



Department  
for Transport

# Funding for Supported Bus Services in 2020-21

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# 1. Introduction

Buses play a vital role in our transport system – getting people to work, to education and to see friends and family, the everyday journeys that make up our lives. The benefits of a reliable and innovative bus service are clear: less congestion, greater productivity and communities that are connected.

A Better Deal for Bus Users sets out a package of ambitious and innovative actions to meet the needs and demands of the travelling public. With £220 million of new funding to help start a revolution in bus services, they include:

- A National Bus Strategy for England, along with a long-term funding settlement and a review of existing bus funding.
- all new road investments receiving Government funding explicitly address bus priority measures to improve bus journey times and reliability
- refreshing the Government's guidance to local authorities to provide up to date advice on prioritising those vehicles which can carry the most people
- over £20 million investment in bus priority measures in the West Midlands
- investing up to £50 million to deliver Britain's first all-electric bus town or city
- improving passenger information through new digital services and at bus stops
- challenging industry to deliver a campaign to attract people to buses
- incentivising multi-operator ticketing with lower fares, with all buses accepting contactless payments for passenger convenience
- trialling new "Superbus" networks to deliver low fare, high frequency services including funding a 4-year pilot of a lower fare network in Cornwall
- £30 million extra bus funding to be paid direct to local authorities to enable them to improve current bus services or restore lost services
- £20 million to support on-demand services in rural and suburban areas

The commitments to deliver Britain's first all-electric bus town or city, trial new "Superbus" networks, and support on-demand services are the subject of three separate calls for proposals, launched today.

£30 million has been made available to local authorities in 2020-21 to enable them to improve current supported bus services and to restore lost bus services where most needed.

Local authorities will be asked to complete statements of intent before receiving their funding allocations from the £30 million. This will allow the Government to confirm how the funding will be used, assess the impact of the funding and use the findings to inform the development of the National Bus Strategy for England and the associated long-term funding settlement.

## 2. Scope of the funding

### Objectives

The funding for supported bus services in 2020-21 is being provided to local authorities as revenue support to help them provide more bus services in their area. The Government expects this funding to be used to improve the provision of local bus services in their area in one or more of the following ways:

- to improve current local bus services - for instance increasing evening or weekend frequencies, or supporting additional seasonal services in tourist areas;
- to restore lost bus routes where most needed to ensure people have access to public transport services;
- to support new bus services, or extensions to current services, to access e.g. new housing, employment opportunities, healthcare facilities etc.

### How the funding will work

#### Eligibility

Funding is available to all upper tier authorities in England outside London. The full list of eligible local authorities is presented at Annex A.

Local authorities will be provided with their funding allocation if they meet the funding requirements set out in this document. If these are not evidenced clearly in the submitted statement of intent (available at Annex B), the Department may withhold some or all of the proposed funding.

#### Funding allocations

£30 million is available in 2020-21 for local authorities for supporting bus services.

The funding allocations are based on past local authority supported bus mileage.

20% of the funding was set aside to provide a top-up for rural authorities, recognising that the loss of supported services in rural areas can leave people at risk of losing access to public transport services.

The funding allocations for local authorities are presented in Annex A.

## Indicative timetable

We would encourage local authorities to respond as quickly as possible, whilst demonstrating clearly how they meet the funding requirements. The Department will aim to respond to a statement of intent within 2 weeks of receipt, and earlier if possible.

6 February 2020	Funding allocations announced and local authorities invited to submit statements of intent
17:00, 13 March 2020	Latest submission deadline for statements of intent for payment to be made in April 2020.
From 01 April 2020	Funding provided to local authorities who meet the funding requirements
17:00, 26 June 2020	Latest date for statements of intent to be submitted. If a response has not been received by this date funding may not be provided.

Any local authorities who cannot meet this timetable should contact [betterdeal4buses@dft.gov.uk](mailto:betterdeal4buses@dft.gov.uk) by 17:00, 28 February 2020 to agree to a revised timetable. Funding allocations will not be paid to local authorities until they are deemed to have met the funding requirements.

# 3. Submission and assessment process

## Statement of intent form

In order to release their funding allocation, local authorities will be expected to complete a statement of intent form which is provided in Annex B. This is intended to show how the authority will use the funding and demonstrate that that will meet the needs of local people and stakeholders.

Local authorities' statements of intent will allow the Government to ensure that the objectives of the funding are achieved, assess the impact of this funding and use the findings to inform the development of the National Bus Strategy for England and the associated long-term funding settlement.

When filling out the statement of intent form, please adhere strictly to the content and supporting information requested in this document and in the form. There is no formal word limit to this form, but we expect local authorities to provide less than 500 words of text. However, we recognise that where funding allocations will be used for a large number of services, this may not be possible.

## Submission of statements of intent

All statements of intent should be submitted electronically as soon as possible, whilst demonstrating the funding requirement to [betterdeal4buses@dft.gov.uk](mailto:betterdeal4buses@dft.gov.uk) with "supported services funding" in the subject line. For payment to be made in April 2020, they will need to be received no later than 17:00 on 13 March 2020. The latest date for submission, after which funding may no longer be made available, is 17:00 on 26 June 2020.

You will receive an acknowledgement the next working day; if you do not receive an acknowledgement, then the statement of intent may not have been received.

We may wish to discuss the content of statements of intent with local authorities to seek clarity on any aspects following the deadline.

When local authorities submit a statement of intent, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, we encourage them to also publish a version or summary excluding any commercially sensitive information on their own website.

## Requirements for statements of intent

The funding requirements are as follows:

### **Meeting the needs of local communities**

Local authorities should demonstrate that their proposals reflect the needs of local communities. They should also confirm that all of the authority's current local MPs were consulted in reaching a decision on how to use the funding and indicate the extent to which the intended approach meets their aspirations.

Local authorities should also demonstrate engagement with the public about the use of this funding. This could be through any work done specifically for this funding, such as consultation of residents and local bus users, or by drawing on other recent work, including but not limited to bus network reviews, wider transport strategies, or public engagement. Responses relating to public engagement should be proportional to the quantum of the funding allocation received by a local authority.

### **The services to be improved**

The aim of this funding is to increase the bus mileage operated and bus passenger journeys within the local authority's area.

Local authorities should explain how they will use the funding to improve current supported bus services, restore lost bus services, and support new bus services or extensions to existing bus services. Consideration should be given to how the funding can be used to benefit the most people most quickly, including extending the existing hours or frequencies of current services.

Local authorities should provide information on the number and the types of services they will be improving, restoring, starting, or extending. For example, evening services, Sunday services, and/or seasonal services, and how these services will be improved. For example:

- "6 additional frequencies across 3 Sunday services between Place A and Place B via Place C"; and
- "10 additional stops across 2 weekday services on service X between Place A and Place B".

Local authorities should provide the supported bus service mileage for new services, extensions to current services and restored lost services attributable to the usage of the funding. For example:

- "500 miles in 2020-21 from extended current services"; and
- "2,000 miles in 2020-21 from restored lost services".

For the avoidance of doubt, this funding is not intended to be used for capital infrastructure projects.

Local authorities should confirm that they will use all of the funding provided and provide information on how long their funding allocation will be used for. The funding will be provided as a single payment in 2020-21, and where possible we want to see the funding used in that financial year, but we understand that there can be a need for financial support over more than one year to ensure a service level is maintained where it is not possible to kickstart an ongoing commercial operation. Local authorities may therefore need to use this funding over a longer time period. The information in statements of intent on this issue will feed into our work on the bus



strategy and future funding settlement, including whether to extend this funding beyond 2020-21.

### Transparency requirements

Local authorities must agree to publish how they intend to use their funding within one month of it being provided. This could be achieved by publishing a version of the submitted statement of intent which excludes any commercially sensitive information.

Local authorities must also confirm that they will publish, as soon as possible following the end of the financial year, how much of this funding was used in total and what it was used for during 2020-21. If some of this funding is to be used in later financial years, this should be specified and further updates published in relevant future year(s).

If these requirements are not met or demonstrate that some or all of the funding was not used for its stated purpose, the Department may adjust other future transport funding allocations to the local authority concerned.

We recognise that there may be some limited circumstances where it may not be possible, perhaps for commercial reasons, to meet this requirement. If this is likely to be the case please explain why in the statement of intent.

### Enquiries

Enquiries may be directed to [betterdeal4buses@dft.gov.uk](mailto:betterdeal4buses@dft.gov.uk), with the relevant funding programme in the subject line.

### Transparency and privacy

Local authorities will be expected to spend funds in an open and transparent way. We would expect plans relating to the funding to be publicly available.

Any personal data provided through the application will be processed in line with data protection legislation. The following is to explain your rights and give you the information you are entitled to under the Data Protection Act 2018. The Department for Transport is the data controller. The Data Protection Officer can be contacted at [dataprotectionofficer@dft.gov.uk](mailto:dataprotectionofficer@dft.gov.uk). Data protection legislation sets out when we are lawfully allowed to process your data. The lawful basis that applies to this processing is 6(1)(e) of the GDPR: the processing of personal data is necessary for the performance of a task carried out in the public interest or in the exercise of official authority.

Your personal data is being collected to identify solutions to receive support from the funding for supported services in 2020-21. We are processing your data as part of assessing the statements of intent for funding.

We may share the information with external assessors as we assess the statements of intent. Your personal data will only be shared with the assessor for that purpose and will only be retained by them for the duration of the assessment process. Your personal data will be held for the duration of the funding, including any monitoring and evaluation.

The data we are collecting is your personal data, and you have rights that affect what happens to it. You have the right to:

- know that we are using your personal data
- see what data we have about you
- ask to have your data corrected, and to ask how we check the information we hold is accurate
- ask to have your data deleted
- complain to the Information Commissioner's Office (see below)

In some circumstances you may also have the right to have all data about you deleted, or to object to particularly types of use of your data. We will tell you when these rights apply. Your personal data will not be sent overseas.

We will not use your data for any automated decision making. Your personal data will be stored in a secure government IT system.

When we ask you for information, we will keep to the law, including the Data Protection Act 2018 and General Data Protection Regulation.

If you are unhappy with the way the department has acted, you can make a complaint. If you are not happy with how we are using your personal data, you should first contact [dataprotectionofficer@dft.gov.uk](mailto:dataprotectionofficer@dft.gov.uk).

If you are still not happy, or for independent advice about data protection, privacy and data sharing, you can contact:

The Information Commissioner's Office  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire SK9 5AF

Telephone: 0303 123 1113 or 01625 545 745  
<https://ico.org.uk/>

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at <https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter>

# Annex A: Funding available subject to submission of a satisfactory statement of intent

## Funding allocations for supported bus services in 2020-21

<b>Local Authority</b>	<b>Funding (£)</b>
Bedford Borough Council	146,575
Blackburn with Darwen Borough Council	56,788
Blackpool Council	41,640
Bournemouth, Christchurch and Poole Council	147,997
Bracknell Forest Council	80,922
Brighton and Hove City Council	66,612
Buckinghamshire County Council	381,502
Cambridgeshire and Peterborough Combined Authority	383,887
Central Bedfordshire Council	154,358
City of York Council	83,572
Cheshire East Council	320,005
Cheshire West and Chester Council	233,686
Cornwall Council (including Isles of Scilly)	736,184
Cumbria County Council	380,606
Derby City Council	40,799
Derbyshire County Council	838,005
Devon County Council	985,778
Dorset Council	299,159
East Riding of Yorkshire Council	228,454
East Sussex County Council	265,381
Essex County Council	964,820
Gloucestershire County Council	642,019
Greater Manchester Combined Authority	1,589,849
Hampshire County Council	709,912
Herefordshire Council	245,064
Hertfordshire County Council	401,174
Hull City Council	186,744
Isle of Wight Council	56,721
Kent County Council	1,007,624
Lancashire County Council	751,576
Leicester City Council	83,550
Leicestershire County Council	556,627
Lincolnshire County Council	834,731
Liverpool City Region Combined Authority	1,113,728
Luton Borough Council	46,273

Medway Council	109,170
Milton Keynes Council	173,025
Norfolk County Council	917,442
North East Joint Transport Committee	1,454,485
North East Lincolnshire Council	93,411
North Lincolnshire Council	153,912
North Somerset Council	134,876
North Yorkshire County Council	757,185
Northamptonshire County Council	277,654
Nottingham City Council	231,328
Nottinghamshire County Council	648,608
Oxfordshire County Council	588,403
Plymouth City Council	137,345
Portsmouth City Council	54,802
Reading Borough Council	83,861
Royal Borough of Windsor and Maidenhead	82,918
Rutland County Council	58,107
Sheffield City Region Combined Authority	703,614
Shropshire Council	319,302
Slough Borough Council	79,237
Somerset County Council	443,070
Southampton City Council	55,726
Southend-on-Sea Borough Council	30,471
Staffordshire County Council	583,372
Stoke-on-Trent City Council	124,233
Suffolk County Council	580,715
Surrey County Council	671,945
Swindon Borough Council	95,255
Tees Valley Combined Authority	207,560
Telford and Wrekin Council	77,984
Thurrock Council	30,319
Torbay Council	29,326
Warrington Borough Council	67,328
Warwickshire County Council	499,674
West Berkshire Council	108,507
West Midlands Combined Authority	879,836
West of England Combined Authority	736,397
West Sussex County Council	383,169
West Yorkshire Combined Authority	1,086,414
Wiltshire Council	671,161
Wokingham Borough Council	47,693
Worcestershire County Council	468,833

# Annex B: Statement of intent form

## Section A: Contacts

**1. What is your local authority name?**

**2. Name and contact details of the reporting officer:**

## Section B: Funding Requirements

**3. What do you intend to use your funding allocation for? Tick as many as applicable.**

- A. Improve current supported bus services
- B. Restore lost bus services
- C. Support new bus services or extensions to current bus services
- D. Other

If you ticked A, please provide details of how much of, and how, your funding allocation will be used to improve current supported services:

If you ticked B, please provide details of how much of, and how, your funding allocation will be used to restore lost services:

If you ticked C, please provide details of how much of, and how, your funding allocation will be used to support new services or extensions to current services:

If you ticked D, please provide details of how much of, and how, your funding allocation will be used for other purposes:

**4. Provide details of the duration you will use the funding for, including whether this applies to all of your responses to Question 3.**

**5. Provide a statement on how your plans will meet the needs of local communities.**

This should include:

- how you have considered the needs of local residents;
- how you have consulted local MPs;
- how the views of local residents have influenced your funding decisions (proportionate to the quantum of funding you are to receive); and
- the extent to which your plans meets the aspirations of local MPs.

Did this involve consulting any of the following groups?

- A. Local bus users
- B. Local residents who do not use the bus
- C. Bus operator(s)
- D. All current local MP(s)
- E. Other (Please describe here):

**6. Confirm that you will be publishing information on your website, within one month of receipt of funding, on how your funding allocation will be used.**

- Yes
- No

If no, why not?

**7. Confirm that you will be publishing information on your website as soon as possible after the end of the 2020-21 financial year on how your funding allocation was used.**

- Yes
- No

If no, why not?