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Superbus

Call for Expressions of Interest

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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.

Superbus pilots are packages of schemes that work together to increase bus patronage in a defined area. The pilots will focus funding on three areas that have the potential to transform how people use and perceive bus services.

The three key areas are:

- A comprehensive network of bus priority measures;
- Fares caps; and
- Increased service frequencies.

The most vulnerable in society are the most reliant on bus services, and as such bus services offer a way for many out of social isolation. There is a proven correlation between access to bus services and levels of social deprivation¹. A 10% improvement in bus service connectivity is associated with a 3.6% reduction in social deprivation². Therefore, this fund will focus particularly on improving bus services in areas which suffer the greatest level of deprivation.

¹ Bus Infrastructure Investment, Greener Journeys, November 2018

² Bus Infrastructure Investment, Greener Journeys, November 2018

2. Scope of the Fund

Objectives

The primary objective of the fund **is to increase bus patronage in an area through a package of measures covering bus priority, reducing bus fares and increasing service frequencies**. A secondary objective is to understand how these interventions influence the way that people use buses to access key services. Up to £70m is available to support this project.

Bus priority measures have been selected because of the effects of congestion on the reliability and journey time of local bus services. This has direct impacts on bus passengers. For example, in city centres, a 1% p.a. increase in bus journey time results in loss of access to approximately 5,000 jobs per year³. The absence of effective bus priority measures represents a major barrier to improving the attractiveness of local bus services, as passengers must have confidence that their bus will arrive on time.

With this in mind, the main financial element of successful Superbus bids in urban areas will be funding new bus priority measures that aim to improve the key elements of reliability and journey time by prioritising buses over other types of traffic. The most effective way to do this is to deliver a package of comprehensive bus lanes that provide a whole route solution to improving reliability and punctuality. The package can also include additional interventions at particular points along the route, for example at a congested junction. If bus priorities are not the core element of your bid we would expect strong operator support for the alternative interventions outlined in your bid.

Fares caps have been selected because using the bus should provide value for money - whether making a single, return or multiple journeys during the day. Not only does this determine how often existing passengers use the bus, but also whether local people in general opt to use the bus compared, particularly, to travelling by car. Research published by Transport Focus⁴ found that bus passengers who pay for their journeys rated 'bus fares, tickets and passes that offer better value for money' as their second highest priority for improvement and the sixth highest across all passengers. The most direct way to improve the perception of value for money is to reduce fares.

The second part of the Superbus package will therefore fund a fare cap on all daily fares in the geographical area of the scheme. The level of cap will be for individual bidders, working in partnership with their local bus operators, with the aim of determining how reduced daily fares would contribute to the pilot ambition of sustaining long-term benefits.

³ Bus Infrastructure Investment, Greener Journeys, November 2018.

⁴ Bus Passenger Priorities for Improvement, Transport Focus, March 2010

Bus frequencies are important to ensure that the bus is readily available when people need to travel. A Transport Focus report⁵ said that that buses running more frequently and at times when passengers want to use them is passengers' second highest priority for improvement. It also said that although the priority accorded to frequency varies from one region to another, that it is in the top five in all the areas studied.

This can be particularly important where they need start or finish a journey at a particular time - for example to get to work or to get home from school or college. Buses need to be there when people need them. Increasing frequencies also means passengers spend less time waiting at the bus stop to make a journey and therefore reach their destination sooner. The third part of the Superbus package will therefore allow funding for increased frequencies on individual routes with the overall aim of increasing long-term patronage by providing buses at times when local people need to use them.

Taken together, these interventions have considerable scope to create a step-change in the perception, performance and patronage of local bus services in the geographical area of the bid. Successful bids are those that can demonstrate a firm intention and clear way forward to sustain the benefits of the pilots beyond the funding period. What those long-term outcomes are is for individual bidders to decide. For example, it could aim to sustain patronage increases, bus performance in terms of reliability, journey times, frequency, that the fares cap will be self-funding after Year 4 (see below), or a combination of all three. What is important is that successful bidders can, in Phase 2, develop an effective strategy for sustaining the long-term benefits of the pilot scheme.

How the fund will work

The fund will operate via a full competition over two phases, with the first acting as a light-touch process to reduce the burden on local authorities and their partners. This prospectus acts as the launch of Phase 1 and invites local authorities to come forward with Expressions of Interest.

Two-phase application process

- Phase 1: This is an expression of Interest (EOI) stage where we will assess Superbus proposals in terms of the size of the pilot area, the challenges it faces and the delivery plan and timescale. Up to three projects will be taken forward from this phase to phase 2.
- Phase 2: This will require development of a more detailed business case, following relevant departmental guidance. Local authorities will be asked to propose a more ambitious and a less ambitious option.

⁵ Bus Passenger Priorities for Improvement, Transport Focus, March 2010

We will assess the EOI against criteria set out within this document and the application form. We expect to be able to make an announcement at the end of May 2020 on which solutions will move forward to Phase 2, where final proposals will be developed.

Local authorities shortlisted to move forward to Phase 2 will be granted some funding in 2020/21 to support the development of their final proposals. We expect local authorities to give in their EOI an indication of the level of funding they would need to deliver this; however, they are not guaranteed the full amount they propose.

We expect all local authorities who go forward to phase 2 to receive a share of the funding. However, there is no guarantee of further funding (beyond £10m outlined below) to shortlisted local authorities if the final proposals put forward at the end of Phase 2 are not sufficiently developed or fail to demonstrate adequate value for money or deliverability or a robust monitoring and evaluation plan.

- 2.1 Final decisions on the amount of support for a shortlisted solution will be made considering the quality of the final proposals put forward at the end of Phase 2. We will announce the funding amount for each eligible area then.

Indicative timetable

<i>6 February 2020</i>	<i>Phase 1 opens and Expressions of Interest invited</i>
<i>5pm, 30 April 2020</i>	<i>Deadline for Expressions of Interest</i>
<i>End May 2020</i>	<i>Announcement on shortlisted places moving to Phase 2</i>
<i>Summer/Autumn 2020</i>	<i>Final proposals of shortlisted solutions to be submitted and funding awarded on a rolling basis</i>

The fund

Up to £70m is available in total to support this project. The funding can be for either capital or revenue projects. We anticipate funding up to three places, with at least £10m of funding each. Funding for most schemes will be provided in the 2020/21 financial year. DfT may choose to retain oversight on any larger schemes (over £40m) beyond this point and consequently funding may be provided at a later stage. The length of individual pilots is for bidders to decide **but can be no longer than 4 years from the point that Phase 2 funding is awarded**.

Monitoring and evaluation

We intend to run this project as a pilot, allowing us to test, trial and evaluate innovative ideas and schemes. Robust monitoring and evaluation is required to ensure learning from this can be generated to inform the development of future schemes.

The Department, local authorities and bus operators have a shared interest in evaluating the effectiveness of this funding and measuring the impact on local areas, bus operations and patronage.

The Department will require the support of the selected local authorities and bus operators from the outset in providing baseline and monitoring data.

Local authorities and bus operators will be expected therefore to develop monitoring and evaluation arrangements for pilots. Where possible these will compare the pilot schemes with existing schemes outside the pilot area to understand the net impacts of the pilot and relative cost effectiveness of schemes.

The evaluation should also identify learnings about the delivery and implementation of schemes and the impact of schemes on areas including (but not limited to) emission levels, bus patronage, bus operating costs.

It is important to embed monitoring and evaluation arrangements from the start of the pilot scheme and therefore monitoring and evaluation plans will be assessed by DfT alongside proposals from local areas.

The Department will work with successful authorities in due course about the design and funding of an evaluation framework to ensure it meets both Government and local needs.

3. Eligibility

Who is eligible to bid?

We expect local transport authorities to take the lead in developing a bid as they are responsible for improving bus services for local people. We are seeking bids which improve transport in urban areas. Therefore, the following criteria have been used:

Population

Only bids that cover towns or cities with a population greater than 75,000⁶ outside Greater London are eligible to bid.

A list of eligible local transport authorities has been included in **Annex B** alongside the built-up areas (BUA - towns or cities) through which each local transport authority qualifies for eligibility. **Eligible local transport authorities must demonstrate in their application that the proposal focuses on a town or city with a population of greater than 75,000.**

Deprivation

There is a proven correlation between access to bus services and levels of social deprivation⁷. To assess deprivation the MHCLG Indices of Multiple Deprivation (2019) has been used. This is the official measure of relative deprivation in England, based on 39 separate indicators. It represents the overall measure of multiple deprivation experienced by people living in an area⁸.

Only the top 75% most deprived local transport authorities are eligible to bid for funding⁹.

Based on these criteria, **a list of local transport authorities eligible to bid for the Superbus pilot is included in Annex B. Each local transport authority listed may only submit a single bid.** This is to limit the number of bids to a workable number for assessment purposes and ensures that those with more than one BUA focus on the one where they believe Superbus can be most effective.

⁶ Data taken from the Census 2011, with analysis from ONS to identify "built up areas" (BUA). These are continuous urban areas as defined by ONS and Ordnance Survey that we have used to define towns/ cities.
https://www.nomisweb.co.uk/articles/ref/builtupareas_userguidance.pdf

⁷ Bus Infrastructure Investment, Greener Journeys/ Arup, November 2018

⁸ More information can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/loD2019_Statistical_Release.pdf

⁹ For the purposes of this fund local authority deprivation is measured using the "Rank of average score" measure

4. Assessment Process

Bids should be submitted by eligible local transport authorities, who have ambitious plans for increasing bus patronage through a combination of the measures included in Superbus pilots.

Bids should be developed in conjunction with bus operators and any other relevant local businesses. Bidders should consider the scope for match funding and, in particular, whether investments in bus priority can be matched by increases in service frequency or decreases in fares.

You may wish to have regard to the Department's Business Case Guidance and the Rebalancing Toolkit when completing the application form.

We will assess bids at this **Phase 1** stage using the following criteria:

- Bids are from an eligible local transport authority as set out in the eligibility criteria section of this prospectus. Bids must focus on a built-up area of 75,000 population or greater within the local transport authority area - see **Annex B** for a list of eligible built-up areas.
- Whether bids demonstrate a clear strategic fit with wider local transport and other local policies and a record of delivering the local authority's vision for buses.
- To what extent bids include a range of high quality proposals to use the pilot to deliver long term patronage increases – with modal shift from car as a key outcome.
- Particular weighting will be given to letters at member level that provide a firm commitment to delivering the conclusions of the co-development process – particularly giving buses priority over other types of traffic. Bids where no letter is included will be discounted.
- Whether there is a strong existing relationship between operators and the LTA, as shown through current relationships and previous work. Bids that do not have letters of support from the relevant local bus operators required in Section 2 will be discounted.
- The number and extent of complementary measures proposed that indirectly encourage bus use. This can be in the form of specific interventions – such as restrictions on parking – or a match funding proposal by the LTA.
- Whether local authorities and local bus operators are willing to work towards either a continuation of the pilot fares and frequencies on a commercial basis or other improvements in the overall bus 'offer' to passengers that would sustain the patronage increase experienced during the pilot period.
- Whether the proposal has a clear and realistic timetable to increase patronage and encourage modal shift from the car.

- Whether the bid sets out a robust monitoring and evaluation plan that can be used to ensure learning about the project to inform future schemes. Wherever possible, proposed solutions should be compared with established existing solutions to understand their net impacts (particularly in relation to punctuality and bus patronage), their relative cost effectiveness and how they alter the experiences of bus passengers. Evaluation should also identify learning about the implementation of the services, including the approach to communicating with passengers, which can be used to improve the design of services in future. Bidders should explain how the approach to delivering the services will ensure that future learning is maximised.

Other factors

The pilots are intended to demonstrate the effects of significant investment to transform the bus 'offer' in that area. Therefore, we are looking for:

- Bids where bus fares are high or the percentage change in average single, return, and adult day-ticket prices over the last five years is high compared to other bids received.
- Areas where bus patronage shows a persistent downward trend over at least the last three years.
- Where general traffic speeds in the pilot area shows a persistent downward trend at least over the last three years. This will maximise the benefit of new bus priorities to give buses a clear journey time advantage.

5. Application Process

Application form

Local authorities will be expected to apply via the separate application form. Applications will be assessed against the criteria set out in this document and the application form.

When filling out the application form, please adhere strictly to the content and supporting information requested in this document. You may include additional information in individual sections that you believe are relevant – but please keep strictly to the word limit.

Submission of bids

All bids should be submitted electronically to betterdeal4buses@dft.gov.uk no later than 17.00 on 30 April 2020, with 'Superbus' in the subject line. You will receive an acknowledgement the next working day; if you do not receive an acknowledgment then we have not received your bid.

We may wish to discuss the content of bids with local authorities and operators to seek clarity on any aspects following the deadline.

When authorities submit a bid for funding, 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 after submitting the final bid to the Department.

As well as increasing transparency, publishing bids will also help create a network of partners engaged in the process and support those local authorities looking to bid for the second round of funding.

Enquiries

Enquiries about the Fund may be directed to betterdeal4buses@dft.gov.uk, with 'Superbus' 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 project to be publicly available. In addition, we will expect details of the project and progress to be made available to other local authorities (except where this is commercially confidential) and the Department for Transport over the duration of the project including co-operating with any central

monitoring and evaluation activity which the Department undertakes to ensure learning is drawn from projects to inform future policy development and scheme design.

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. 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 Superbus Fund. We are processing your data as part of Phase 1 of the application phase before deciding which solutions will move forward to Phase 2. We may also use it to contact you about further opportunities to apply for this project if we expand the Fund in future.

We may share the information with external assessors as we assess the applications. 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 Fund, including 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.

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: Application form

SECTION 1 – Defining the pilot area [600 words that explain and provide data on how you meet the criteria listed below]

Core eligibility criteria

- 1 The Superbus interventions must be focused on an eligible built up area within the local transport authority's boundary listed in **Annex B¹⁰**.
- 2 In addition, the location should meet the eligibility criteria set out in section 3, be clearly defined and explain the rationale for choosing the proposed geographical area.

Bid requirements

- 3 In addition, the bid should:
 - Provide a (A3/A4) map of the proposed geographical area and main bus corridors that bid funding will concentrate on. **This can be an annex to the bid and not included in the word limit for this section.**
 - Provide a detailed breakdown of the current operators in the bid area and their market share. Also provide a breakdown of current single, return and adult day-ticket prices in the bid area – or an average fare where these vary by distance etc.
 - The percentage change in single, return, and adult day-ticket prices over the last five years. Please provide an average figure for all three ticket types.
 - Information on patronage levels and the trend over the last five years.
 - Information on the trend in bus and general traffic speeds over the last five years.
 - Briefly explain why you believe your chosen area will deliver the pilot outcomes.
 - Briefly explain why existing bus services are not meeting the needs of local people in those areas set out in the eligibility criteria (you may wish to focus on output rather than input measures to explain this).

SECTION 2 - Setting out the Challenges [1000 words]

¹⁰ For more information on built-up areas please refer to the BUA guidance here:
https://www.nomisweb.co.uk/articles/ref/builtupareas_userguidance.pdf

- 4 The Government is committed to creating an economy that works for everyone, to increase productivity and provide better access to good jobs. Meeting these objectives requires good bus services.
- 5 As explained above, the objective of these pilots is to identify areas where there is significant scope for a combination of bus priorities, increased bus frequencies, capping fares and other complementary pro-bus measures to create a step change in the access by bus to key services and in resulting patronage levels. Success in meeting this objective also requires a clear strategic vision for how bus services fit into the current and future travel needs of local people.
- 6 For the pilots themselves, bidders should have regard to the elements discussed below. Bids should also set out an outline methodology for identifying and developing the individual elements of the pilot scheme.
- 7 Following publication of this document, we plan to organise a series of workshops to explain the rationale behind the 'Superbus' concept and what we are seeking in terms of Phase 1 bid content. In general, the bid should set out which of the three funded interventions outlined below will be included in the pilot – bus priority, fare cap and frequency enhancements. This must be a minimum of two of these - and include bus priorities - or ideally all three. Bids should also consider whether to include complementary measures.

Bus priorities

New bus priority measures will form the main element of all Superbus pilots and should represent a significant increase from what currently exists. The introduction of comprehensive bus priorities may require reallocating existing road space to buses. Where this is necessary to delivery reliability and journey time improvements we expect that reallocation to be delivered, unless local geography precludes this - e.g. because part/all of a particular route operates on a road with a single lane in each direction. We are making this clear now to avoid bus priority measures identified in Phase 2 not being implemented because the relevant powers are held by other authorities that do not subsequently deliver them.

- 8 These measures should deliver clear journey time improvements for buses. Where the bidding authority is not the highway authority it will be important to show that all the relevant highway authorities are engaged and willing to participate.

Fare cap

- 9 The aim of the fare cap is not to 'subsidise fares'. It is used, in combination with the other elements of the pilot, to deliver a long-term patronage increase that extends beyond the funding period. This could be achieved by, for example, increasing patronage to the extent that the reduced pilot fares become commercially viable.

Increasing frequencies

- 10 The pilots should also consider funding increased frequencies where bidders believe

this will provide an important contribution to increasing patronage in the bid area. LTAs can also include, in Phase 2, proposals for the pilots to fund frequency increases on their supported network¹¹. Superbus interventions also benefit bus operators - in terms of improving the image of their bus services and brand, reducing running costs and increasing revenue. Investment by the local bus operators will also form an integral part of the pilots and Phase 2 work should give local bus operators the confidence to invest in the pilot areas. The obvious complementary action is for them also to increase the frequencies of bus services in the pilot areas on a commercial basis.

Complementary measures

- 11 It is important that the bid proposes self-funding complementary measures that indirectly encourage local people to use buses. This could include a different approach to car parking, or a workplace parking levy. Bus operators could also offer complementary measures, for example, vehicle improvements, co-ordinated timing of individual services¹² or marketing.

State aid

- 12 Fare cap and frequency enhancement using Superbus funding must not distort the local bus market and violate state aid rules. As the fare cap will reduce all daily fares in the geographical area of the proposed scheme this should not occur, although attention must be paid to the effect on any cross-boundary services. Particular care will also be required when funding frequency increases. This is why developing the package of proposals in close partnership with local bus operators will be key. It will be for successful bidding authorities to ensure compliance with state aid rules during detailed design at Phase 2.

Bid requirements

- 13 With these factors in mind, the bid should:
 - Summarise the approach taken to improving bus services through your Local Transport Plan and how this will support the objectives of the pilots in your proposed area. Please Include (**as an annex – word limit does not apply**) relevant and clearly referenced extracts from the most recent Local Transport Plan and other relevant published plans that support your approach.
 - What steps you have taken to deliver your vision for buses in local plans and what effect these have had in terms of improving the role of the bus as a travel option.
 - Set out how corridors will be identified for bus priority measures and how the most effective solutions along each route will be determined. In Phase 2, all bus services in the bid area should be examined as part of this methodology, not just those on core routes, so that the most appropriate and deliverable interventions can be identified. Route-level operator real time data is the best source to inform

¹¹ This funding will not be extended to commercial bus services for state aid and competition reasons.

¹² This does not cause competition issues if delivered via an 'Enhanced Partnership' under the Bus Services Act 2017.

those decisions and we require the successful bidder at Phase 2 to use this data, on a co-development basis, with local bus operators, to inform those decisions - if this data is not available at the bidding stage, bus operators must agree to obtain it during co-development. In phase 2, business cases will focus on the interventions which have the greatest impact.

- Identify all other authorities whose statutory powers will be subsequently required to implement Phase 2 solutions. For example, if any bus priority or other measures are likely to require a district or city council to implement a traffic regulation order(s), you must obtain prior agreement to co-development from those authority(s) and **submit a joint proposal**.
- Provide information on the complementary measures you and bus operators would consider introducing and the potential scale of those interventions.

14 In addition to the 1000 word limit set out above:

- Include a letter signed by the Local Transport Authority member(s) with the relevant portfolio(s) covering the bid area that confirms:
 - that implementation of the pilot will follow the methodology outlined in this Phase 1 stage and the subsequent co-development of detailed proposals in Phase 2 if the bid is successful;
 - that bus priorities will, in Phase 2, represent a significant increase from what currently exists in the bid area; and
 - a commitment to implement complementary measures identified by the Phase 2 process during subsequent co-development.
 - That this is a joint proposal between the LTA and any other relevant authority(s), where applicable (see paragraph 13, bullet 4 above).

As stated elsewhere, particular weighting will be given to bidders that can provide a firm commitment via this letter to delivering the conclusions of the co-development process – particularly giving buses priority.

- Include a letter of support for the content of the EOI by each bus operator that has at least a 10% market share in the bid area. This can be individual letters or a single co-signed letter. We are not seeking a commitment to specific reciprocal investment at this stage. However, we expect successful bidders during the Phase 2 process to deliver operator confidence to invest. Therefore, we require the letter(s) to confirm that the bus operators fully support the Phase 1 bid and will work collaboratively with the LTA to co-develop the bid and provide the necessary information and available operator data that may be required during Phase 2 to develop detailed proposals.

15 It will be for LTAs and individual operators to jointly decide what operator investment will form as part of the Phase 2 co-development process. However, we do not wish to see pilot investment resulting in no reciprocal investment by bus operators.

SECTION 3 – The delivery plan and timescale [600 words]

- 16 Close co-development with local bus operators will be essential to the success of the pilot schemes. They represent a considerable investment in local bus services, by central Government, the LTA and their local operators. It is important that all have confidence that the other will deliver on ‘their part of the bargain’. Therefore, **it will be a condition of funding that the relevant outcomes of pilot development are included in a statutory Enhanced Partnership (EP) under the Bus Services Act 2017, with a duration of at least five years.** Current voluntary partnerships and other types of statutory partnership do not ensure both sides will deliver and, considering the level of funding applied by the pilots, are not sufficient to ensure success.
- 17 Further guidance on the EP process and what can be included in an EP scheme is available on the gov.uk website¹³. The Department will provide support to successful bidders in developing their EP.
- 18 An EP scheme is not set in stone – it can be varied throughout its life, subject to an operator objection mechanism. The content of an EP represents a binding commitment on both sides. We do not require the EOI to set out those commitments at this stage.

Bid requirements

- 19 The bid should:
- Set out a clear timescale for implementing the pilot and the reasons for those decisions.
 - Briefly describe how the LTA currently engage with local bus operators in the bid area – for example, do you have a voluntary or statutory partnership, or another forum for discussing bus issues such as a bus alliance? Please include two examples of recent successes.
 - Briefly explain what governance arrangements you have agreed with other authorities whose statutory powers may subsequently be required to deliver Phase 2 outcomes.
 - Briefly describe how monitoring and evaluation will be used to ensure learning about the project to inform future schemes. Where possible this will compare pilot schemes with existing schemes outside the pilot area to understand the net impacts of the pilot and relative cost effectiveness of schemes. The evaluation should also identify learnings about the delivery and implementation of schemes and the impact of schemes on areas including (but not limited to) emission levels, bus patronage, bus operating costs.

¹³ <https://www.gov.uk/government/publications/bus-services-act-2017-enhanced-partnership-creation>

Annex B: Eligible Areas

The below table shows local transport authorities (LTA) eligible to bid for the Superbus scheme. Bidding authorities must demonstrate in their application that the proposal focuses on a town or city with a population of over 75,000. Only the named LTAs can bid for the Superbus scheme

Local Transport Authority	Eligible built-up area (BUA)
Bedford	Bedford
Blackburn with Darwen	Blackburn
Blackpool	Blackpool
Bournemouth, Christchurch and Poole	Bournemouth/Poole
Brighton and Hove	Brighton and Hove
Cambridgeshire and Peterborough Combined Authority	Peterborough
Cheshire West and Chester	Birkenhead
	Chester
Cumbria	Carlisle
Derby	Derby
Derbyshire	Greater Manchester
	Nottingham
	Sheffield
	Derby
	Mansfield
	Burton upon Trent
East Sussex	Crawley
	Hastings
	Eastbourne
Essex	Southend-on-Sea
	Basildon
	Colchester
	Chelmsford
Greater Manchester Combined Authority	Greater Manchester
	Liverpool
	Wigan
Kent	Medway Towns
	Thanet
	Maidstone
Kingston upon Hull	Kingston upon Hull

Lancashire	Greater Manchester
	Preston
	Blackpool
	Wigan
	Burnley
	Blackburn
	Accrington/Rossendale
	Lancaster/Morecambe
Leicester	Leicester
Lincolnshire	Lincoln
Liverpool City Region Combined Authority	Liverpool
	Southport
	Greater Manchester
	Birkenhead
Luton	Luton
Medway	Medway Towns
Milton Keynes	Milton Keynes
Norfolk	Norwich
North East Joint Transport Committee	Sunderland
	Tyneside
North East Lincolnshire	Grimsby
North Lincolnshire	Scunthorpe
Northamptonshire	Northampton
Nottingham	Nottingham
Nottinghamshire	Nottingham
	Mansfield
Plymouth	Plymouth
Portsmouth	South Hampshire
Reading	Reading
Sheffield City Region Combined Authority	Barnsley/Dearne Valley
	Doncaster
	Sheffield
Shropshire	Telford
Slough	Slough
Southampton	South Hampshire
Southend-on-Sea	Southend-on-Sea
Stoke-on-Trent	Stoke-on-Trent
Suffolk	Ipswich
Swindon	Swindon
Tees Valley Combined Authority	Darlington
	Hartlepool
	Teesside
Telford and Wrekin	Telford
Thurrock	Grays
Torbay	Paignton/Torquay
Warrington	Warrington
West Midlands Combined Authority	West Midlands

	Coventry
West of England Combined Authority	Bristol
West Yorkshire Combined Authority	West Yorkshire
Worcestershire	West Midlands
	Worcester
	Redditch

Built-up areas, previously known as urban areas, have been produced by the Office for National Statistics (ONS) since 1981. Built-up areas are defined as land which is 'irreversibly urban in character', meaning that they are characteristic of a town or city.

Digital boundaries for built-up areas and built-up area sub-divisions can be downloaded free of charge under the terms of the OS OpenData™ Licence from the ONS Open Geography portal.¹⁴

Due to the nature of the BUA data, local transport authorities may have more than one eligible BUA within their boundaries. Similarly, eligible BUAs may be spread over more than one local transport authority.

In some cases, built-up areas that are predominantly located in one local transport authority can 'spill-over' into neighbouring local transport authorities. These neighbouring authorities therefore only contain a small proportion of the built-up area. Instances such as this have been included in the table above- for example, Greater Manchester's built-up area is included under Liverpool City Region. Bidders must ensure that the built-up area contained within their bid is substantially located within their authority.

¹⁴ Built-up area boundaries: <https://geoportal.statistics.gov.uk/datasets/built-up-areas-december-2011-boundaries-v2>
 Built-up area subdivision boundaries: <https://geoportal.statistics.gov.uk/datasets/built-up-area-sub-divisions-december-2011-boundaries>
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