

Question 1 - Do you agree with how we propose to calculate the amounts to be devolved? If not, what alternative arrangements would you suggest should be used?

What happens when a service that was previously tendered becomes cancelled? The local authority will be receiving monies for services that are no longer running.

Question 2 – Do you think that an additional amount should be devolved where a commercial service is replaced by a tendered one?

Yes. This will make these additional tendered services more affordable.

Question 3 - Do you agree that it would be better for all the relevant funding to be devolved on a single date? Or, are transitional arrangements needed and, if so, what is the best way of doing this?

No comments

Question 4 - Do you agree that funding for incentives should not be devolved to local authorities until the further review of BSOG in 2014?

No, due to the start-up costs of technological improvements this should be undertaken as soon as possible to encourage more operators to undertake the schemes. Operators making improvements to their vehicles would lead to increased environmental benefits.

Question 5 - Do you agree that local transport authorities in areas with a Quality Contract Scheme should automatically receive the equivalent to BSOG funding?

No comments

Question 6 - Do you believe that there is a need to ringfence funding for an interim period? If so, what form do you think this ringfencing should take, and, in particular, how much flexibility should local authorities be given as to how to spend the devolved grant?

Yes, money should be ringfenced to ensure that money is spent on extending services to people in rural areas and with the lowest connectivity.

Question 7 - Should BSOG for both live and dead mileage be devolved?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at Metropolitan areas.

Question 8 – Should BSOG for part services within a BBA be devolved?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at Metropolitan areas.

Question 9 – Is the proposed method of calculating the BSOG in a BBA suitable?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at highly congested metropolitan areas.

Question 10 - Do you agree that the approach proposed to partnership within a BBA strikes the right balance between local transport authorities and bus operators?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at highly congested metropolitan areas.

Question 11 – Do you agree that any authority both developing a QCS and seeking BBA status should need to demonstrate the same standard of partnership working and support from local bus operators for the BBA bid as any other bidding authority?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at highly congested metropolitan areas.

Question 12 - Is this transitional period for phasing out BSOG sufficient?

N/A. HBBC would not be considered to become a Better Bus Area (BBA) as this will be aimed at highly congested metropolitan areas.

Question 13 - Do you agree that each of the services listed in section 4.66 should not be eligible for BSOG in future? If you do not agree, please explain why.

Agree. The services detailed in paragraph 4.66 do not appear to be in line with the definition of local bus services and should therefore be exempt from BSOG.

Question 14 - Are there any other categories of service which are eligible for BSOG at present which you believe should not be eligible in future, and if so which are they?

No comments

Question 15 - Alternatively, are there any categories of service which are not eligible at present but which you think should be in future?

No comments

Question 16 – Should buses operating under a Section 19 permit in BBAs and London continue to receive BSOG where they are not run inhouse by the local authority?

No comments