GUIDELINES IN THE PROVISION OF LOCAL BUS SERVICES

Service Commitment

- The Combined Authority will aim to provide a transport service to link communities to the nearest transport hub (with regard to the availability of local shops and facilities) at which passengers can transfer onto regular public transport services for onward travel between 0700 and 1900 Monday to Sunday

- The type and nature of the transport service provided will have regard to the size and nature of the community and the predominant journey purpose (services that provide communities with access to the public transport network and opportunities for employment will be given highest priority)

- In determining access to a service, the Combined Authority will consider a community has access to a service if the majority of households in a community are within a safe walking distance of 600m (10 minutes walk) to a bus or rail service have regard to the local geography, topography and demographics.

Service Objectives

Services funded by the Combined Authority must meet the following objectives:

- Assist in getting people to employment and training
- Support people and communities without access to private transport
- Provide an alternative to less sustainable modes and contributes to a lower carbon economy and improved air quality
- Deliver value for taxpayers' money

Appraisal of Current Services

The following will be used to assess the performance of services against the Service Objectives;

- Analysis of current passenger use data and, where appropriate, surveys of users
- Socio demographic data and mapping
- Local plans and strategies
- Feedback from elected members, community organisations and council officers

In order to determine value for money the following metrics will be used;

A. Industry average cost per operating hour - £40.16
B. Operating cost per mile at an average 13mph = £3.09
C. Fare yield per passenger trip £1.67

The above metrics will be reviewed annually in line with Retail Price Index and indices applicable to the transport industry. They will be used in the evaluation of tenders for the provision of services and will be used to calculate the estimated net cost of new services

Passenger Subsidy Benchmarks

The value

- Where the subsidy per passenger trip exceeds £3 alternative provision at a lower cost will be considered.

- Where the subsidy per passenger trip exceeds £4 a service will not be provided.

Applying the metrics to the Passenger Subsidy Benchmarks provides the following rule of thumb in evaluating value for money for bus services.

Withdrawal	**Review and seek lower cost alternative**	**Continued Support**	**Commercially provided**
10 or less passengers per hour	11 to 14 passengers per hour	More than 14 passengers per hour and less than 24	24 or more passengers per hour

Communities Impacted By Withdrawal Of Commercial Services

The Combined Authority will not replace any withdrawn commercial bus service on a like for like basis. It will however obtain data from the incumbent bus operator and will assess the impact of the loss of service on the communities serviced using the Service Objectives and Passenger Subsidy Benchmarks.

Where the provision of a service is justified under these guidelines a procurement process will take place to assess the cost of providing a new service linking the community to the nearest transport interchange.