

# Bus Service Operator Grant 2024/25

## SECTION A: BACKGROUND AND CONTACTS

Q1. What is your local transport authority name?
North East Lincolnshire Council
Q2. Name of the reporting officer:
Jonathan Ford
Q3. Contact phone number of the reporting officer: *
01472 324481
Q4. Email address of the reporting officer: *
jonathan.ford@nelincs.gov.uk

## SECTION B: TENDERED BUS NETWORK

Q5. What have you used the BSOG funds for? Please exclude any other funding provided through the local authority.	
If there has been no spend on a particular element, please enter 0.	
	£
A. Maintaining current tendered services	£16,785
B. Increasing level of tendered services	0
C. Investing in alternative services (e.g. community transport, taxi buses)	0
D. Investing in supporting bus infrastructure provision	0
E. Other - Bus	0
F. Non Bus	0
Total	
Please enter total	£16,785
Q6. If you provided an amount for A, B or C in Q5, did you place specific requirements on operators as a condition of payment (for example, setting a minimum standard of emissions requirement which needed to be met)?	
No	

Q8. Please provide details of which parts of your existing bus service you would not be able to deliver without the financial assistance from BSOG.

If you did not spend any of your BSOG on maintaining current tendered services, please enter N/A. \*

The Council would not have been able to deliver our main tendered bus services (1,2&20) Europarc bus service (serves key strategic employment site) without BSOG funding.

Q10. Please provide an estimate of the number of tendered routes supported by BSOG in your LA.

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Q11. In addition to BSOG did your transport authority spend other financial resources on supporting bus services?

Yes

If yes, please state the amount spent:  
£2,592,259

Q12. If you answered yes to question 11, please explain how money over and above BSOG was spent.

If there has been no spend on a particular element, please enter 0.

	£
A. Maintaining current tendered services	£491,194
B. Increasing level of tendered services	£819,821
C. Investing in alternative services (e.g. community transport, taxi buses)	0
D. Community transport run under a section 19 permit	0
E. Network redesign/reconfiguration	0
F. Bus stops/shelters	0
G. Bus lanes	0
H. Real time journey information	£68,487
I. Other	£1,212,757
Total:	
Please enter total here:	£2,592,259

If you selected 'Other' , please give details:  
BSIP Staffing (BSIP Officer & Civil Enforcement Officers) - £87,779 (Revenue)  
BSIP Fare Schemes - £993,286 (revenue)  
BSIP Monitoring and Evaluation - £16,670 (revenue)  
BSIP CCTV Scheme - £5,181 (revenue)  
BSIP Bus Marketing and Promotion - £7,026 (revenue)  
BSIP Traffic Signal Priority - £64,755 (capital)

Note 1; B includes £819,821 (revenue) to increase levels of tendered bus services and are funded through BSIP.  
Note 2; H includes £68,487 (capital) for Real Time Information which is funded by NELC Local Transport Plan Capital Programme.

Q13. Did you spend all of your allocated BSOG 2024/25 grant? *
Yes

**Section C: Additional Survey Questions**

Q14. Do you measure outcomes that have resulted from your use of BSOG?
Yes

Q15. If yes, what measurable outcomes have resulted from your use of LA BSOG? (Increased patronage, reduced journey times, improved reliability, modal shift, emissions reductions etc.)
Monitoring of passenger numbers, service punctuality etc

Q16. How have you ensured value for money in the use of BSOG funding? (Competitive tendering, performance-based contracts, partnership arrangements etc.)
NELC tendered bus services are subject to competitive tendering.

Q17. How have local bus operators been involved in decisions about the use of BSOG funding in your area?
No involvement

Q18. How does your use of BSOG align with your Local Transport Plan objectives or Bus Service Improvement Plan (BSIP; if in reception of BSIP)?
The BSOG funding contributes towards the delivery of up to 4 local bus services which provide connections to key strategic education, employment and regeneration areas in North East Lincolnshire. These bus services align with NELC BSIP and the DfT National Bus Strategy priorities which are to be frequent, comprehensive and offer greater network coverage.

Q19. Are there any specific barriers preventing you from using BSOG more effectively or innovatively?
NELC receives a limited BSOG allocation. If NELC received a higher BSOG allocation, it would make it easier to innovate.

Q20. Has BSOG funding helped you support services that benefit areas with high levels of deprivation or poor public transport accessibility?
Yes