

## Appendix 2 – Proposed Bus Support Criteria, November 2022

Objective	Criteria	Scoring	Points
<b>Supporting the economy &amp; environmental sustainability</b>	Business growth - journey purpose	Employment	5
		Education / training	4
		Health / medical / welfare	3
		Shopping / personal business	2
		Leisure (social / recreation)	1
	Sustainable economic growth	The route serves a significant (>1000 trips) travel to work area	4
		The route serves a moderate (500-1000 trips) travel to work area	2
		The route serves a low (<500 trips) travel to work area	0
	Impact on carbon emissions	The route directly serves an Air Quality Management Area (AQMA) and/or congestion hotspot	4
		The route passes nearby an AQMA and/or congestion hotspot	2
		No AQMA or congestion hotspots are served by the route	0
	Contribution to carbon emissions based on vehicle type and age	EV and Hydrogen	4
		Euro 6	3
		Euro 5	2
		Euro 4	1
<b>Improving access &amp; social inclusion</b>	Integration - transport interchange	More than 1 interchange point or major interchange point on route	4
		One interchange point on route	2
		No interchange points on route	0
	Accessibility - travel choice	No reasonable alternative	5
		Alternative within 2 hours during daytime within no more than 800 metres	4
		Alternative within 2 hours during daytime at same location	3
		Alternative within 1 hour during daytime within no more than 800 metres	2
		Alternative within 1 hour during daytime at same location	1
	Areas of deprivation	Over 50% of the route length serves an area within 25% most deprived in the borough	4
		Under 50% of the route length serves an area within 25% most deprived in the borough	2
		The route does not serve an area within the 25% most deprived in the borough	0
<b>Bus service performance</b>	Cost per passenger	Subsidy per passenger is no more than £1	5
		Subsidy per passenger is more than £1, but no more than £2.50	4
		Subsidy per passenger is more than £2.50, but no more than £5	3
		Subsidy per passenger is more than £5 but no more than £10	2
		Subsidy per passenger is more than £10	1
	Alternative / external funding options	Potential for external funding contributions	4
		Potential for sharing of internal resources (e.g. cross-departmental)	2
		No funding / resource alternatives	0
	Service usage	More than 20,000 passenger journeys per annum	5
		More than 15,000 but not more than 20,000 passenger journeys per annum	4
		More than 10,000 but not more than 15,000 passenger journeys per annum	3
		More than 5,000 but not more than 10,000 passenger journeys per annum	2
		Up to 5,000 passenger journeys per annum	1
	Patronage trends - commercial potential	Passenger numbers increasing	4
		Passenger numbers stable	2
		Passenger numbers decreasing	0
	Fare paying patronage recovery post-covid (compared to 2019)	80-100%	4
		60-80%	3
		40-60%	2
		20-40%	1
	Concessionary patronage recovery post-covid (compared to 2019)	80-100%	4
		60-80%	3
		40-60%	2
		20-40%	1