

DfT Consultation

Concessionary Bus Travel Act 2007
Administration of Bus Concessions in
England

Possible Options

- **Status Quo**, 263 TCAs including 78 in joint schemes
- **Top Tier** ('Shire' CCs) to administer - DfT's preferred option by SI = 95 TCAs aligned with LTAs
- **Regions** (8) - requires Primary Legislation
- **National**, a single (1) English TCA aligned with BSOG administration. Like Scotland and Wales.

Funding of TCAs

- Unhypothesized (i.e. not ring fenced) block grant determined by formula taking account of demographic and socio/economic factors
- An additional special grant to ‘atypical’ TCAs (e.g. deep rural/urban, tourist or retirement areas)

Pooled Funding

- Top Tier LTAs can pool constituent TCA's block and special grants and so “smooth out” anomalies created by some being winners and others losers.
- Winners and losers are caused by factors such as rurality and numbers of visitors and pensioners.

Additional discretionary concessions

- E.g. extended hours, rail, tram and ferry travel
- Existing TCAs could continue to grant and administer these using their powers under the Transport Act 1985
- Or they can have these managed on their behalf and at their expense by Top Tier CCs and ITAs

Reimbursements made to bus operators

- To be subjected to “follow on” consultation
- Give rise to inordinate number of appeals reflecting to an extent the current large number of TCAs
- Based on factors such as “revenue foregone”, additional costs and adjustments for estimated levels of “generated traffic”

DfT's questions

- What is the optimum administrative level?
- Should discretionary concessions also be administered at the same level?
- What currently are the main problems associated with what DfT acknowledge is still a highly successful scheme?
- Responses required by 21/7/09