

Guidelines for funding of supported services

Priorities for funding

Priorities for funding	
The council will consider funding services in the following circumstances, taking into account relative priority, and subject to value for money and availability of funding.	
<i>(for definitions of primary and secondary strategic network and town services, see the network hierarchy in Table 4.1 of the Local Transport Plan)</i>	
Priority	Service types
High	Maintaining up to an hourly daytime service (Mon - Sat) on primary strategic network bus routes; and up to a two hourly daytime service (Mon - Sat) on secondary strategic network bus routes.
	Maintaining up to a once per day (Mon - Sat) daytime return journey opportunity to settlements in rural areas; and up to three journey opportunities per day (Mon - Sat, including for journey to work) to settlements designated as Local Service Centres in the council's settlement hierarchy.
	Maintaining up to an hourly daytime service (Mon - Sat) on primary town services; and up to five return journey opportunities per day (Mon - Sat) on secondary town services.
Medium	Providing up to an hourly daytime service (Mon - Sat) on secondary strategic network bus routes.
	Providing more than a once per day (Mon - Sat) daytime return journey opportunity to settlements in rural areas; and more than three journey opportunities per day (Mon - Sat) to settlements designated as Local Service Centres in the council's settlement hierarchy.
	Providing more than five return journey opportunities per day (Mon - Sat) on secondary town services.
	Providing 'shoppers special' services in rural areas to a destination other than the local town.
Low	Providing more than an hourly daytime service (Mon - Sat) on strategic network services.
	Providing more than an hourly daytime service (Mon - Sat) on primary town services.
	Providing evening services (after 1900) on Mondays - Saturdays on strategic network and town services that have an hourly or better daytime service frequency.
	Providing Sunday and Bank Holiday daytime services on strategic network and town services that have an hourly or better weekday daytime service frequency.
	Providing Sunday and Bank Holiday evening services (after 1900) on strategic network and

	town services that have an hourly or better weekday daytime service frequency.
The council will consider funding services on their individual merits in the following circumstances, where they support specific approved local objectives, and taking into account the availability of funding including from external sources or other budgets.	
	Services for non-entitled schoolchildren travelling to their local designated school.
	Services catering primarily for leisure, tourism or recreation purposes.
	Services to employment or retail sites outside traditional centres.
	Services to hospitals, health centres, surgeries and other local health services.
	Park & Ride services.
	Enhanced services provided to support Area Transport Strategies or other theme strategies developed under the LTP.
	Rail services where they make an important contribution to achieving LTP objectives, and where they can not be funded from other sources.
	Evening and Sunday services on strategic network and local services (urban or rural) that have less than an hourly weekday daytime service.
The council will not normally consider funding services in the following circumstances, unless they are fully funded from other sources.	
	School transport for non-entitled children travelling to an establishment other than their designated area school.

Maximum subsidy / passenger guidelines

1. Guideline for standard services

The council has a maximum subsidy / passenger guideline for most types of service of £3.50 per passenger trip.

The council will not automatically fund services that fall within these guidelines; but will consider whether to fund them taking into account their priority ranking, level of use and relative value for money.

The council will not normally fund services that exceed these guideline thresholds, unless there are particular reasons for making an exception.

2. Special guidelines applying to particular types of service

Special subsidy guidelines		
Type of service	Maximum subsidy / passenger guideline (notes 1 and 2)	Reason for different guideline
Local services in rural areas – maintaining up to a daily weekday daytime service	£5.00	A higher level of support is considered justified to provide a basic level of accessibility for rural residents
School buses for non-entitled children attending their local designated school	£1.25	A lower level of support per passenger trip is used, reflecting the shorter trip distances and lower fares paid on these types of service
Local town services	£2.50	

Application of the guidelines

- All services will be allocated to one of the ‘type of service’ categories listed above. Each ‘type of service’ category belongs to a defined priority level
- Subsidy per passenger trip will be calculated for all services (or estimated for a new service / contract until actual data is available)
- Services will be ranked according to subsidy per passenger trip within each priority level
- Services above the maximum subsidy per passenger guidelines will be reviewed and either revised or withdrawn unless there are reasons for continuing support, or alternative lower cost provision can be identified (within the available budget)
- Services that have the highest subsidy per passenger within each priority group will be subject to review if funding is under pressure. Services in lower priority categories will be more likely to be reduced or withdrawn than those in higher priority categories Final decisions about which services to reduce or withdraw will be taken by members following consultation, as a political decision balancing the priority of the needs in each category and the impacts of withdrawal against availability of funding.