services selection evaluation matrix
- 28th November – 14th December 2022 Joint evaluation selecting Supported bus services process
- Chief Executives 26th October 23rd November and 14th December 2022
- Directors 24th November and 8th December 2022
- Transport Directors, in conjunction with Chief Executive Officers 14th December 2022
- Bath and Northeast Somerset Senior Officers and CEO 28th October 2022
- Bath and Northeast Somerset Senior Officers 23rd November 2022
- South Gloucestershire Transport officers 22nd November 2022
- Bristol City Council Transport officer 24th November 2022
- Section 151 Officers 24th November and 8th December 2022

Additionally, all tender documents for supported bus services and DRT services were shared and agreed with UA Transport Officers and CEO's in advance of tender release. Tender release dates were 26th October 2022 Supported Services and 7th November 2022 DRT.

9 Risk

Key risks associated with this process are as follows:

- Insufficient funding through either the Transport Levy or the BSIP allocation
- Decision not made on service contracts in time to commence operations on 2 April 2023
- Inability for bus operators to provide services due to driver shortage, or the non-availability of vehicles
- Loss of Bus Service Operator Grant

Any of these could result in the loss of bus services in some parts of the region.

10 Public Sector Equality Duties

A comprehensive, accessible, and affordable bus network is vital to enabling people to access jobs, health, food, leisure and other services and opportunities. The overall aim of this report is to secure as many bus services as possible within the funding and other constraints, complimented by DRT services to provide a coherent network across the region.

The service tender process has included an Equalities Impact Assessment (EQIA) of the services, including consideration of where services may be lost as a result of decisions on where the available funding needs to be prioritised.

11 Finance

11.1 Transport Levy expenditure 2022/23

Table 1: Transport Levy Expenditure

	Budget 2022/23	Forecast 2022/23	Forecast 2023/24***	Forecast 2024/25***
Function	£'000s	£'000s		
Team and Operational Costs	856	1,308		
Contribution from the Authority*	0	-452		
Community Transport grants	1,653	1,711		
Concessionary Fares	13,018	9,524		
Real Time Information (RTI)	402	401		
Supported Bus Services	3,059	9,325		
Metrobus	73	73		
Bus Information	177	175		
Travelwest	14	14		
Integrated Ticketing	216	216		
	19,468	22,295		
Additional Funding				
Drawdown from Earmarked Reserves		-1,347		
Smoothing Reserve		-616		
S106 funding**		-463		
BSOG Grant**		-1,148		
Lost Mileage (fines to bus companies)		-237		

Totals	19,468	18,484		
Surplus/-Deficit		984		
*Overheads and Recharges				
**BSOG Grant & S106 funding are not levy related				
*** details to be provided as soon as available				

This table will be expanded for 4 years in line with tender information that will be circulated.

11.2 **Concessionary fares reimbursement**

The reimbursement rate for concessionary fares for 2023/24 is currently being finalised (by early 2023) and this is expected to result in a 22% - 32% increase (between £1.22 and £1.32) per trip (the present rate is £1.00 for First/Stagecoach and 92p for other operators).

Passenger numbers using concessionary passes have remained low compared to pre-Covid levels (at around 66%). We have therefore built scenarios based on a small growth to 70%, medium growth to 75% and high growth to 80% of pre-Covid levels over the next financial year. This 2x3 matrix gives us a range of spend of between £10.2m and £12.5m.

A similar exercise has been done for 2024/25 assuming a further 5% increase in the reimbursement rate to operators (this won't be determined finally until early 2024) and passenger growth figures to 75%, 80% and 85% of pre-Covid levels.

11.3 **Bus Services available funding 2023/24 & 2024/2025**

The planning assumption for available funding in 2023/24 is the Transport Levy without the 2% increase through the MTFF that was agreed by Committee in January 2022. Funding has been identified for BSIP Additional bus services from the BSIP allocation now it has been confirmed by Government.

- Transport Levy - bus services element (from the MTFF Jan 2022)
 - 2023/24 - £3.085m (+ £1.147m DfT Bus Service Operator Grant)
- BSIP funding for new additional bus services – £6.9m 23/24; £6.9m 24/25
- BSIP funding for commercial enhancements - £3.98m 23/24; £3.0m 24/25
- BSIP funding for DRT schemes - £3.0m 23/24; £3.0m 24/25

CRSTS funding for enhanced sustainable transport corridors is shown in table 2 below

Table 2

	22/23	23/24	24/25	25/26	26/27	Total
CRSTS	£108m	£108m	£108m	£108m	£108m	£540m

There are limitations as to what the BSIP funding can be used for, i.e. it is not intended to be applied to support bus services that have been historically supported through Local Transport Authority (LTA) revenue budgets. The BSIP funding allocation is aimed primarily at promoting growth in bus use and the expectation from Government is that it will be utilised for fare incentives and new service provision

11.4 **Bus Service Operator Grant**

The Bus Service Operators Grant (BSOG) is a discretionary grant from the DfT paid to operators of eligible local bus services to help them recover some of their fuel costs. The amount each bus operator receives is based on the amount of fuel they use. This grant is not guaranteed annually and remains subject to the sole discretion of the DfT. In the event this funding does not materialise funding for services would need to be sought from sources.

Advice given by: Richard Ennis – Interim Director of Investment and Corporate Services

12 Legal Implications:

The West of England Combined Authority has the powers from parts IV and V of the Transport Act 1985. These include "securing", formulating policies, "service subsidy agreements"; informational and promotional measures, and related duties connected to public passenger transport services (Sections 63 to 64). These powers are exercisable "jointly" with the UA's.

In particular

(S63(1)) the duty to secure the provision of such public transport passenger services as the Combined Authority consider it "appropriate" to secure, to meet any "public transport requirements" which would not, in their view, be met apart from any action taken by them for that purpose.

(S63(5)) - the power to enter into agreements providing for "service subsidies" (S63(5)) – but only where the service in question would not be provided, or be provided to a particular standard, without subsidy;

The operation of the levy arrangements set out in art 6 of the West of England Combined Authority Order 2017.

6 Funding

(1) The constituent councils must meet any reasonably incurred costs of the Combined Authority, other than the costs mentioned in paragraph (4) [not relevant for this purpose], to the extent that the Combined Authority has not decided to meet these costs from other resources available to the Combined Authority.

(2) Any amount payable by each of the constituent councils to ensure that the costs of the Combined Authority referred to in paragraph (1) are met is to be determined by apportioning such costs between the constituent councils in such proportions as they may agree or, in default of such agreement, in proportion to the total resident population of the Area which resides in that council at the relevant date as estimated by the Statistics Board.

(3) The functions mentioned in articles 8(1), (4) and 9 [this includes subsidised transport] may be funded out of the levy issued by the Combined Authority to the constituent councils under section 74 of the Local Government Finance Act 1988 (levies)(2) and in accordance with the Transport Levying Bodies Regulations 1992(3).

13 Climate Change Implications

Provision of a good public transport network is essential to help mitigate the impact of climate change by reducing the number of vehicles on the road to meet the demand for travel. Exhaust emission standards for buses have been raised progressively over recent years and bus operators have invested heavily in new vehicles.

14 Land/property Implications

None

Advice given by:

15 Human Resources Implications:

None

Advice given by:

Appendices:

List any appendices to the report:

- A. Supported bus service options*
- B. Supported Services tender long list*
- C. DRT tendered zones*
- D. Transport Operations Financial Data, and future forecasts.*

Background papers:

Insert details (any documents listed will need to be made available for public inspection on request – where possible, insert links to documents quoted)

West of England Combined Authority Contact: Malcolm Parsons, Head of Capital Delivery

Appendix A

Supported bus service options

Appendix B

Supported Bus Services Tender, Long-list

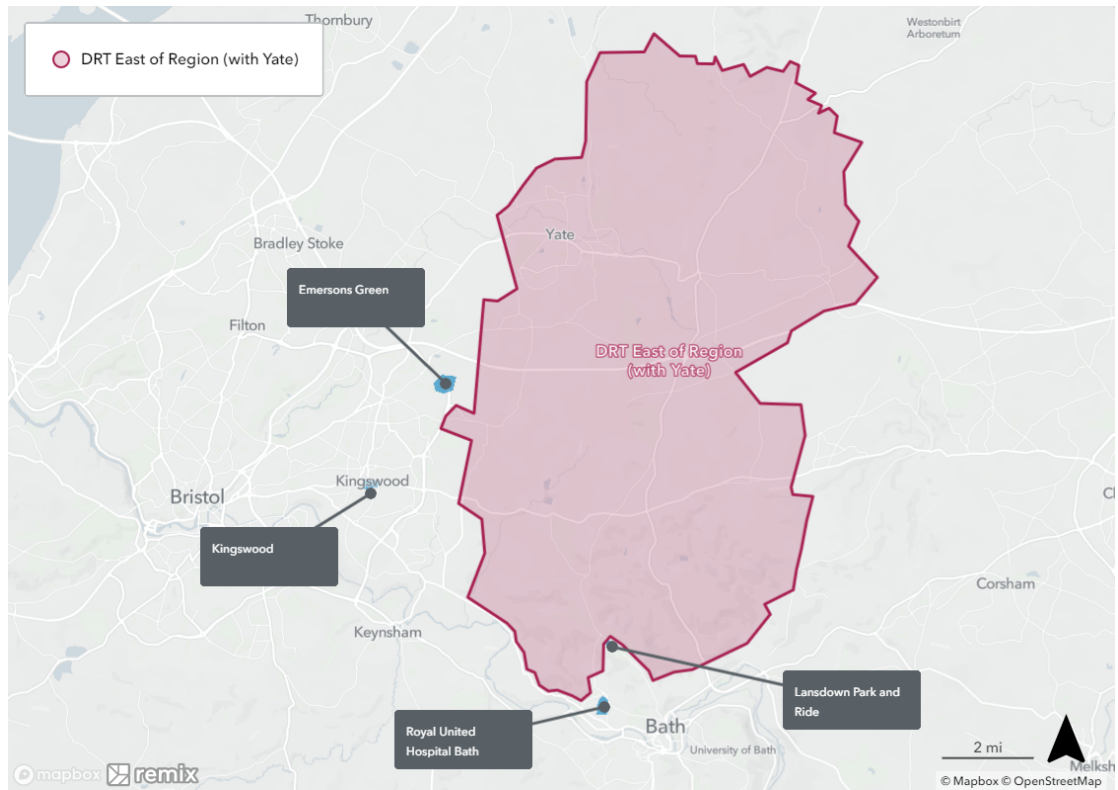
Service	Route
2	Bath City Centre -Mulberry Park (Eves)
6A	Bath City Centre - Larkhall - Bath City Centre (Eves)
5	Bristol City Centre – Downend
8	Bath City Centre – Kingsway
10/11	Southmead Hospital – Avonmouth
10	Rock Street North and Hortham Village to Southmead Hospital
11	Bath City Centre – Bathampton
12	Bath City Centre - Haycombe Cemetery
12	Severn Beach - Bristol Parkway
12/622	Thornbury - Cribbs Causeway
13	Bristol City Centre - Shirehampton
16	Kingswood – Keynsham
17	Kingswood - Southmead Hospital
19	Bath - Cribbs Causeway via Bitton
20/4a	University of Bath circular
22	University of Bath to Twerton
35	Marshfield - Kingswood
52	Bristol City Centre - Hengrove
79	Marshfield - Bath Centre
82	Paulton - Radstock
84	Yate - Wotton-under-Edge - Yate
85	Yate - Wotton-under-Edge - Yate
86	Yate - Kingswood
172	Bath - Paulton
178	Brislington Park and Ride/Keynsham - Midsomer Norton
179	Midsomer Norton -Bath
202	Chipping Sodbury - Winterbourne
505	Long Ashton Park & Ride Site - Southmead Hospital
506	Bristol City Centre - Southmead Hospital
511	Bedminster - Hengrove
512	Totterdown - Bristol City Centre
513/514	Knowle - Brislington
515	Stockwood - Hartcliffe
516	Knowle - Hengrove Park
620	Old Sodbury - Bath

622	Chipping Sodbury - Cribbs Causeway
623	Severn Beach - Bristol Centre
626	Wotton-under-Edge - Bristol Centre
634	Tormarton - Kingswood
684	Wick-Keynsham
185	Hallatrow - Trowbridge
636	Hengrove - Keynsham
640	Bishop Sutton - Keynsham
668	Peasedown St John - Bristol
683	Keynsham - Wells
757	Combe Hay - Midsomer Norton
663	Somerdale - Chandag Road
664	Keynsham (Somerdale) - Saltford
665	Somerdale - Longmeadow Road
672	Bristol - Blagdon
680	North Yate - Filton College
700	Bath City Centre - Sion Hill
716	Bath City Centre - Newbridge
734	Bath City Centre - Bathwick
779	Bath City Centre - Gloucester Road
752	Hinton Blewett - Bath
754	Hinton Blewett - Radstock
768	Midsomer Norton - Bath
948	Pucklechurch - Sir Bernard Lovell Academy
963	Patchway - Winterbourne Academy
967	South Yate - Chipping Sodbury School
Bris/Port	Brislington and Portway P&R
FC1	Lansdown FareCar (shared taxi)
FC2	Wellow FareCar (shared taxi)
R3	Twerton - Bear Flat - Ralph Allen School (186 days @£400 per day)
Y6	Yate - Southmead Hospital
Y6	Yate - Southmead Hospital
10/11	Southmead Hospital - Avonmouth
13	Bristol City Centre - Shirehampton
505	Long Ashton P&R – Southmead Hospital
506	Broadmead – Southmead Hospital
517	Chew Magna - Wells
518	Midsomer Norton - Radstock Link
519	Chocolate Quarter - High St - Charlton Road - Queens Road - High Street - Wellsway - Minsmere Road - High Street - Chocolate Quarter
520	Southmead - Longwell Green
521	Hengrove Park to Brislington

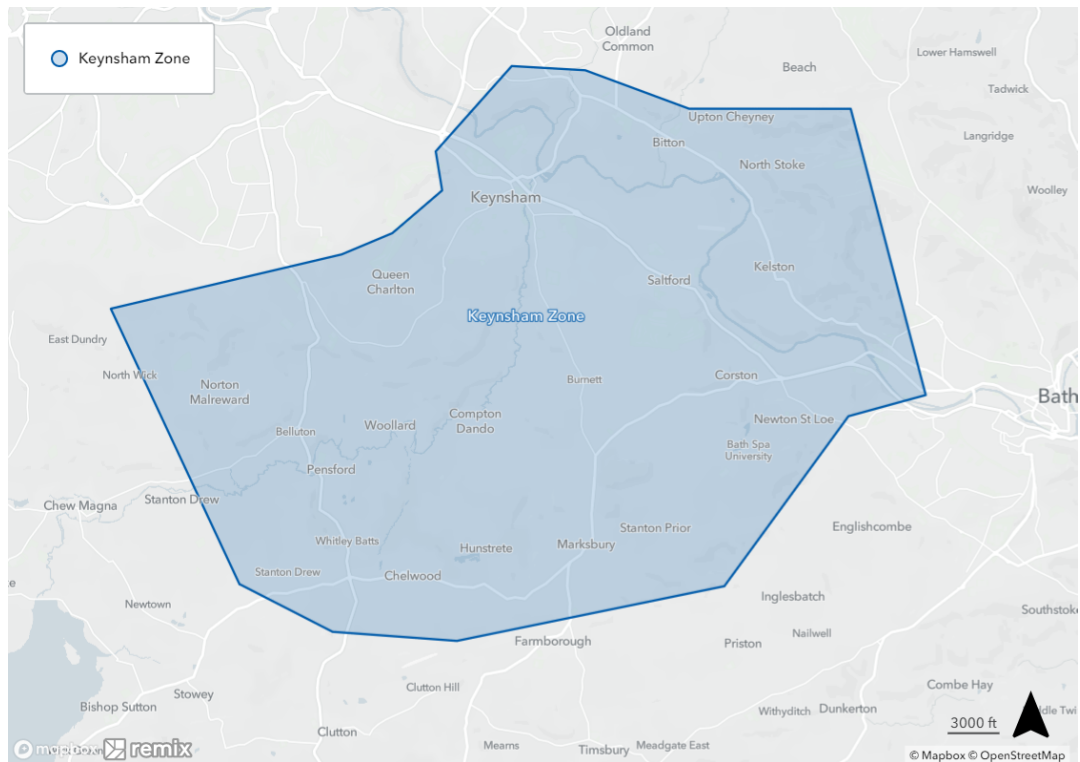
522	Brislington P&R - Paulton - Odd Down P&R
523	Brislington Circular
524	Long Ashton P&R – Hengrove Park via SBL
525	Emersons Green - Yate
526	Chew Valley Link
527	Chew Magna - Anchor Road

Appendix C

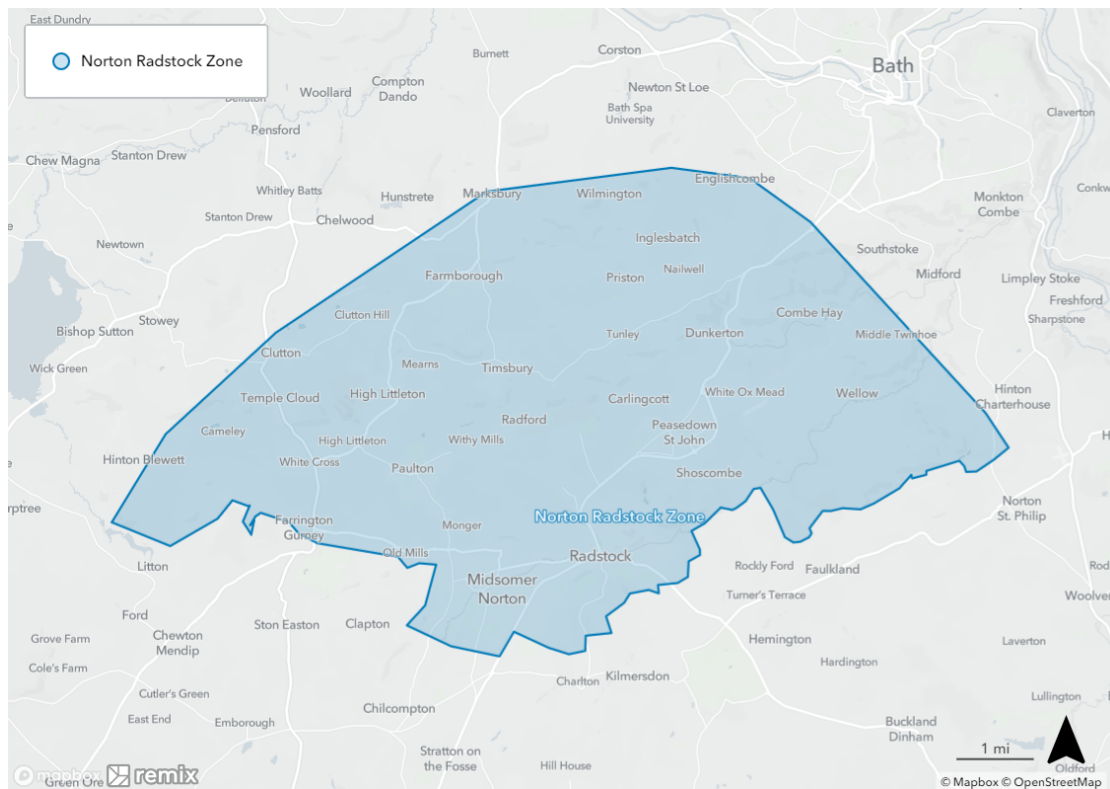
DRT Tendered Zones DRT 1 East of Region – drop off points outside zone allowed: Emersons Green; Kingswood; Royal United Hospital Bath; Lansdown Park and Ride



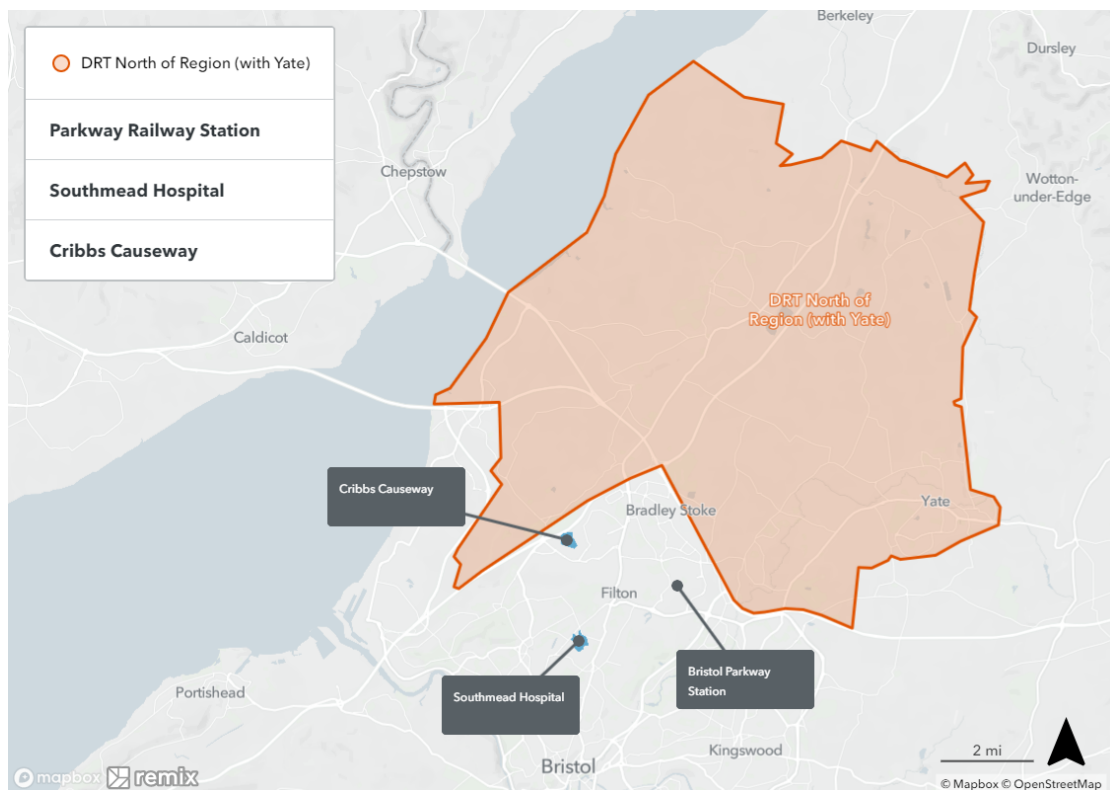
DRT 2 Keynsham Town



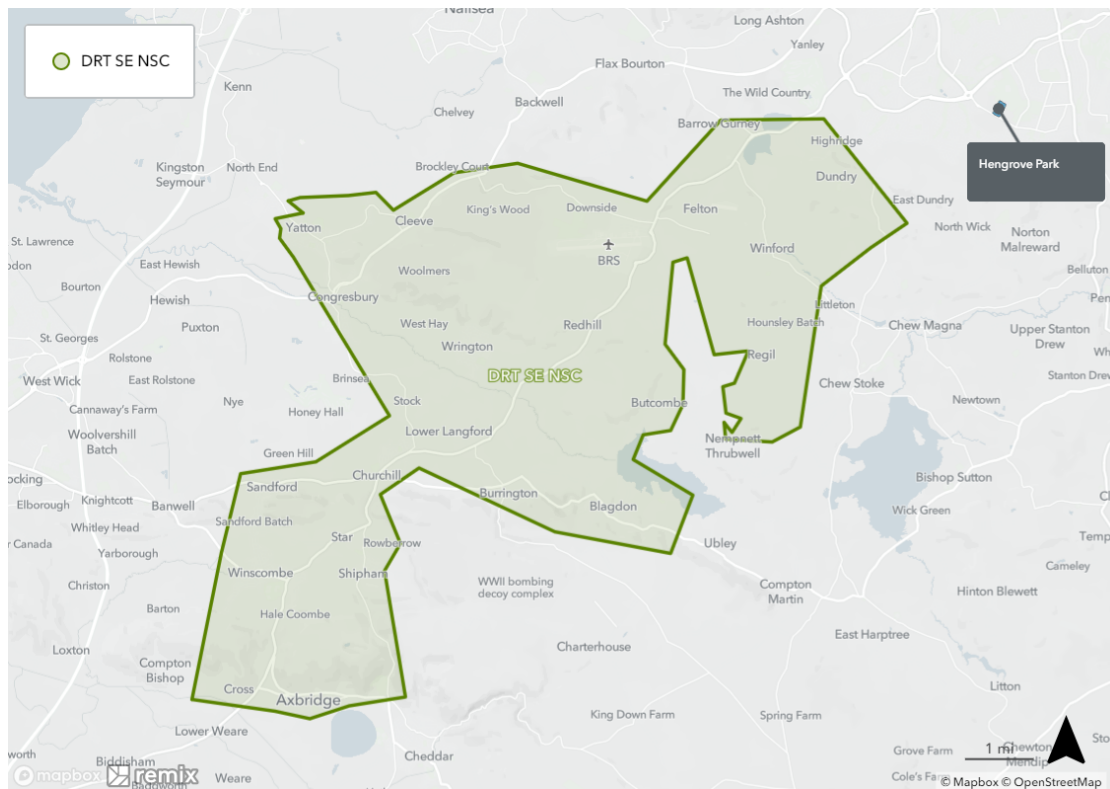
DRT 3 Midsomer Norton/Radstock Town



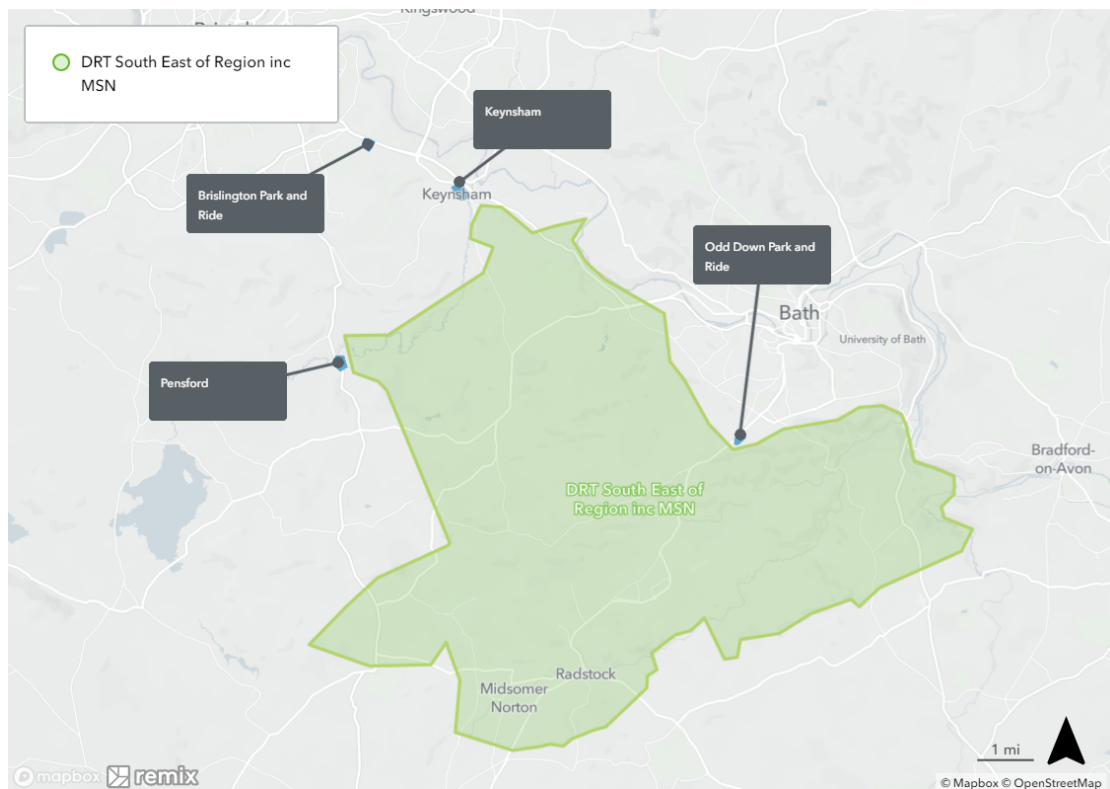
DRT 4 North of Region – drop off points outside zone allowed: Cribbs Causeway; Southmead Hospital; Bristol Parkway Station



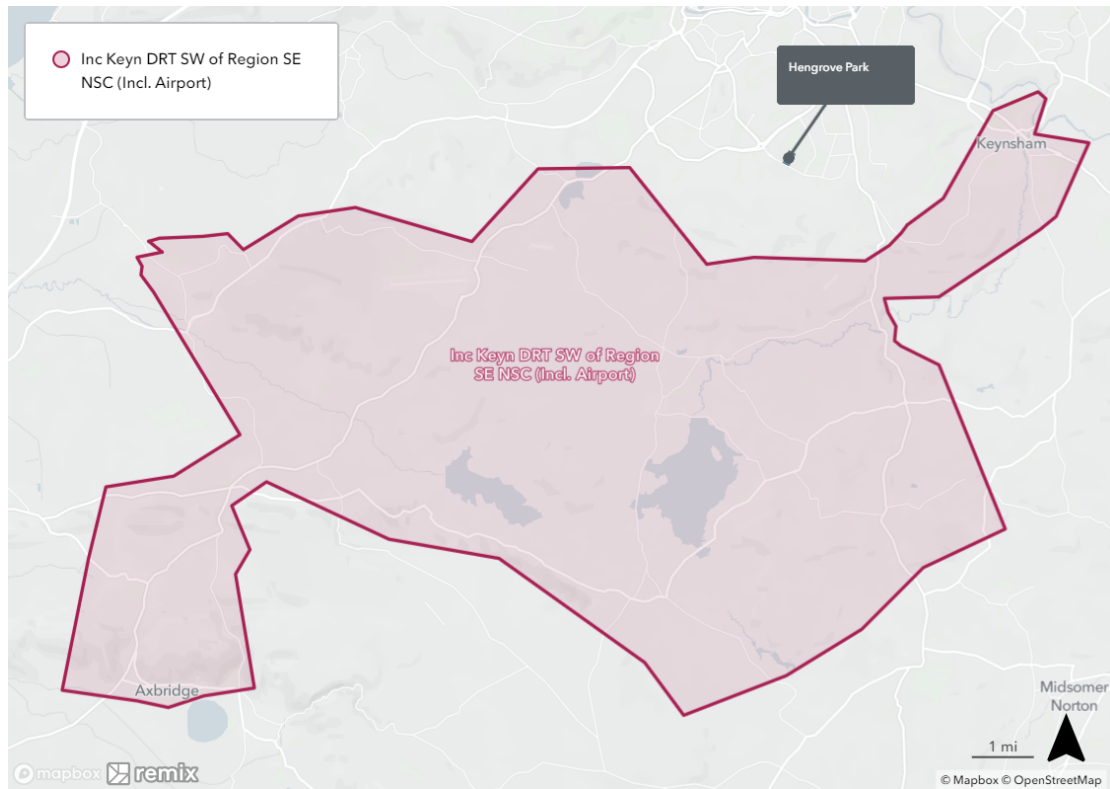
DRT 5 SE NSC – drop off points outside zone allowed Hengrove Park



DRT 6 SE of Region – drop off points outside zone allowed Brislington Park and Ride; Keynsham; Pensford; Odd Down Park and Ride



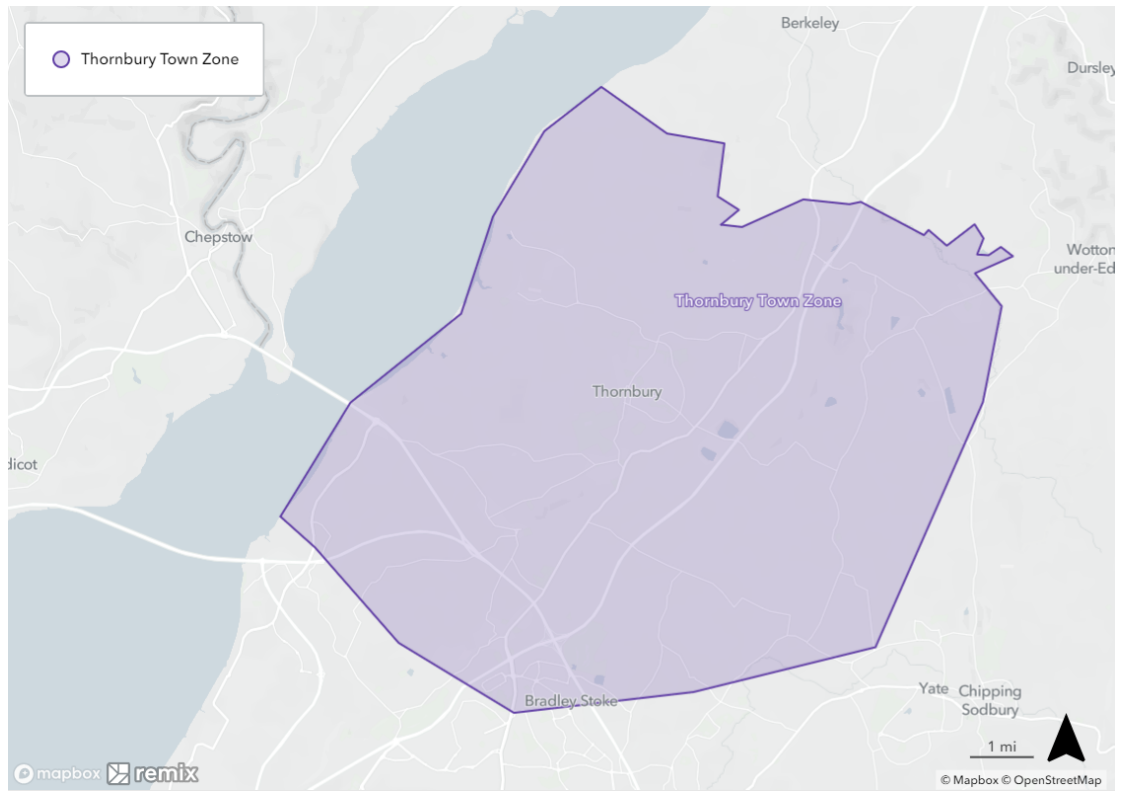
DRT 7 SW of Region/SE NSC inc Axbridge – drop off points outside zone allowed: Hengrove Park



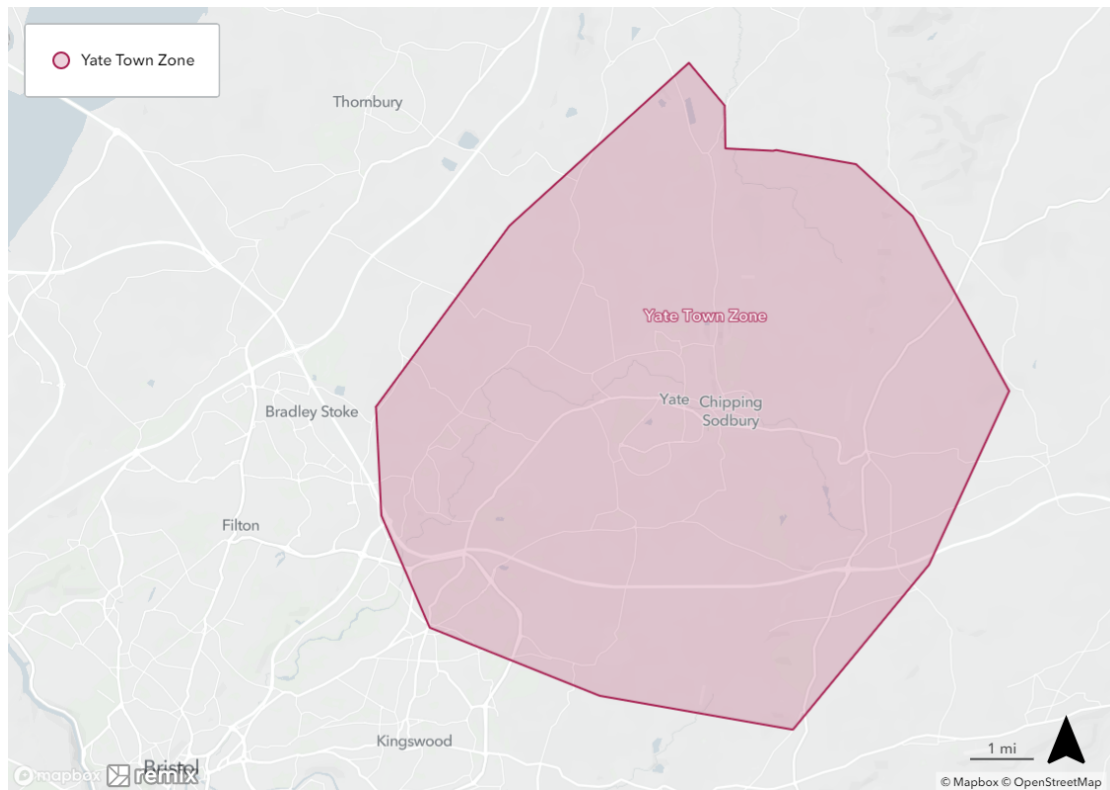
DRT 8 SW of Region/SE NSC ex Axbridge – drop off points outside zone allowed: Hengrove Park



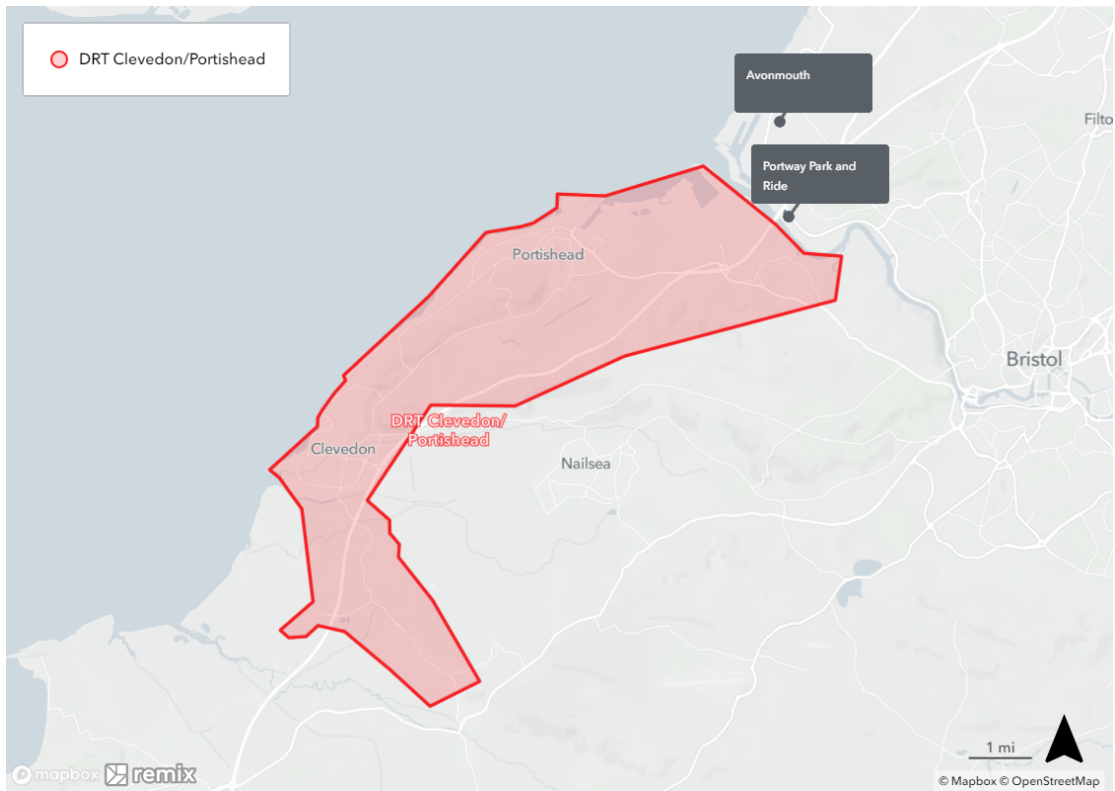
DRT 9 Thornbury Town



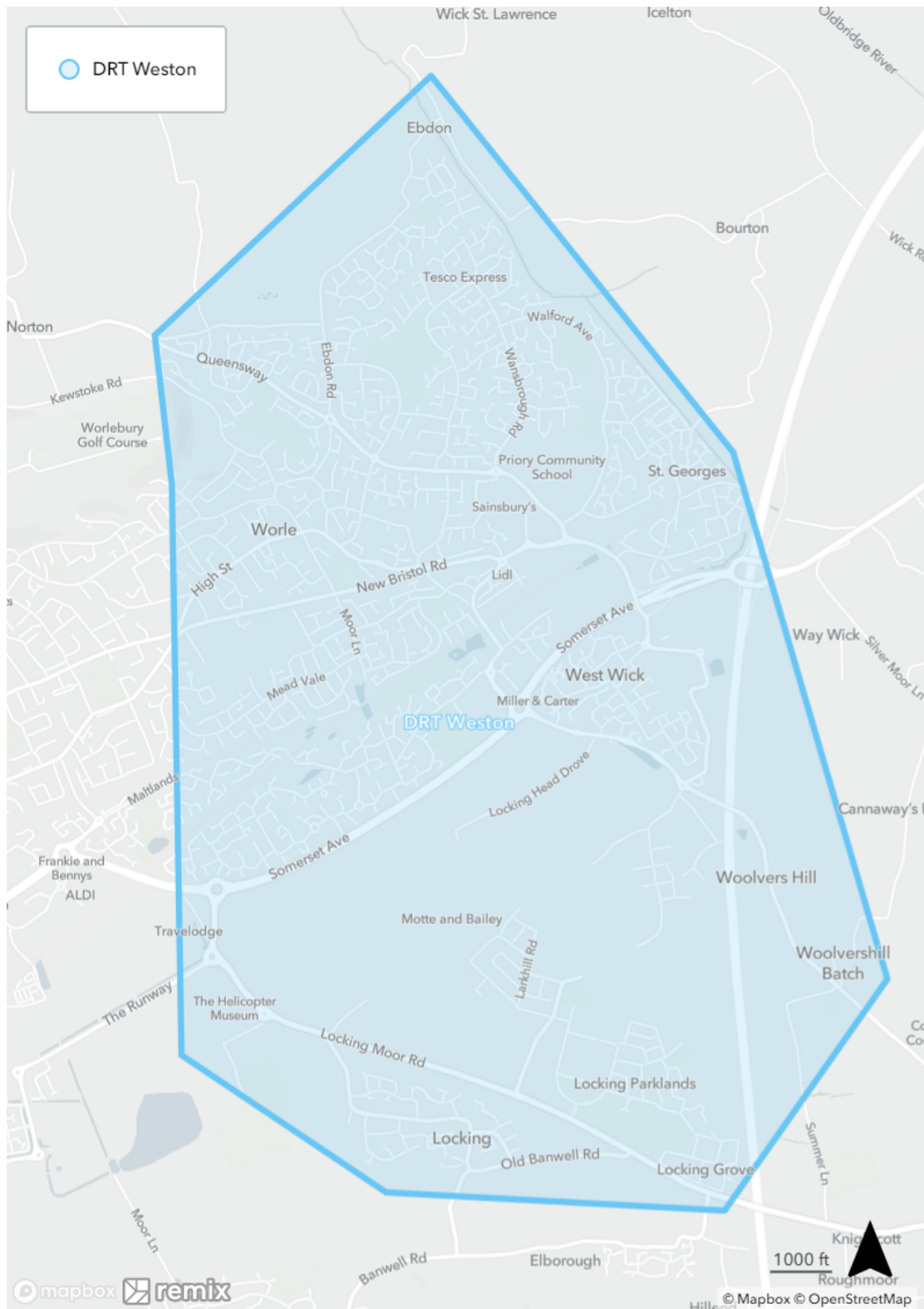
DRT 10 Yate Town



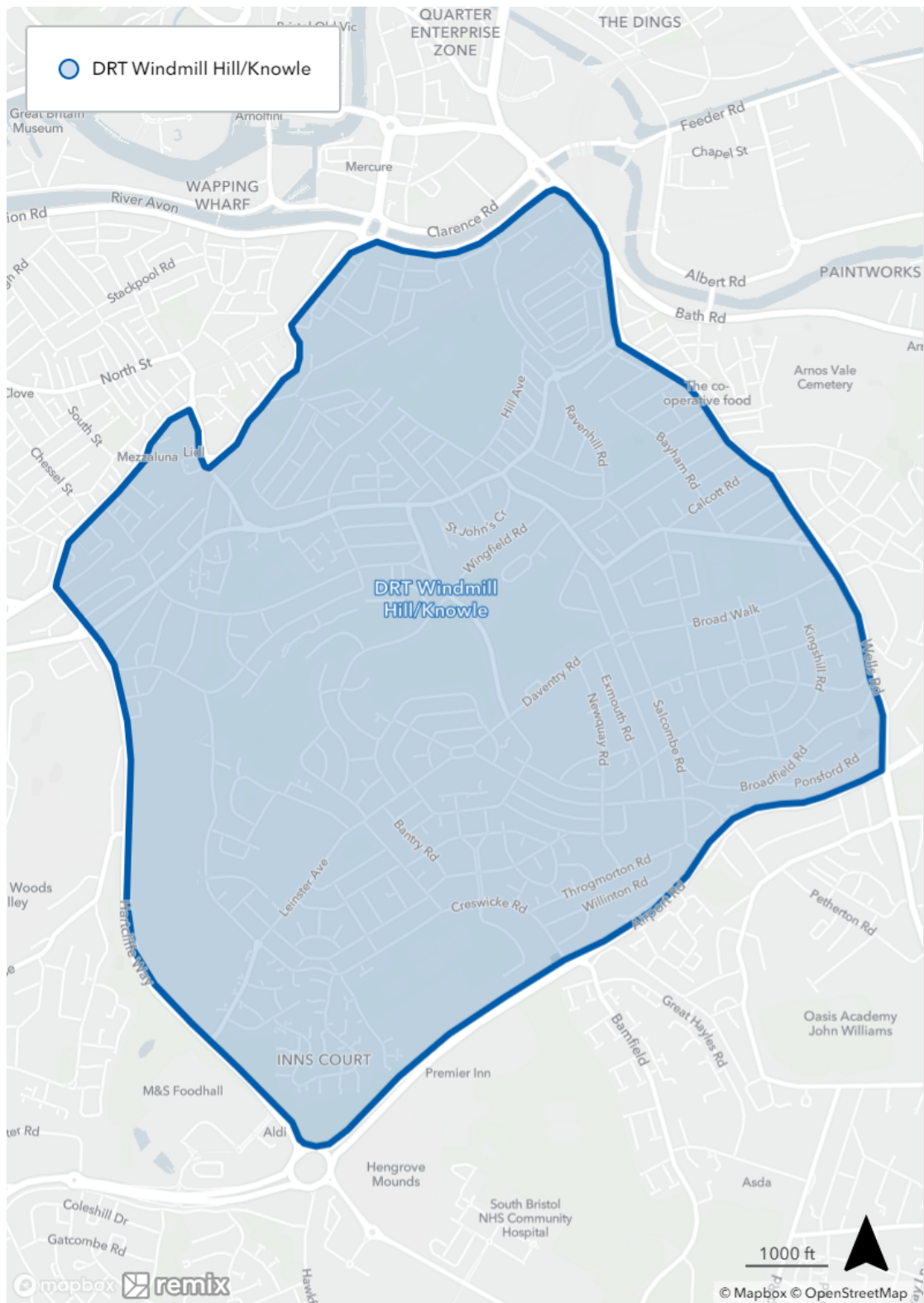
DRT 11 Clevedon/Portishead – drop off points outside zone allowed: Portway Park and Ride; Avonmouth



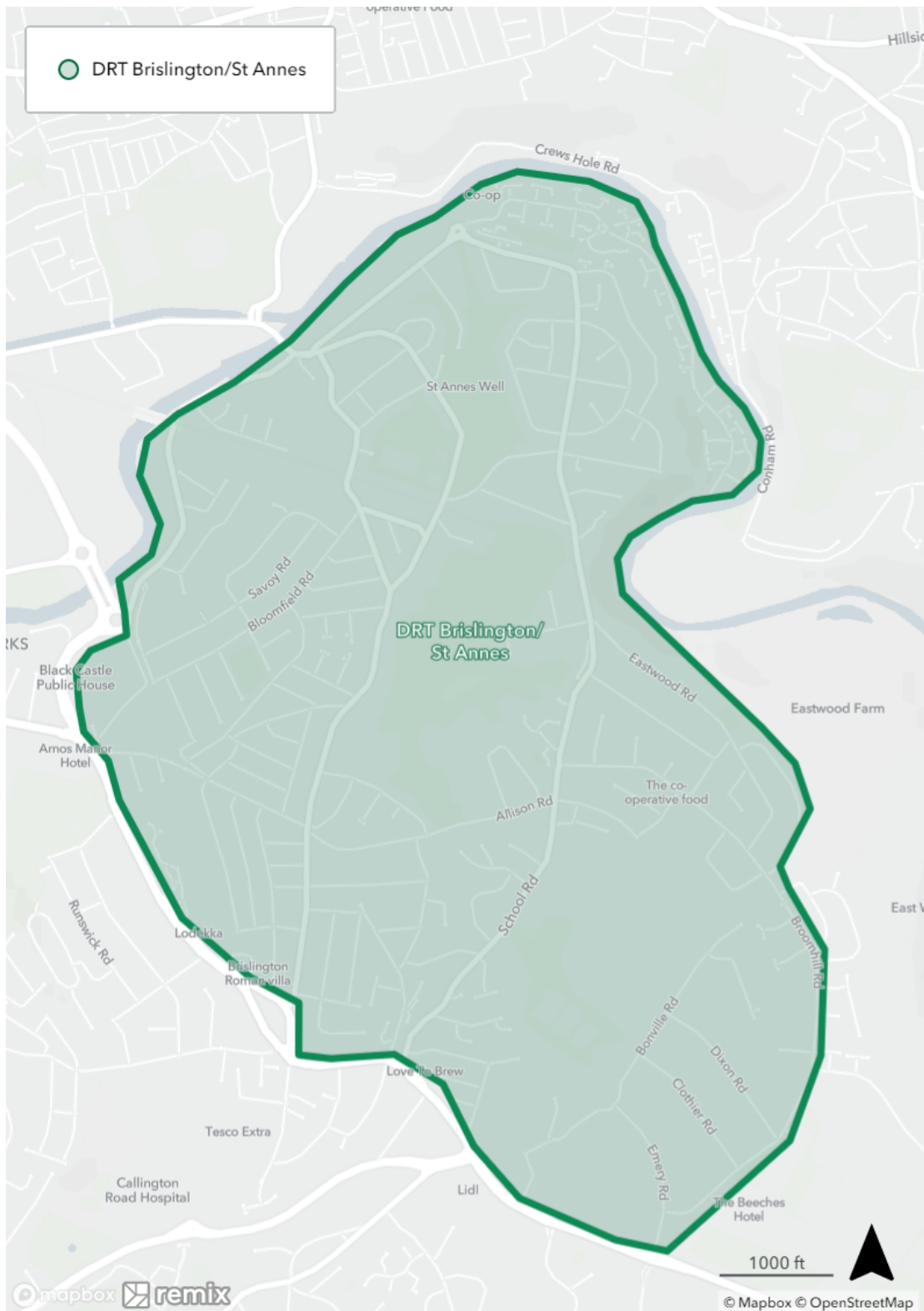
DRT 12 Weston



DRT 13 Windmill Hill & Knowle



DRT 14 Brislington & St Annes



Appendix D

Transport Operations Financial Data, and future forecasts