

# Bus Service Operator Grant 2024/25

## SECTION A: BACKGROUND AND CONTACTS

Q1. What is your local transport authority name?

Milton Keynes Council

Q2. Name of the reporting officer:

Adele Wearing

Q3. Contact phone number of the reporting officer: \*

teams

Q4. Email address of the reporting officer: \*

adele.wearing@milton-keynes.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.

	£
<b>A. Maintaining current tendered services</b>	192,898
<b>B. Increasing level of tendered services</b>	0
<b>C. Investing in alternative services (e.g. community transport, taxi buses)</b>	63,723
<b>D. Investing in supporting bus infrastructure provision</b>	49,154
<b>E. Other - Bus</b>	49,620
<b>F. Non Bus</b>	0
<b>Total</b>	
<b>Please enter total</b>	355,395

**If you selected 'Other - Bus' or 'Other - Non Bus' , please provide further details:**

Other Bus - 20p uplift on youth concession while funds last, in order to retain the £1.20 flat fare, which should otherwise be £1.40.

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

Q7. If you provided an amount for C, D or E in Q5, please specify the type of services/infrastructure you have invested in:

A. Community Transport run under a section 19 permit

D. Bus stops/shelters

G. RTI (Real Time Information)

I. Other (please specify):  
20p concession uplift for youth fare to keep prices low.

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. \*

Without BSOG we would have to consider ceasing the remaining supported services which provide key cross boundary links for ourselves, northants and Beds.

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:**  
£3,161,113

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.

	£
<b>A. Maintaining current tendered services</b>	2,501,691
<b>B. Increasing level of tendered services</b>	0
<b>C. Investing in alternative services (e.g. community transport, taxi buses)</b>	0
<b>D. Community transport run under a section 19 permit</b>	392,039
<b>E. Network redesign/reconfiguration</b>	0
<b>F. Bus stops/shelters</b>	188,521
<b>G. Bus lanes</b>	0
<b>H. Real time journey information</b>	32,975
<b>I. Other</b>	45,887
<b>Total:</b>	
<b>Please enter total here:</b>	3,161,113

**If you selected 'Other' , please give details:**  
Other includes roadside and electronic publicity provided.  
The total represents revenue spend only.

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

No

**If no, what are your plans for the carry-over funds? :**

support for services at risk of cuts carrying from April 25 - September 25, support for 20p uplift on concession for youth tickets to retain £1.20 fare

## Section C: Additional Survey Questions

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

No

Q16. How have you ensured value for money in the use of BSOG funding?  
(Competitive tendering, performance-based contracts, partnership arrangements etc.)

Services are tendered with performance based KPI's to ensure a quality service.

Q17. How have local bus operators been involved in decisions about the use of BSOG funding in your area?

Informal discussions

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 spending is in line with BSIP to support the stability of the overall network and improve the quality of information and infrastructure.

Q19. Are there any specific barriers preventing you from using BSOG more effectively or innovatively?

longer term awards would permit better planning and longer term commitments increasing both operator and passenger confidence.

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

Yes