

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

DATE: 18 January 2023

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

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Purpose of report

This report sets out the overall approach to buses, bringing together supported bus services, funded by the Transport Levy, to be taken in the context of regional bus network investment, primarily funded through the Bus Service Improvement Plan (BSIP).

The region secured significant funding through BSIP. This enables change and a move from traditional to transformative solutions for the region. Solutions which our residents are asking for. Solutions which provide a platform to deliver our vision of future transport for the West of England.

The digitization of transport services provides incredible opportunities to effectively bring new modes into the transport systems and give choice and control over transport options to the customer.

BSIP and Future Transport Zone (FTZ) combines funding to enable new and more responsive services such as Demand Responsive Transport (DRT), as well as more flexible modes of personal transport through micro-mobility, and other measures.

Now we can make real changes to our public transport network, bringing about the transformation needed to the bus and wider transport network, delivering innovation and more journey choice for more people across the region.

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 is

based on the recognition that there are overlaps between decisions on supported services and proposed bus network interventions through BSIP, FTZ, and the proposed West of England Sustainable Transport Community Innovation Fund (WESTCIF) for example.

The report sets out a raft of bus network investment interventions including, fare packages, revenue support to enhance services, rural (DRT), feeder services, additional services, and driver recruitment campaigns.

This investment precedes future capital investment in bus priority measures and passenger facilities through the City Region Sustainable Travel Settlement (CRSTS) aimed at ensuring longer term public transport sustainability.

Through BSIP we have also created meaningful partnerships with operators, including revenue share opportunities through Enhanced Partnerships (EP) scheme.

Recommendations

The West of England Combined Authority Committee is recommended to:

- a) Note award of DRT services across the region funded through BSIP.
- b) To agree that a Levy of an amount set out in table 1, section 11, with additional contributions included within the table, 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.
- c) 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 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, Bus Service Improvement Plan and West of England 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 (NSC)) 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.

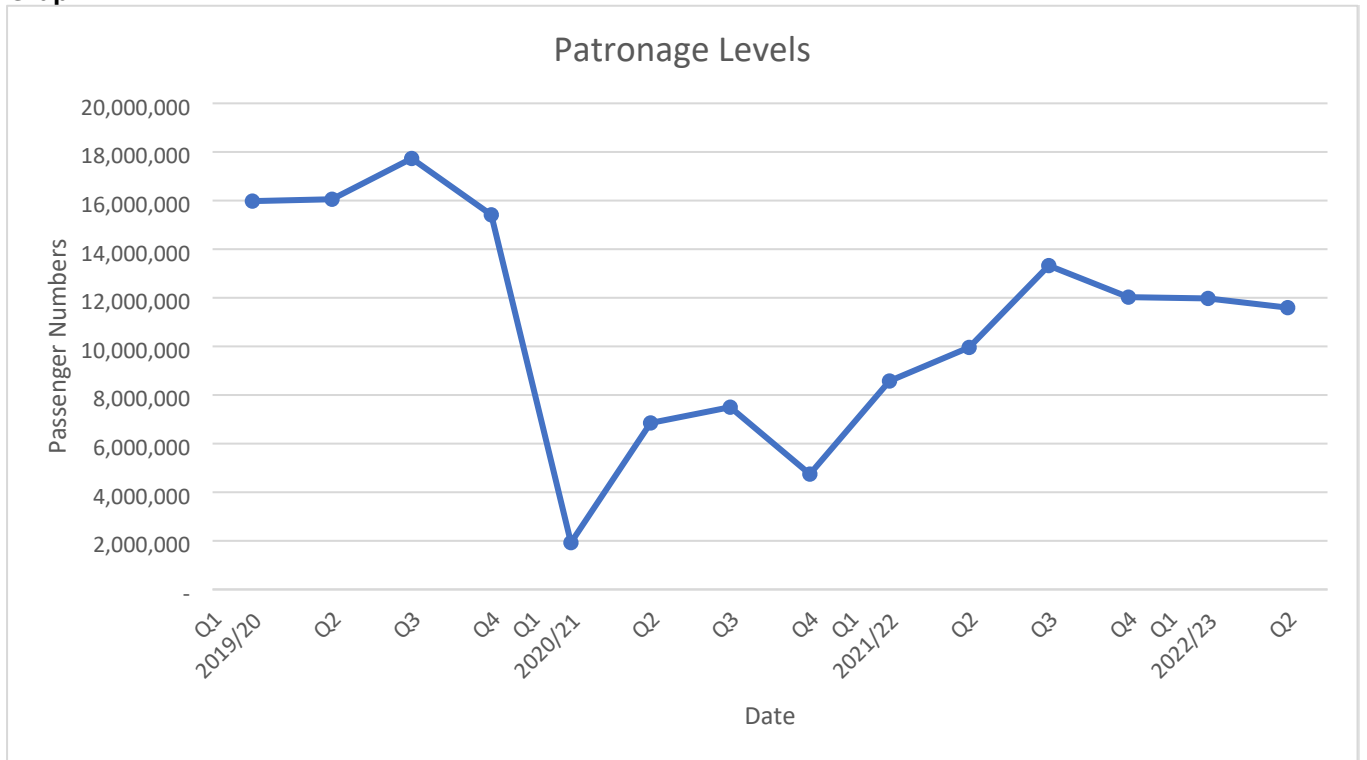
Current state of bus market

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 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 in the 1980's. This has had a detrimental impact on the commercial viability of services primarily through rising fuel and wage costs for operators. Value for money is becoming increasingly difficult to demonstrate in many parts of the region and an alternative innovative model for a declining market is needed.

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 in 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 further service cuts. 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 aim of net zero carbon by 2030 unachievable.
- undermines the economy and 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 March 2025) and continual representations to Government will need to be made both regionally and nationally in the current economic climate for its continuation post March 2025 in some form. It is also an 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.
- provide better value for money
- test and provide an alternative model for a failing market

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.

It is recognised that some supported services have historically included stops at schools as part of their timetables. Where it has not been possible to retain these services, and the area is covered by a DRT zone, DRT providers are being asked to prioritise school pupils in these areas.

This is an innovative model. It is essential that we communicate with our residents and business on the model and the inevitable issues that will occur as this new service is introduced but it provides our residents with a service option that we will work on to ensure improves over time.

Strategic interventions on buses

As a region we currently have access to the Transport Levy (for supported services), BSIP (jointly with North Somerset Council), Future Transport Zone (for discrete Demand Responsive Transport) and City Regional Sustainable Transport System (for capital investment).

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 reliable 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 BSIP 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 BSIP fare changes will be introduced in 2023. Areas under consideration could 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 or enhance routing to better serve communities. 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.

As an example, a revised commercial service north of Yate (potentially Y2) will be negotiated with the operator, complimenting the existing Y1 to the south of Yate forming a more wholistic commercial bus offer for the community while providing a high frequency, probably 15min, core corridor service between Yate and Bristol.

We continue to work with operators exploring further service enhancement opportunities as they may arise.

1.3 Demand Responsive Transport

Demand responsive transport (DRT) through BSIP and the Future Transport Zone funding streams, offers the region an innovative approach to public transport services. DRT is a flexible service that provides shared transport to users who specify their desired location, normally an existing fix bus stop, and time of pick-up and drop-off.

DRT will complement fixed route commercial public transport services improving patronage of these services, mobility in low-density areas and at low-demand times of day. It cannot used to compete with existing commercial bus services; however, it will compliment those services by feeding passengers into existing services.

DRT is a public transport service which requires advanced booking, accessed through telephone, website, or mobile device applications. The service has been awarded with a 1hr service level. In some cases, this offer will far exceed current supported bus service availability.

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 elsewhere 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.

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

1.4 Feeder Services

BSIP 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, and following consultation, contracts were awarded 22nd December. This timetable will allow decisions on supported services to be made with a clear understanding of the DRT services being proposed.

1.5 BSIP Additional Services

BSIP allocation included funding to commence new bus services across the region which could become commercially viable after an initial funding period. These services will not duplicate supported service routes or compete with commercial services. Routes for these services have developed in consultation with constituent authority technical officers, community groups and analysis of existing bus service patronage and commercial modelling.

1.6 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 BSIP investments to get more people into, and staying, in the industry.

2 Capital Investment to speed up bus journeys, improve reliability and passenger experience.

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 through BSIP and the capital investment through CRSTS is the partnership with the industry to ensure that these investments benefit the public and 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. This will be

developed through our EP which will be a legally agreed document between Operators and local authorities.

4 Interventions to support excluded communities

4.1 Supported bus services

The Combined Authority has provided support to 80 bus service contracts through the levy 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 was made available to the constituent authorities on 14th December 2022. The supported services that were chosen, will be funded from the Transport Levy, or other funding through the relevant constituent authority as BSIP funding is not available to support existing revenue funded services. Contracts for these services will be let on a 4yr basis.

4.2 Demand Responsive Transport (DRT)

BSIP 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, or poorly, served by traditional buses. The service will operate Monday – Saturday, with a 1-hour demand frequency, within multiple zones across the region. For details of these zones, refer to appendix C.

DRT is an innovative transport offer for the region and having reached agreement with North Somerset Council will be funded through BSIP for 2 years. It offers the additional advantage of more granular passenger movement data which we can use to make further public transport decisions 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.

This is 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, however we are looking to allocate up to £2m for a period of 2 years.
- 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 increasingly unsustainable.

- 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:

18 th January 2023	Decision
23 rd – 26 th January 2023	Contract award letters
27 th January 2023	Contract 10day legal standstill period
8 th February 2023	Contract award
9 th – 13 th February 2023	Operators prepare registration documents
14 th February 2023	Services registered with LTA – assurance function and on-street timetable
15 th & 16 th February 2023	Complete registration process / assurance ahead of registration with Traffic Commissioner
17 th February 2023	Service registration with Traffic Commissioner (42 day)
2 nd April 2023	Services start

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. 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 BSIP improvements. Subject to agreement with Operators, service enhancements will commence from April 2023.

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

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

- Launch prospectus January 2023
- Bids into fund received 4 weeks after launch (likely mid-February 2023)
- Determination grant offers, 4 weeks after closing date (likely 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 was used by both CA and UA officers through the evaluation of tenders.

Each service was 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 |

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 choose to do so above the levy supported services. Authorities are considering extension of some existing supported services as further transitional protection, recognising the importance of bus services and the implementation of the new service DRT.

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 following steps for these services was followed.

- | | |
|--------|---|
| 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 2022, and 14th December 2022
- Director’s meeting 24th November and 8th December 2022, 4th and 6th January 2023
- 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
- CEO’s workshop 16th 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:

No.	Risk	Mitigation
1	Insufficient funding through either the Transport Levy or the BSIP allocation	Use of tendered prices for all DRT and supported services results in informed decisions within funding available.
2	Decision not made on service contracts in time to commence operations on 2 April 2023	Rework deployment plan identifying critical path, see section 5.1

3	BSIP funding ends in 2 years	continue to press Govt for further funding, periodically review the potential for the service to become commercially viable, increased funding decisions, review services
4	Inability for bus operators to provide services due to driver shortage, or the non-availability of vehicles	Invite bids from multiple operators. On award confirm availability with chosen operator. Hold alternative operator option.
5	Transition to the new DRT services	Additional transition resources, involvement and communications with user groups, residents and business as appropriate, continue some existing supported services for a period of time during transition
6	Risk of challenge in respect of service to users	Robust and intensive publicity leading up to, and during initial stages of, new service offer. Actively seek user feedback, iterate DRT offer where necessary to meet demand and user feedback
7	Estimates in respect of concessionary fares is too low	Regular reporting and monitoring, request for additional funding from the Unitary Authorities mainly and seek additional options , review service options
8	The final Concessionary fares reimbursement rate informed by the DfT is higher than expected or volumes increase at a higher rate than estimated	In conjunction with risk 7, regular monitoring and reporting enabling further funding and service decisions to be take.
9	Loss of Bus Service Operator Grant	DfT to provide 12-month consultation notice. Continue dialogue with DfT.
10	Reduced number of conventional bus operators in the region	Tenders invested from multiple operators.

Any of these risks materialising 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 constraints, complimented by DRT services to provide a coherent network across the region.

The service tender process has included an Equalities Impact Assessment (EqIA), independently assessed, including consideration of where services may be lost as a result of this decision. There are negative impacts and in mitigation of these DRT and WESTCIF has been used. The extent to which these mitigations will fully mitigate is likely to be greater than 98% and will be reviewed twice a year. Mitigations identified within the EqIA as a result of to the loss of services are being met primarily by a Supported Bus service or DRT. Further mitigations can be

deployed through the WESTCIF. The EqlA process identified 2 services as having limited mitigation;

516 - Whitchurch to Hengrove Park. The journey is possible by interchange in the city centre.

52 – Highridge residents would not have access to an alternative bus service other than the proposed 524 service, while residents along the A38 would only have access to the premium airport service A1.

The Combined Authority with Unitary Authorities will continue to work on options to mitigate impacts, regularly reviewing mitigation measures.

The geographical scope of DRT will connect residents and communities in the region to bus services, where these residents and communities currently do not have access to conventional bus services, further aiding accessibility.

The EqlA process has identified the need to ensure robust publicity of the DRT offer, to reach all residents in the region and especially those residents with protected characteristics.

11 Finance

11.1 Transport Levy expenditure 2022/23

In considering the Transport Levy expenditure for 23/24 and 24/25, we have taken in to account the financial pressures on constituent authorities. Record energy prices and high levels of inflation are driving cost pressures across all authorities. This is in the context of increased cost of living demands on residents in the region. *Table 1* sets out the current budget, end of year forecast, and the assumed budget for the next 4 years.

Table 1 does not include expenditure outside of the levy, for example through BSIP. As noted earlier in this paper, BSIP will expire March 2025. Further decisions on the levy and which services to procure beyond BSIP funding will need to be considered within the next 2 years.

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.

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. Refer to appendix E

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.

For the purposes of forecasting shown within table 1, we have assumed patronage increased by 5% to 70% pre-covid for 2023/24, with a steady 5% increase per annum through to 2026/27.

The BSIP sets out our targets on designate corridors to return to pre-pandemic patronage by 2025. The Combined Authority anticipates DRT providing greater

flexibility and travel options into more areas of our region, stimulating passenger growth across all demographics.

Table 1: Transport Levy Expenditure

Function	Budget 22/23 £'000s	Forecast 22/23 £'000s	Forecast 23/24 £'000s	Forecast 24/25 £'000s	Forecast 25/26 £'000s	Forecast 26/27 £'000s
Team and Operational costs	1308	1,308	1,367	1,408	1,436	1,465
Contribution from the Combined Authority*	-452	-452	-511	-552	-580	-609
Community Transport grants	1,653	1,711	1,794	1,830	1,866	1,904
Concessionary Fares	13,018	9,253	10,523	11,834	13,250	14,777
Concessionary Fares Printing Card Fees		224	165	165	165	165
Real Time Information (RTI)	402	402	410	418	427	435
Supported Bus Services	3,059	9,325	7,582	7,734	7,888	8,046
metrobus	73	73	74	76	77	79
Updating Bus Stop Information	177	175	179	182	186	189
Travelwest	14	14	14	15	15	15
Integrated Ticketing	216	216	220	225	229	234
Forecasted Function Cost	19,468	22,249	21,817	23,334	24,960	26,700
Additional Funding						
S106 Funding**		-463	-190	-190	-190	-190
B&NES Additional Contribution Supported Services			-264	-269	-275	-280
Bus Service Operator Grant (BSOG)**		-1,147	-1,147	-1,147	-1,147	-1,147
Revenue from Supported Buses Contracts			-482	-514	-546	-578
Lost Mileage Claim Back from Operators		-237	-10	-11	-11	-12
Net Function Cost	19,468	20,402	19,724	21,203	22,791	24,493
Movement in Reserves						
Opening balance on reserves***		-1,963	-1,029	-773	962	4,285
In Year Deficit		934	256	1,735	3,323	5,025
Closing Balance on reserves****		-1,029	-773	962	4,285	9,310
Closing balance with a 2 % increase on Levy		-1,029	-1,162	-213	1,918	5,338
*Overheads and Recharges						
**BSOG Grant & S106 funding are not levy related						
***22/23 opening balance on reserves: £1,963K (£616K Smoothing Reserve+ £1,347K Earmarked Reserves)						
**** 22/23 no uplift included						
<i>To note: BSOG has been in place since 2012 and while there is no indication that it will not continue beyond 23/24 it is not guaranteed funding.</i>						
These are indicative numbers for future years and will come back to Committee and be monitored throughout the year. For future years, levy contributions will revert to committee in 12 months' time and each year thereafter. Funding Authorities need to consider and include the additional funding that may be needed should the forecasts above materialise as part of their Medium-Term Financial Planning as appropriate. Should there be no increase in the Transport Levy funding there will be a limited reserves for service issues in 2024/25 based on these forecasts. Decisions will be needed 12 months hence in that respect to increase funding. A proportionate level						

of reserves is required and essential to be maintained to account for any future service maintenance issues that always occur.

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 although the MTFP that was indicated for planning purposes to Committee in January 2022 and in discussions with the Unitary Authorities in the lead up to this report.

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 MTFP 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 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.

The committee will be kept informed of the financials in respect of the transport levy funded services on a regular basis at committee. Particular regard will be given to the period prior to the end of BSIP funding and unitary authorities funding the transport levy will need to have due regard to this in their Medium-Term Financial Plans along with the West of England Combined Authority.

Advice given by: Richard Ennis – Interim Acting Chief Executive and 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).

Advice given by: Stephen Gerard – Interim Director of Law and Democratic Services

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 option*
- B. Supported Services tender long list*
- C. DRT Awarded zones*
- D. Guide to DRT*
- E. Transport Levy Financial Data.*

Background papers:

None

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

Appendix A – Supported Services Option

Awarded Services Spend based on local authority contribution to levy	Passenger Numbers	cppj	S106 Contributions	Levy contribution	Other Levy Contribution	BSOG	Net gain/(loss) for UA. Including revenue.		
Bristol City Council									
10 Southmead Hospital - Avonmouth	143,523	£2.86	N/A	£1,334,000	£2,230,000	£448,348	£30,041		
11 Southmead Hospital - Parkway	62,882	£5.73	N/A						
13 Bristol City Centre - Shirehampton	68,719	£7.57	N/A						
505 Long Ashton Park & Ride Site - Southmead Hospital	126,962	£5.12	N/A						
515 Stockwood – Hartcliffe	40,992	£6.65	N/A						
Brislington Park and Ride	344,090	£2.50	N/A						
Portway Park and Ride	396,588		N/A						
South Gloucestershire Council									
12 Severn Beach – Cribbs Causeway – Bristol Parkway	39,007	£9.49	N/A	£971,000	N/A	£464,709	-£10,391		
16 Kingswood - Keynsham	145,233	£3.82	N/A						
19 Sunday	37,485	£1.80	N/A						
35 Marshfield - Kingswood	19,987	£8.51	N/A						
86 Yate – Emerson’s Green – Kingswood (Courtney Road)	40,497	£4.69	£190,000						
620 Old Sodbury – Yate – Bath Bus Station	35,316	£3.54	N/A						
Y6 Saturdays only	88,510	£1.01	N/A						
Y6 Sun/PH	9,732	£6.21	N/A						
Bath & Northeast Somerset									
2 Bath City Centre – Mulberry Park - Bath City Centre	13,835	£1.52	N/A	£780,000	N/A	£233,943	£264,272		
6A Bath City Centre – Fairfield - Larkhill - Bath City Centre			N/A						
8 Bath City Centre - Kingsway			134,441					£1.52	N/A
11 Bath City Centre – Bathampton, St Georges Hill			38,424					£2.67	N/A
12 Bath City Centre- Haycombe Cemetery			31,520						N/A

20 Bath Uni - Twerton	97,606	£5.00	N/A				
620 Old Sodbury – Yate – Bath Bus Station	35,316	£1.52	N/A				
700 Bath - Sion Hill	17,755	£8.55	N/A				
716 Bath Bus Station - Newbridge - Bath Manvers Street							
734 Bath Bus Station - Bathwick - Bath Bus Station							
779 Bath Manvers Street - Larkhall Square - Bath Bus Station							
R3 Weston - Ralph Allen School	12,350	£3.08	N/A				

Appendix B

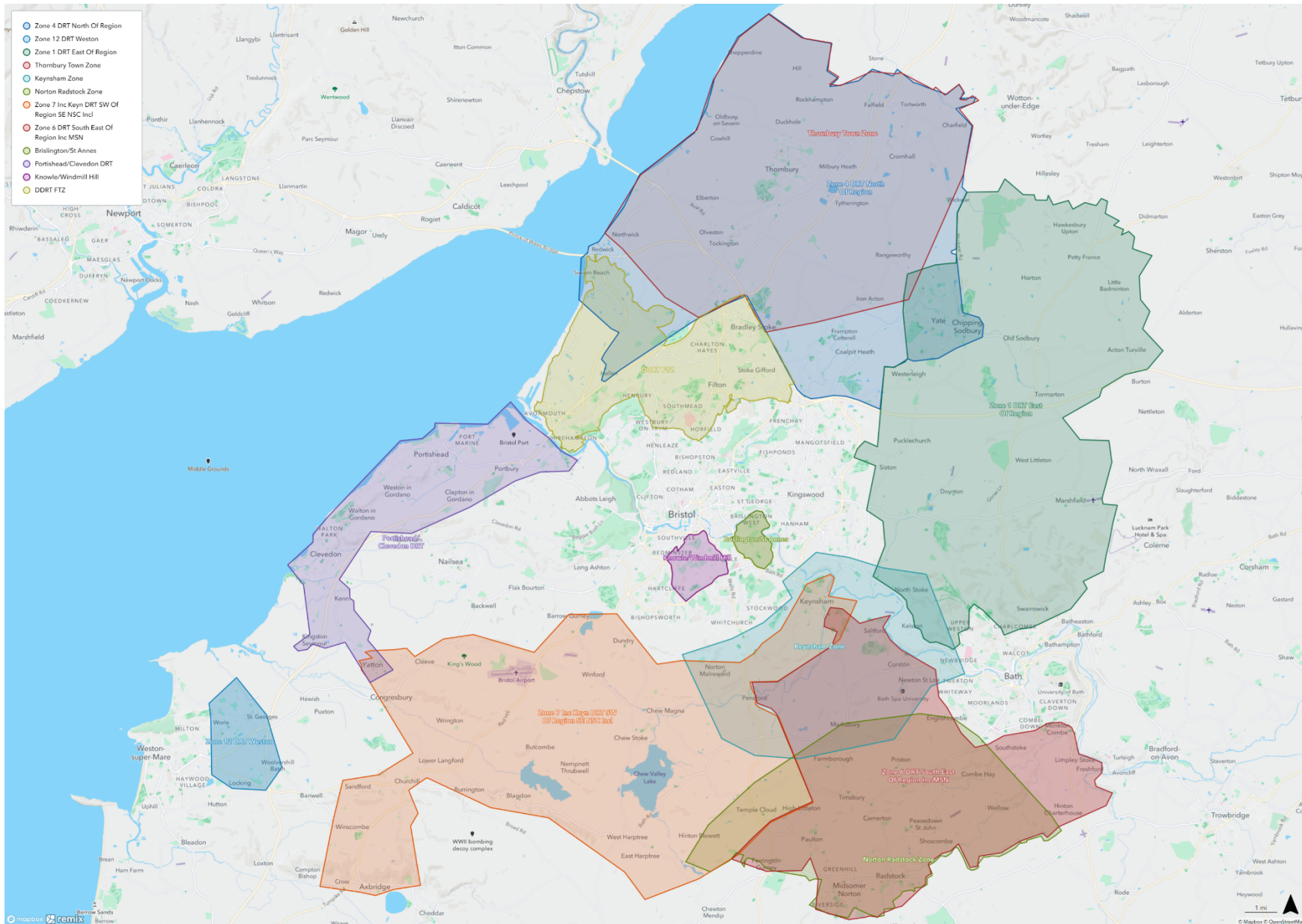
Supported Bus Services Tender, Long-list

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
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 – Demand responsive transport network



Appendix D

A guide to Demand responsive transport

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

DRT can complement fixed route commercial public transport services and improve 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 a train station or fixed route bus services). It is important that DRT services are integrated into the local transport network to be effective.

To reduce the carbon dioxide (CO₂) emissions emitted per passenger per kilometre from a DRT service, operators can optimise routes using the latest technology, select vehicles with lower or zero tailpipe emissions and increase passenger occupancy levels.

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.

This document is based on policy applicable to England.

What demand responsive transport (DRT) means

DRT services run without a set timetable and typically use smaller vehicles, for example 18-seater minibuses, than fixed route bus services.

DRT offers a flexible bus service (registered bus routes that can deviate from fixed routes).

1. Types of DRT Service

DRT Schemes can have a range of purposes

1.1. Addressing suppressed travel demand

Providing the opportunity for individuals to access a destination or service, such as for employment, education, healthcare or retail, or to connect to a transport hub to complete their journey. DRT can fill the gap where journeys cannot be walked or cycled and users do not have access to public transport or a car.

1.2. Transferring existing bus users to a DRT service

Providing a flexible service in place of a conventional fixed route service.

1.3. Acting as a feeder service to existing bus services or rail

This could include connecting rural areas with a fixed bus route. [Arup explored the potential of this option](#) for the UK.

1.4. Consolidating existing bus services

Enabling one service to meet multiple needs which may have been previously delivered through conventional bus services, such as home to school, home to healthcare and home to work journeys.

1.5. Providing an alternative to private car journeys

Encouraging non-users to use shared transport by providing a more flexible, attractive service. 'Hop on, hop off' services can also serve tourists, for example, to provide access to rural walks, attractions or services. Examples include Tees Flex, Essex DaRT and Connect2 Wiltshire.

Two main groups of DRT users were identified by [Knowledgebase on Sustainable Urban Land use and Transport](#) (KonSULT), a project led by the University of Leeds. They are:

- captive users: people who do not have a car (or other transport options) available for their journey. A DRT service targeting this group tends to have accessibility and social inclusion objectives
- choice users: people who use DRT even though they have a car available. Attracting these users is more likely to relieve congestion and contribute to decarbonisation.

Benefits of DRT

While the numerous social and economic benefits often prompt the introduction of a DRT service, it can also assist with decarbonising travel.

How DRT can reduce CO2 emissions?

- **Substitute car journeys**

A DRT service can replace multiple, single occupancy car journeys. For example, in a commuting area where there is not sufficient demand for a fixed route bus service or to serve those working shifts or flexibly.

Switching from a private petrol or diesel car to an electric DRT vehicle would enhance the emission reduction.

- **Encourage active travel**

As outlined in [Bus Back Better: national bus strategy for England](#), there is potential for bus and DRT services to better integrate with active travel, making non-car based, multi-modal journeys easier.

Some DRT booking services can decline very short trips that can be walked unless there is an overriding need, for example, due to a mobility impairment.

- **Replace a fixed route, diesel-fuelled bus service**

As a DRT service runs only when there is demand and on an optimised route, it may travel fewer miles overall than a fixed route service, reducing fuel consumption.

The size of the vehicle can be optimised to suit the anticipated number of passengers, lowering the CO2 emissions per passenger, per kilometre travelled, known as carbon efficiency.

General additional benefits of DRT

Introducing a DRT service can enable individuals to access education, employment and services in places where demand is dispersed, or the distances involved make it challenging to provide conventional services that meet the diverse needs of residents.

Financing is the greatest drawback due to the level of subsidy many services require.

Combined Authority potential additional benefits of DRT

Introduction of DRT within the region may positively contribute to the conventional bus driver shortages we've seen across the region. In some cases, DRT services can be operated under a different driver's license than larger public service vehicles. This has the potential to redirect drivers to our core bus service corridors.

Policy Benefits

DRT has the potential to deliver against multiple policy objectives, such as:

- Increasing patronage on core routes
- reducing congestion through modal shift to shared transport from private cars
- increasing connectivity for rural communities, for example, by extending public transport into areas where population densities and usage do not support a commercially operated timetabled service
- supporting health and wellbeing by enabling easier access to services, facilities, social networks and community initiatives
- economic benefits through increased access to employment, leisure and for visitors
- supporting the promotion of active travel as DRT reduces reliance on cars and may help to grow receptivity to alternatives to single occupancy vehicles
- promoting community cohesion through providing more opportunities for people to interact

Benefits to users

For users, DRT may be able to:

- act as a feeder service to connect to high frequency bus or rail corridors, reducing journey length and time, depending on the service
- enable travel at a more convenient time compared to a fixed timetable with limited frequency
- provide access to a wider range of destinations, increasing personal mobility and reducing social isolation
- provide a more convenient service that can support individuals with limited mobility
- help individuals and communities to access job opportunities through a direct service or services better suited to shift patterns

Implementing DRT: Bwcabus

[Bwcabus](#) in Wales was originally introduced to replace an existing bus service that had become unviable as traditional fixed route timetable based operations.

Since then, it has evolved to provide a feeder service to 3 Trawscymru strategic services as well as a zone of DRT provision within rural mid Wales.

It provides both fixed route and demand responsive bus routes that can be booked up to a month in advance. Fares are based on journey distance but can connect to other bus operators. Discounted tickets are also available, as are bus passes and some 'rover' tickets are valid on most bus services across 3 counties in Wales.

Benefits for the bus service provider, operator and the regional transport network

Providing a DRT service in place of a fixed route service can benefit by:

- enhancing data collection to aid understanding of demand for services
- enabling operators to run services only when there is known demand, reducing fuel costs (and empty running)
- providing access to a greater choice of ultra-low or zero emission transport options
- enabling adaptation of poorer performing conventional bus routes to maintain coverage

DRT services will be most effective when integrated with a mainstream network and are not the right solution in all circumstances. For example, there are unlikely to be benefits from replacing frequent urban and inter-urban routes.

Defining the zone of DRT operation

The area that a DRT service covers is known as a zone. The size of the zone can vary widely between services, reflecting:

- the purpose of the scheme
- the density of the population
- fleet size
- maximum wait times or journey times
- various other factors

Once a service is operational, the zone may need to be refined based on demand.

In defining zones, the Combined Authority in conjunction with the constituent Unitary Authorities considered:

- the main residential areas to be served
- significant destinations, such as employment zones, large employers, town centres, hospitals and healthcare sites, leisure attractions, transport interchanges
- existing passenger transport services

Our adopted approach for DRT providers, includes specifically using DRT as a feeder to existing fixed route services, enabled by the regions Bus Service Improvement Plan award.

Estimating demand for a DRT service

Data on demographic characteristics, travel behaviour and destinations within the proposed DRT zone have been used to estimate what the likely uptake of the service will be and the zonal cover.

Regulation

The proposed DRT schemes include flexible bus services - registered local bus services able to deviate from a fixed route.

Specifying a 'flexible bus service' will require it to be registered with the Office of the Traffic Commissioner.

Funding for DRT schemes

Nationally, DRT services are currently subsidised by local transport authorities.

Relying on short-term, external funding can be problematic if it leads to service withdrawal at the end of the funding period, resulting in users losing trust in alternative or future mobility schemes.

The region has some short term funding opportunities and options to fund DRT, these include

- **Bus Service Operators Grant**

[Bus Service Operators Grant](#) (BSOG): this is a grant paid to operators of eligible bus services and community transport organisations to help them recover some of their fuel costs.

- **Existing Unitary authority bus funding**

This may be appropriate where DRT could offer a more effective public transport solution than existing or conventional services.

- **Bus Service Improvement Plan**

The Combined Authority, with North Somerset Council, was successful in securing BSIP grant funding from Government. Our allocation includes £3m per annum specifically for DRT services.

Appendix E

Transport Levy Financial Data, and future forecasts

LEVY contribution by budget line

	B&NES	BCC	SGC	First Bus	Total LEVY	%			
	£000s	£000s	£000s	£000s	£000s	B&NES	BCC	SGC	First
Integrated Transport Team	239	456	161	0	856	28%	53%	19%	0%
Concessionary Travel	3,639	7,181	2,200	0	13,018	28%	55%	17%	0%
Bus Service Information (RTI)	143	269	142	25	580	25%	46%	25%	4%
Community Transport	367	841	445	0	1,653	22%	51%	27%	0%
Supported Bus Services	773	1,323	963	0	3,059	25%	43%	31%	0%
Metrobus	0	45	28	0	73	0%	62%	38%	0%
Travelwest	3	7	4	0	13	20%	51%	29%	0%
Bus Strategy / Integrated Ticketing	30	114	72	0	216	14%	53%	33%	0%
Sub Total:	5,194	10,235	4,014	25	19,468				

Future LEVY budget forecast – constant cash position.

	2022/23 Levy	2023/24 Levy	2024/25 Levy	2025/26 Levy	Cost per resident	Population data
Authority	£000s	£000s	£000s	£000s	£	
B&NES	5,194	5,194	5,194	5,194	26.86	193,400
BCC	10,235	10,235	10,235	10,235	21.67	472,400
SGC	4,014	4,014	4,014	4,014	13.82	290,400
Total Levy	19,443	19,443	19,443	19,443		
First Bus	25	25	25	25		
Total	19,468	19,468	19,468	19,468		

Concessionary Fares future year forecast

<u>2023/24 estimates</u>	Percentage of pre-COVID patronage (to aid forecasting)				
	65%	70%	75%	80%	85%
All operators on current rates	£7,976,116.21	£8,572,925.57	£9,169,837.91	£9,766,351.11	£10,360,036.43
Rate scenario 1	£9,358,027.27	£10,073,433.60	£10,788,979.04	£11,504,010.47	£12,219,404.67
Rate scenario 2	£9,775,795.75	£10,523,339.88	£11,271,026.00	£12,018,183.17	£12,765,714.03
Rate scenario 3	£10,193,564.23	£10,973,246.16	£11,753,072.96	£12,532,355.87	£13,312,023.39
<u>2024/25 estimates</u>	Percentage of pre-COVID patronage (to aid forecasting)				
	65%	70%	75%	80%	85%
Current rates (as 2023/24 +5%)	£8,374,922.02	£9,001,571.85	£9,628,329.81	£10,254,668.67	£10,878,038.25
Rate scenario 1 (as 2023/24 +5%)	£9,825,928.63	£10,577,105.28	£11,328,427.99	£12,079,210.99	£12,830,374.90
Rate scenario 2 (as 2023/24 +5%)	£10,264,585.54	£11,049,506.87	£11,834,577.30	£12,619,092.33	£13,403,999.73
Rate scenario 3 (as 2023/24 +5%)	£10,703,242.44	£11,521,908.47	£12,340,726.61	£13,158,973.66	£13,977,624.56
<u>2025/26 estimates</u>	Percentage of pre-COVID patronage (to aid forecasting)				
	65%	70%	75%	80%	85%
Current rates (as 2024/25 +5%)	£8,793,668.12	£9,451,650.44	£10,109,746.30	£10,767,402.10	£11,421,940.16
Rate scenario 1 (as 2024/25 +5%)	£10,317,225.07	£11,105,960.54	£11,894,849.39	£12,683,171.54	£13,471,893.65
Rate scenario 2 (as 2024/25 +5%)	£10,777,814.81	£11,601,982.22	£12,426,306.17	£13,250,046.94	£14,074,199.72
Rate scenario 3 (as 2024/25 +5%)	£11,238,404.56	£12,098,003.89	£12,957,762.94	£13,816,922.35	£14,676,505.79

2026/27 estimates	Percentage of pre-COVID patronage (to aid forecasting)				
	65%	70%	75%	80%	85%
Current rates (as 2025/26 +5%)	£9,233,351.53	£9,924,232.96	£10,615,233.61	£11,305,772.20	£11,993,037.17
Rate scenario 1 (as 2025/26 +5%)	£10,833,086.32	£11,661,258.57	£12,489,591.86	£13,317,330.12	£14,145,488.33
Rate scenario 2 (as 2025/26 +5%)	£11,316,705.56	£12,182,081.33	£13,047,621.47	£13,912,549.29	£14,777,909.70
Rate scenario 3 (as 2025/26 +5%)	£11,800,324.79	£12,702,904.09	£13,605,651.09	£14,507,768.46	£15,410,331.08

Potential initial Bus Network Investment - Bus Service Improvement Plan

Table below shows the proposed split of BSIP funding for all bus elements (DRT, BSIP supported services and Commercial Enhancements)	
BSIP Split by Unitary Authority	Totals
Bristol City Council	£ 704,729.89
South Gloucestershire Council	£ 3,288,049.48
Bath & Northeast Somerset Council	£ 2,337,091.46

Potential Bus Network Investment – All bus investment

Table below shows the proposed split of all bus funding for all bus elements (Supported, DRT, BSIP additional services and BSIP Commercial Enhancements)	
Funding Split by Unitary Authority	Totals
Bristol City Council	£ 4,747,119
South Gloucestershire Council	£ 4,903,367
Bath & Northeast Somerset Council	£ 3,615,306