

Local Authority special grant funding for the 2008 national bus concession in England

Foreword

1. This consultation concerns the distribution of special grant funding to Travel Concession Authorities (TCAs)¹ and London authorities to meet the costs of the new national bus concession in England, commencing on 1 April 2008. The new concession will guarantee free off-peak local bus travel anywhere in England for people aged 60 and over and eligible disabled people, who are resident in England. This will apply to travel from 9.30am to 11pm on weekdays, and all day at weekends and on bank holidays.

2. The previous statutory minimum concession guaranteed free off-peak bus travel only within an individual local authority's area. The new concession, enabled by the provisions set out in the Concessionary Bus Travel (CBT) Act 2007, will necessarily impose a greater funding burden on TCAs because they will be obliged to reimburse operators for more journeys. It is established Government practice to ensure that the net additional costs of new burdens placed on local authorities are fully funded and because of this Government is making available £212 million in 2008/9 to TCAs in England² to cover these additional costs.

3. This consultation paper is technical in nature and is intended primarily for TCAs who will manage the new concession reimbursement arrangements, and bus operators who operate local services throughout England. However, we welcome comments from any other stakeholders and interested parties, including members of the general public.

4. When drafting your responses to this Consultation Document please bear in mind the limited scope of this consultation. It does not cover the issues

¹ Travel Concessionary Authorities are the authorities responsible for administering concessionary schemes. They are generally rural district councils, non-metropolitan unitaries and the Passenger Transport Executives.

² £250m has been allocated in total. The figure of £212m is net of allocations to the Devolved Administrations under the Barnett formula.

of eligibility for concessionary travel, the new passes for 2008, the scope, or historic funding, of the statutory concession, reimbursement, appeals, mutual recognition of passes across the United Kingdom or how concessionary travel is administered. Accordingly we would ask you to restrict your responses to the questions raised in this paper. If you wish to get further information about any other matter relating to concessionary fares in England please contact us by emailing concessionaryfares@dft.gsi.gov.uk and we will be happy to help.

5. This consultation has been shortened to 8 weeks from the usual 12 weeks because of the narrow range and technical nature of the issues involved, and the timescales involved in complying with the wider Local Government Finance Settlement timetable.

6. The consultation period ends on 23 November so please ensure that your responses reach us before that date. Details of how to respond are given on page 4.

Executive Summary

Changes to the statutory minimum bus concession in England, announced in the 2006 budget and enacted through the Concessionary Bus Travel Act 2007, will place an increased cost burden on those local authorities responsible for administering the concession.

The increased costs will stem from increased reimbursement to bus operators who must be left 'no better and no worse off' as a consequence of carrying eligible pass holders. Because the new concession allows for off-peak local bus travel anywhere in England, the number of passenger journeys for which operators must be reimbursed will increase relative to the current minimum concession which only allows for local travel.

Extra journeys are likely to stem from increased pass take-up and increased use of buses by concessionaires to cross local authority boundaries. The impact of the new concession on local authority costs is unlikely to be uniform across the country. However because a significant number of these new journeys are only taking place because of the existence of the new concession there will not be a direct link between the increase in journeys and the increase in costs. Authorities only have to fully reimburse for journeys that would otherwise have generated fare revenue for operators.

Government is making available £212m, which it believes is more than sufficient, to meet these extra costs. This estimate is based on generous assumptions around fares, pass take up rate, extra journeys and additional costs. It also includes an allowance for the difficulty of allocating funding on a formula basis.

The funding will be allocated on a formula basis by special grant under powers at Section 88B of the Local Government Finance Act 1988. Included in this paper are four possible distribution options. These are based on data that is likely to closely correlate with the key drivers of the extra cost of the concession. Views are invited on which of these options is preferable.

The Department would also welcome views on which authorities should receive the grant. Payment by special grant opens up the possibility of making a single payment for London, paying PTAs direct and, conceivably, making a single payment where there are countywide schemes. Views are also welcome on these possibilities.

How to Respond

7. The consultation period runs from 28 September 2007 until 23 November 2007. Please ensure that your response reaches us by that date. If you would like further copies of this consultation document it can be found at www.dft.gov.uk or you can contact Grace Hansford using the contact details below. Please send consultation responses on the response sheet provided to:

Grace Hansford
3rd Floor Zone 11
Great Minster House
76 Marsham St
London, SW1P 4DR
Tel: 0207 944 2297
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Email: concessionaryfares@dft.gsi.gov.uk

8. When responding please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and, where applicable, how the views of members were assembled.

9. A list of those bodies that have been sent the consultation document direct is attached at Annex C of this paper. If you have any suggestions of others who may wish to be involved in this process please contact us.

10. The information you send us may need to be passed to colleagues within the Department for Transport and/or published in a summary of responses received in response to this consultation.

11. According to the requirements of the Freedom of Information Act 2000, all information contained in your response to this consultation may be subject to publication or disclosure. This may include personal information such as your name and address. If you want your response **or your name and address** to remain confidential, you should explain why confidentiality is necessary. Your request will be granted only if it is consistent with Freedom of Information obligations. An automatic confidentiality disclaimer generated by your email system will not be regarded as binding on the Department.

Background

The statutory minimum bus concession from April 2008

12. In the 2006 Budget, the Government announced that free off-peak local bus travel anywhere in England for people aged 60 and over and eligible disabled people, resident in England, would be in place from April 2008. This will apply to travel from 9.30am to 11pm on weekdays, and all day at weekends and on bank holidays.

13. Under current arrangements, concessionaires are only eligible for statutory free off-peak travel within their own TCA area, although authorities have the discretion to offer additional travel concessions above the statutory minimum. Under the new concession, from April 2008 eligible pass holders will be able to board any local bus in England and be entitled to free off-peak travel. This entitlement will apply irrespective of which TCA issued their pass and where they wish to travel, as long as it is within England. Authorities will retain the ability to offer additional travel concessions above the statutory minimum although these will only be available within the issuing authority area, or as agreed with neighbouring authorities.

14. Outside London there are currently 291 TCAs that are responsible for concessionary travel for their eligible residents. In London the Freedom Pass scheme is administered by London Councils on behalf of the London boroughs.

Drivers of additional reimbursement costs for TCAs from April 2008

15. Bus operators must be reimbursed on a “no better or worse off” basis for participating in concessionary fares schemes. This applies to the existing statutory concession and any discretionary enhancements an authority may offer. The basis for this approach is set out in legislation and in existing guidance. Nevertheless it may be useful to reiterate here the drivers for the likely additional costs that TCAs will face from the 2008 concession.

16. The basic principles underpinning reimbursement will be the same for the new concession as they are for the existing local concession. Reimbursement consists of two main elements: i) revenue foregone for a trip that would have been taken at a commercial fare in the absence of any

scheme, and ii) any additional costs of new trips such as additional capacity and higher operating costs.

17. Existing funding from Government is already allocated to TCAs in England to fund the current statutory minimum of local free off-peak travel. The additional burden faced by TCAs from the new concession, and the commensurate funding requirement on central government, is limited to the additional reimbursement to operators for journeys that would have been paid for in the absence of the new concession (plus any additional costs). This is explained in more detail below.

18. The Concessionary Bus Travel Act 2007 also changes the basis for reimbursement. Previously TCAs were obliged to reimburse operators for journeys made by their passholders. From April 2008 TCAs will have to reimburse for all eligible passholders boarding buses in their area in the off-peak, irrespective of which TCA issued their pass. This is likely to impact on the total number of trips a TCA must provide reimbursement for.

Fare revenue reimbursement for trips that would have been made in the absence of the national bus concession.

19. Bus operators will need to be reimbursed for the revenue foregone from trips where a commercial fare (including available discounts) would have been paid. Such trips fall into three categories:

- Trips that would have been paid for by concessionaires resident in a TCA that cross the TCA's boundary (a TCA may already be paying for these on a discretionary basis from its own resources);
- Trips by non-resident concessionaires that would have been paid for. The National Travel Survey shows that trips outside a passholder's county of residence account for about 10% of trips made; and
- Trips made by new pass holders that would previously have been paid for.

Reimbursement for new trips

20. Where a trip is new - i.e. it would not have been made in the absence of the new concession - bus operators need to be reimbursed only for the additional costs of that trip, not the full commercial fare, as this revenue would not have been received in the absence of the concession.

21. In estimating the likely cost impact of the new concession we have assumed additional costs in the region of 15 pence per generated trip in the off-peak. In practice additional costs would generally be rather lower, given the low load factors in off-peak periods. It would only be if there was clear evidence of additional investment in off-peak capacity (e.g. vehicle seat kilometres), that costs in the 15 pence per passenger or higher would be appropriate.

Additional funding available

22. Government is making new funding available for the extra costs of the new statutory minimum concession (off-peak national bus travel) as compared to the current statutory minimum (off-peak local bus travel). Any discretionary enhancements to this statutory minimum, such as concessionary travel during the morning peak, and/or on other modes, or for other categories of people, must continue to be funded locally.

23. A total of £212m is being made available for TCAs in England to cover the costs of administering the statutory minimum concession and to reimburse the bus operators for carrying concessionaires during the statutory times. The extra funding is not intended to cover any costs associated with the existing statutory concession of free off-peak bus travel within a local authority area. Given that the vast majority of bus travel is local, we would generally expect the costs of this travel to continue to form the majority of the funding required for the national bus concession. Government remains confident that local authorities receive sufficient funding in total to cover their existing statutory obligations.

Assumptions used in calculating £212m

24. In estimating the cost of the new concession the following assumptions have been made:

- Publicity (local and national) surrounding the introduction of the national bus concession will increase the total number of concessionary trips by 10% (or around 100m extra journeys).
- It is extremely unlikely that everyone who is eligible for a pass will apply for one. Take-up of the generous London Freedom Pass is 85%. Therefore in our calculations of the likely extra cost of the new concession we have assumed take-up of 85% in aggregate across England. This is a very cautious assumption - for many TCAs, outside the metropolitan areas, we expect aggregate take-up to be much lower reflecting current take-up rates that are commensurately lower.
- The National Travel Survey shows that those who are currently eligible for a pass, but do not hold one, make far fewer bus trips than current pass holders and have very different travel patterns. We have therefore assumed that new pass holders will make 40% of the number of local trips and 25% of the non-local trips made by existing pass holders and that some of these would have been paid for.
- The national average fare elasticity (the responsiveness of demand for travel to changes in fare) has been assumed to be -0.4, i.e. a 10% drop in fares leads to a 4% rise in travel. (This is an assumption for these projections, and should not be taken as guidance for local negotiations. In many areas the local elasticity will be higher, particularly in the long run, and revenue reimbursement to operators lower.)
- The national average fare in 2008/09 is forecast to be £1.34. This is based on figures in the National Travel Survey and a 5% annual increase in bus fares. This is also a conservative assumption, given that the average fare for off-peak travel is generally lower than the average fare for peak travel, and hence the overall national average.
- It is difficult to design a formula that distributes funding to exactly match where the extra costs will fall. To allow for this the extra funding includes a significant allowance to cover the uncertainties surrounding take-up of passes and how much they

will be used, and to help prevent shortfalls in funding for individual authorities resulting from a formula distribution.

Distribution mechanism for new funding

25. The Government has decided to distribute the additional funding for the new concession (i.e. the £212m) by a *non-ringfenced special grant* (made under section 88B of the Local Government Finance Act 1988), rather than through the usual mechanism for funding local government - the formula grant process. **This means that the three options for distributing the additional concessionary fares funding in the recent CLG consultation paper on formula grant should be ignored.** The CLG paper made clear that a final decision on funding route had not yet been taken at the time it was issued.

26. The Government has now chosen its preferred funding mechanism but wishes to consult stakeholders before it settles on its preferred *distribution* of funds through that mechanism. The decision to use a special grant reflects both the views of local government and the challenges of deriving a formula distribution that matches the probable cost impact of the new concession.

27. Once Government has settled on its preferred distribution formula for this special grant it is anticipated that this will form the basis for distribution for the next three years. More up-to-date data may become available within this period, or between the publication of this consultation and the payment of grant. Government reserves the right to use more up-to-date data where available. This means that the actual amount received by TCAs could differ from that exemplified here.

28. Existing concessionary fares funding will continue to be distributed through formula grant and we anticipate transferring this additional funding into the formula grant process at the beginning of the next three year settlement period (2011/12). Thus from April 2011 all concessionary travel funding from Government will be made via formula grant.

Contingency funds

29. The Department has conducted informal consultation in the run up to the introduction of the 2008 concession, through regional roadshows, bilateral meetings with representative groups, and its regular Concessionary Fares Working Group. In part, the outcome of this consultation is reflected in the decision to distribute the additional money by special grant. However, in these discussions many local authority representatives also put forward the idea of

a 'contingency fund' against which TCAs could claim if they could prove that the additional funding for the new concession was insufficient.

30. Although there are clearly genuine concerns about the potential for underfunding the new concession, the Department does not support this proposal. Holding back a contingency fund would require less than the full £212m to be distributed. This step would, of itself, increase the likelihood of an individual local authority being underfunded. Leaving aside the need for a bureaucracy to administer 'claims' against such a fund, there would also be significant difficulties in successfully identifying those local authority costs that were solely derived from the new concession. Experience from the 2006/7 reimbursement appeals round shows the difficulties some authorities have now in clearly identifying data relating to concessionary fares schemes in their entirety.

31. More fundamentally, the existence of a contingency fund would begin to move away from current arrangements where control over scheme costs (such as is possible through negotiation with operators and reducing fraud through control over pass issuing), the bearing of financial risk, and the incentive to reduce cost are all within the same body – the TCA.

32. For these reasons there will be no contingency fund available to support this special grant allocation. The Government is confident that the £212m being made available in 2008/9 is more than sufficient in total for the likely additional burden imposed, including as it does an allowance for the difficulties of allocating money by formula.

The Proposals

Methodology and data used

33. In considering the best formula to use to distribute the additional funding we have looked at available data sources that are likely to correlate to the drivers of extra cost. A description of the various data sources used is at Annex A.

34. In general terms, factors which are likely to influence the extra costs faced by TCAs from the new concession include:

- The number of passholders within the TCA. This is itself related to the TCA's population of eligible concessionaires;
- The extent to which the TCA 'attracts' eligible concessionaires from other TCAs to use its bus infrastructure. This could be related to the opportunities to use leisure or medical infrastructure within the TCA, the location of shopping centres and offices, the location of family and friends, and the extent to which a TCA acts as a transport hub for other onward journeys; and
- The extent of the bus infrastructure within a TCA. A TCA with attractive work and shopping centres with limited bus services is obviously likely to face lower extra costs than one with extensive services.

35. The four funding options detailed below reflect this analysis and distribute the new funding using between three and four variables. A proportion of the funding is allocated using each of the variables. For example, under option 3, the funding is distributed using three variables: bus stop density; net in-commuters; and eligible population. Approximately 23% of the funding is distributed by bus stop density, 41% by net inflow, and the remaining 36% by eligible population.

36. Each TCA receives funding equivalent to its 'share' of each of the variables used in the formula funding option. For example, a TCA with 0.8% of the total eligible population in England would receive 0.8% of whatever proportion of the funds have been distributed by eligible population.

Exemplifications of the share of £212m each TCA would receive are at Annex B.

Possible distributions

Option 1

<u>Variables</u>	<u>Weight</u>
C - Day visitors (1991 Census based, CURDS methodology)	23.8%
D - Incapacity Benefit and Severe Disablement Allowance	18.9%
E - Net In-Commuters	30.3%
F - OA Density Area Uplift	27.0%

Description

37. This option distributes just under a third of funds by net inflow – which has been used as a proxy for bus patronage, reflecting the number of concessionary travellers travelling to a TCA. Output Area density has been used to reflect the increased scope for bus travel and a higher number of potential destinations in densely populated areas. The number of day visitors has been used to reflect that cross-border concessionary travel may be to tourist or other attractions. The remainder of the funds has been distributed by the number of incapacity benefit and severe disablement allowance claimants – a proxy for the number of disabled people eligible for concessionary travel.

Option 2

<u>Variables</u>	<u>Weight</u>
E - Net In-Commuters	31.7%
H - Population Density	30.6%
J - Concessionary Passes Issued	17.6%
K - Passes in Neighbouring Authorities	20.1%

Description

38. Population density has been used in this option to reflect the increased possibility for bus travel and a higher number of potential destinations in densely populated areas. The number of passes issued within an authority has been used as a proxy for the volume of trips by residents of the authority travelling outwards to other authorities. The number of concessionary passes issued in neighbouring authorities represents the opportunities for inward travel to an authority, and the resultant cost to that authority in paying for the return journeys. Net inflow has been used as a proxy for bus patronage.

Option 3

<u>Variables</u>	<u>Weight</u>
A - Eligible Population	36.5%
E - Net In-Commuters	40.6%
I - Bus Stop Density	22.8%

Description

39. In this option, bus stop density has been used as a proxy for the increased travel opportunities available in a dense bus network. Net inflow has been used as a proxy for bus patronage and eligible population as a measure of the potential demand for concessionary travel within the authority.

Option 4

<u>Variables</u>	<u>Weight</u>
A - Eligible Population	13.9%
B - BV102 - Passenger Journeys on Buses	58.3%
G - Overnight Visitors (Domestic)	13.9%
L - Retail Floor Space	13.9%

Description

40. This option distributes 58% of the funds by the BVPI bus patronage estimates pro-rated to TCA level using total population. The remainder of the funding has been distributed evenly using retail floor space, eligible population and domestic overnight visitors. Retail floor space has been used as a proxy for potential travel destinations outside of population centres, such as large out-of-town shopping centres. The number of overnight visitors reflects the potential for concessionary journeys to and around tourist areas. Eligible population has been used as a measure of the potential demand for concessionary travel within an authority.

Recipient authorities

41. Unlike under formula grant, a special grant distribution will allow the Department to direct the additional funds to whichever tier of local government it chooses. So although TCA responsibilities rest on PTEs³ in metropolitan district areas, formula grant is normally paid to metropolitan district councils who must then be levied by the PTAs for the funding for concessionary fares.

³ Passenger Transport Authorities (PTAs) and their executives (PTEs) cover the metropolitan areas in England including Greater Manchester, Merseyside, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire. The authorities consist of nominated councillors from each metropolitan district.

42. However, under a special grant the Department would be free to pay the money direct to the PTAs.

43. Similarly, in London formula grant would normally be paid separately to all 32 London boroughs and the Common Council of the City of London even though concessionary fares are administered on the boroughs' behalf by London Councils. A special grant mechanism would allow a single payment to be made for London as a whole (to a body nominated by the London boroughs and consistent with powers under the Local Government Finance Act 1988). This would avoid complex negotiations and calculations between London Councils and the various boroughs.

44. This approach could also allow the additional funding to be directed to a single authority in a two-tier shire county, for example to a county council where it administers concessionary fares on behalf of its constituent districts, or to a lead district if they administers countywide schemes on behalf of other districts. Again, this approach would save time-consuming negotiations over funding contributions from individual authorities although it would only be feasible if all those authorities concerned agreed.

45. The Government's proposal is to pay the special grant direct to PTAs, to an agreed recipient body for all of London, and, where there is full agreement by all authorities in a county, to a single authority in that county.

Consultation Questions

1. *Which distribution option is your preferred formula and why?*
2. *Which would be your second preference formula and why?*
3. *Do you agree that PTAs should be paid the special grant direct?*
4. *Do you agree that a single payment should be made for London?*
5. *Do you agree that payments should be made to a single authority in a county where all authorities concerned within that county agree?*

What will happen next

46. A summary of responses, including the next steps will be published by December 2007 on www.dft.gov.uk; paper copies will be available on request. The Government's decision on the best formula to be used for the special grant distribution will be included in the provisional local government finance settlement announcement. The grant will be paid in the 2008/9 financial year.

47. Further background information can be found at:

<http://www.dft.gov.uk/pgr/regional/buses/concessionary/>

The Consultation Code of Practice

48. The consultation is being conducted according to the principles of the Government's Code of Practice on Consultation. Ministerial approval has been given for a shorter consultation period of eight weeks due to the need to give certainty to TCAs about the pass design and specifications as early as possible to allow them to procure their passes by April 2008. An Impact Assessment has not been produced as there are no impacts on business, charities or the voluntary sector.

49. The code of practice sets out the following criteria:

- Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy.
- Be clear about what your proposals are, who may be affected, what questions are being asked and the time-scale for responses.
- Ensure that your consultation is clear, concise and widely accessible.
- Give feedback regarding the responses received and how the consultation process influenced the policy.
- Monitor your Department's effectiveness at consultation, including through the use of a designated consultation co-ordinator.
- Ensure your consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

50. A full version of the code of practice is available on the Cabinet Office web-site at:

<http://www.cabinetoffice.gov.uk/regulation/documents/consultation/pdf/code.pdf>

51. If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Andrew D Price
Consultation Co-ordinator
Department for Transport
Zone 9/9 Southside
105 Victoria Street
London, SW1E 6DT
Email: consultation@dft.gsi.gov.uk

Annex A: Proposed data for use in the special grant formula

A - Eligible Population

Data Sources: ONS 2005 Population Estimates, DWP Disability Living Allowance Statistics (August 2006).

Description

The eligible population data used here are a combination of the total population aged 60+, and people aged under 60 claiming the Disability Living Allowance.

Population Estimates

Mid-2005 population estimates for England reflect the local authority administrative boundaries that were in place on 1 April 2005.

The estimated resident population of an area includes all people who usually live there, whatever their nationality. Members of UK and non-UK armed forces stationed in the UK are included in their respective Countries and UK forces stationed outside the UK are excluded. Students are taken to be resident at their term time address.

The methodology used to update mid-year estimates includes an estimate of the population change due to flows of international migrants. These flows are based on estimates of long-term international migrants (where stays of over twelve months only are counted) therefore this does not include flows of short-term migrants.

Disability Living Allowance Statistics

A person may claim Disability Living Allowance if:

- they have a physical or mental disability, or both;

- their disability is severe enough for them to need help caring for themselves or have walking difficulties, or both;
- they are under 65 when they claim.

Someone can claim Disability Living Allowance whether or not they work. It isn't usually affected by any savings or income they may have.

Although not precisely matching the Transport Act 2000 definitions of disability, we believe that Disability Living Allowance data provides a good proxy for the number of disabled people eligible for free concessionary travel.

B - BV102 - Passenger Journeys on Buses

Data Source: Audit Commission.

Description

Number of local bus passenger journeys originating in the authority area undertaken each year as reported to the Audit Commission by Local Authorities (County Councils, Unitary Councils, Passenger Transport Authorities, Transport for London, Council of the Isles of Scilly).

This only includes bus passenger journeys originating from within the authority area. Local service is defined in section 2 of the Transport Act 1985 or the Greater London Authority Act 1999. Cross boundary journeys are included.

The indicator includes all bus operators serving the general public, but not school buses, or 'dial-a-ride' services. However school children travelling on a bus operating a local service available to the general public whether for free or not, should be counted.

Where this data is used to allocate funding to shire districts it has been pro-rated on the basis of ONS population data.

C - Day visitors (1991 Census based, CURDS methodology)

Data Source: CLG (as used in the calculation of the Formula Grant).

Description

This indicator is based on a model which estimates the number of day visitors, using data from a number of sources. The current indicator (which has not been updated since 1993) was constructed using various information, including the 1988/89 Leisure Day Visits Survey, the 1991 Census, the 1991 Census of Employment and the 1991 survey of visits to tourist attractions and other information about the area. This data source is also used in the EPCS block of the Formula Grant, although CLG are consulting on replacing it with a new 'Attractiveness of an Area to Day Visitors'.

D - Incapacity Benefit and Severe Disablement Allowance

Data Source: CLG, DWP (as used in the calculation of the Formula Grant).

Description

The average number of people receiving Incapacity Benefit and Severe Disablement Allowance, over the period 2002 to 2004, using annual information, as estimated by the Secretary of State for Work and Pensions. This data source is also used in the EPCS block of the Formula Grant.

E - Net In-Commuters

Data Source: CLG, ONS 2001 Census (as used in the calculation of the Formula Grant).

Description

The number of persons working minus the number of persons resident in an authority's area, as estimated by information from the 2001 Census; or zero, whichever is the greater. This data source is also used in the EPCS block of the Formula Grant.

F - OA Density Area Uplift

Data Source: CLG, ONS 2001 Census (as used in the calculation of the Formula Grant).

Description

The sum of the number of residents per hectare for each Output Area (OA) within the area of the authority at the 2001 Census multiplied by that OA's share of the total usually resident population in the authority for each authority. This sum is then multiplied by the ratio of the total resident population at 30 June 2004 (as estimated by the Registrar General) to the 2001 Census resident population. This result is then divided by 10.

Output Areas were introduced by the Office for National Statistics as the smallest units of output for the 2001 census. In England and Wales they have a minimum size of 100 residents and 40 households. They are based on census day postcodes and fit within the boundaries of 2003 statistical wards (and parishes). This data source is also used in the EPCS block of the Formula Grant.

G - Overnight Visitors (Domestic)

Data Source: United Kingdom Tourism Survey, CLG (as used in the calculation of the Formula Grant).

Description

Domestic overnight visitor data are calculated by taking the number of domestic visitor nights estimated for each district in England and Wales for a three year period from the United Kingdom Tourism Survey (UKTS). For many visitors only the general region in which they stayed is known. These visitors are apportioned to the districts using the district level information from the UKTS from the previous nine years. This data source is also used in the EPCS block of the Formula Grant.

H - Population Density

Data Source: ONS, ONS Area (Hectares) calculations.

Description

Number of usually resident people per hectare in the area, at the time of the 2001 Census.

Area measurements are based on the 2001 version of the Ordnance Survey Boundary-Line data-set, amended where district boundaries have changed since 2001, and do not include inland water.

I - Bus Stop Density

Data sources: National Public Transport Access Node (NaPTAN) database, ONS Area (Hectares) calculations.

Description

The number of bus stops per Hectare.

Bus Stops

Data on the number of bus stops are derived from the National Public Transport Access Node (NaPTAN) database.

NaPTAN is a UK nationwide system for uniquely identifying all the points of access to public transport in the UK. It is a core component of the UK national transport information infrastructure and is used by a number of other UK standards and information systems.

Every UK station, coach terminus, airport, ferry terminal, bus stop, etc is allocated at least one unique NaPTAN identifier. Bus stop data has been used to calculate the data used in the formula funding.

The NaPTAN schema is a UK national *de facto* standard sponsored by DfT and supports both the public registration of bus timetables by the Vehicle and Operator Services Agency (VOSA), and the data collection for the Transport Direct Portal.

The NaPTAN database is maintained centrally under contract to the Department of Transport by Thales.

Area measurements are based on the 2001 version of the Ordnance Survey Boundary-Line data-set, amended where district boundaries have changed since 2001, and do not include inland water.

J - Concessionary Passes Issued

Data Source: TCAs, London Councils.

Description

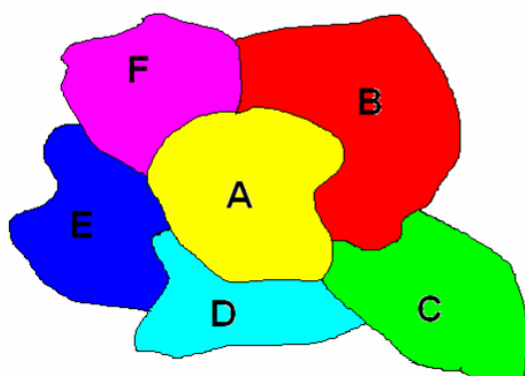
The number of concessionary passes issued by each TCA as reported to, and confirmed with, DfT. London data are from a September 2006 snapshot of valid passes.

K - Passes in Neighbouring Authorities

Data Source: TCAs, London Councils, DfT.

Description

The total number of concessionary passes issued (see J – Concessionary Passes Issued above) in the authorities bordering a given authority. An example is given below:



Authority	Number of Passes
A	5000
B	3500
C	6700
D	1900
E	7400
F	5200

Number of passes in Neighbouring Authorities for Authority A = Total number of passes in authorities B, C, D, E and F = $3500 + 6700 + 1900 + 7400 + 5200 = 24700$

L - Retail Floor Space

Data Source: Commercial and Industrial Floorspace and Rateable Value Statistics 2006 (2005 Revaluation). Data collected from the Valuation Office Agency and processed by Communities and Local Government.

Description

Gives the retail floor space in square meters by Local Authority as at 1 April 2006. Communities and Local Government has produced these statistics in collaboration with the Valuation Office Agency (VOA).

Annex B: Exemplifications of distribution options

		Consultation Option 1	Consultation Option 2	Consultation Option 3	Consultation Option 4		
C - Day visitors (1991 Census based, CURDS methodology)	23.8%	E - Net In-Commuters	31.7%	A - Eligible Population	36.5%	A - Eligible Population	13.9%
D - Incapacity Benefit and Severe Disablement Allowance	18.9%	H - Population Density	30.6%	E - Net In-Commuters	40.6%	B - BV102 - Passenger Journeys on Busses	58.3%
E - Net In-Commuters	30.3%	J - Concessionary Passes Issued	17.6%	I - Bus Stop Density	22.8%	G - Overnight Visitors (Domestic)	13.9%
F - OA Density Area Uplift	27.0%	K - Passes in Neighbouring Authorities	20.1%			L - Retail Floor Space	13.9%

Authority Summary		OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name	% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
ALB	All London	30.55%	64.770	32.95%	69.851	30.28%	64.185	30.39%	64.417
PTE	All PTEs	23.07%	48.901	19.11%	40.514	20.33%	43.095	23.54%	49.902
UNI	Unitary Authorities	16.35%	34.661	14.94%	31.674	16.67%	35.345	14.82%	31.411
SD	Shire Districts	30.03%	63.668	33.00%	69.960	32.72%	69.374	31.26%	66.270

PTEs									
Code	Name	% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
GM	Greater Manchester	6.17%	13.078	5.21%	11.041	5.85%	12.407	4.84%	10.263
ME	Merseyside	3.12%	6.612	2.51%	5.318	2.49%	5.277	3.28%	6.945
SY	South Yorkshire	2.15%	4.558	1.43%	3.033	1.66%	3.524	2.47%	5.229
TW	Tyne And Wear	2.73%	5.789	2.45%	5.201	2.55%	5.401	2.63%	5.573
WM	West Midlands	5.26%	11.151	4.81%	10.188	4.89%	10.370	6.15%	13.031
WY	West Yorkshire	3.64%	7.712	2.70%	5.734	2.89%	6.116	4.18%	8.861

Unitary Authorities									
Code	Name	% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R602	Bath & North East Somerset	0.22%	0.468	0.20%	0.432	0.17%	0.357	0.30%	0.647
R659	Blackburn with Darwen	0.32%	0.681	0.25%	0.534	0.25%	0.520	0.21%	0.437
R660	Blackpool	0.44%	0.923	0.34%	0.731	0.36%	0.769	0.57%	1.219

Authority Summary		OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name	% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R622	Bournemouth	0.22%	0.456	0.31%	0.660	0.32%	0.681	0.46%	0.966
R642	Bracknell Forest	0.16%	0.337	0.12%	0.247	0.13%	0.266	0.09%	0.196
R625	Brighton & Hove	0.47%	1.005	0.31%	0.654	0.31%	0.647	0.83%	1.750
R603	Bristol	1.07%	2.274	0.94%	1.997	1.07%	2.267	0.80%	1.690
R624	Darlington	0.17%	0.369	0.14%	0.302	0.15%	0.326	0.21%	0.446
R621	Derby	0.52%	1.108	0.52%	1.093	0.60%	1.278	0.42%	0.881
R610	East Riding of Yorkshire	0.30%	0.631	0.22%	0.461	0.29%	0.607	0.35%	0.749
R650	Halton	0.22%	0.464	0.30%	0.640	0.20%	0.427	0.14%	0.299
R606	Hartlepool	0.16%	0.340	0.14%	0.302	0.13%	0.278	0.14%	0.300
R656	Herefordshire	0.17%	0.353	0.06%	0.137	0.17%	0.351	0.22%	0.458
R601	Isle of Wight Council	0.18%	0.379	0.07%	0.146	0.17%	0.366	0.37%	0.776
R403	Isles of Scilly	0.00%	0.002	0.01%	0.017	0.00%	0.004	0.02%	0.047
R611	Kingston upon Hull	0.62%	1.312	0.61%	1.296	0.70%	1.476	0.54%	1.144
R628	Leicester	1.06%	2.244	0.95%	2.021	1.10%	2.340	0.72%	1.521
R619	Luton	0.28%	0.594	0.35%	0.739	0.33%	0.689	0.22%	0.469
R658	Medway	0.29%	0.625	0.20%	0.423	0.21%	0.435	0.28%	0.586
R607	Middlesbrough	0.34%	0.726	0.33%	0.707	0.35%	0.744	0.25%	0.526
R620	Milton Keynes	0.43%	0.904	0.35%	0.742	0.43%	0.911	0.27%	0.563
R612	North East Lincolnshire	0.20%	0.429	0.14%	0.295	0.16%	0.344	0.23%	0.489
R613	North Lincolnshire	0.19%	0.412	0.17%	0.360	0.18%	0.380	0.16%	0.331
R605	North Somerset	0.21%	0.452	0.18%	0.386	0.20%	0.421	0.23%	0.478
R661	Nottingham	1.42%	3.017	1.34%	2.833	1.62%	3.437	0.94%	1.994
R649	Peterborough	0.40%	0.842	0.33%	0.708	0.43%	0.914	0.30%	0.628
R652	Plymouth	0.41%	0.878	0.40%	0.854	0.51%	1.090	0.49%	1.029
R623	Poole	0.19%	0.409	0.27%	0.570	0.31%	0.665	0.25%	0.536
R626	Portsmouth	0.58%	1.224	0.60%	1.277	0.59%	1.249	0.34%	0.719
R644	Reading	0.45%	0.959	0.56%	1.185	0.59%	1.251	0.40%	0.857
R608	Redcar and Cleveland	0.20%	0.421	0.14%	0.296	0.15%	0.312	0.17%	0.362
R629	Rutland	0.04%	0.081	0.03%	0.070	0.03%	0.072	0.03%	0.064
R645	Slough	0.36%	0.754	0.47%	1.006	0.43%	0.920	0.13%	0.277
R604	South Gloucestershire	0.23%	0.497	0.20%	0.431	0.21%	0.451	0.25%	0.540
R627	Southampton	0.47%	1.005	0.53%	1.132	0.56%	1.178	0.46%	0.970
R654	Southend-on-Sea	0.22%	0.475	0.30%	0.645	0.29%	0.614	0.25%	0.530
R609	Stockton-on-Tees	0.27%	0.563	0.17%	0.362	0.19%	0.395	0.27%	0.577
R630	Stoke-on-Trent	0.57%	1.209	0.45%	0.944	0.57%	1.217	0.37%	0.787
R631	Swindon	0.38%	0.806	0.32%	0.687	0.41%	0.868	0.30%	0.635
R662	Telford and the Wrekin	0.25%	0.527	0.18%	0.379	0.24%	0.508	0.21%	0.450
R655	Thurrock	0.18%	0.380	0.18%	0.389	0.12%	0.261	0.14%	0.307
R653	Torbay	0.19%	0.393	0.20%	0.432	0.29%	0.608	0.42%	0.881
R651	Warrington	0.43%	0.913	0.43%	0.918	0.45%	0.947	0.26%	0.555
R643	West Berkshire	0.12%	0.257	0.09%	0.190	0.13%	0.282	0.13%	0.270
R646	Windsor and Maidenhead	0.22%	0.470	0.15%	0.308	0.17%	0.368	0.12%	0.248

Authority Summary		OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name	% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R647	Wokingham	0.11%	0.235	0.11%	0.241	0.14%	0.288	0.10%	0.221
R617	York	0.41%	0.861	0.23%	0.493	0.27%	0.566	0.47%	1.007

Shire Districts			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R7	Bedford	Bedfordshire	0.16%	0.344	0.10%	0.210	0.12%	0.258	0.18%	0.391
R9	Mid Bedfordshire	Bedfordshire	0.10%	0.216	0.10%	0.220	0.10%	0.203	0.11%	0.232
R10	South Bedfordshire	Bedfordshire	0.14%	0.307	0.11%	0.229	0.10%	0.217	0.12%	0.256
R17	Aylesbury Vale	Buckinghamshire	0.13%	0.286	0.11%	0.223	0.12%	0.247	0.17%	0.357
R18	South Bucks	Buckinghamshire	0.07%	0.144	0.09%	0.190	0.07%	0.150	0.07%	0.149
R19	Chiltern	Buckinghamshire	0.07%	0.155	0.06%	0.137	0.09%	0.197	0.08%	0.169
R21	Wycombe	Buckinghamshire	0.15%	0.309	0.10%	0.202	0.13%	0.285	0.15%	0.326
R22	Cambridge	Cambridgeshire	0.55%	1.174	0.59%	1.255	0.68%	1.452	0.20%	0.414
R23	East Cambridgeshire	Cambridgeshire	0.06%	0.119	0.07%	0.149	0.06%	0.138	0.08%	0.171
R24	Fenland	Cambridgeshire	0.07%	0.159	0.07%	0.156	0.09%	0.181	0.10%	0.218
R27	South Cambridgeshire	Cambridgeshire	0.08%	0.172	0.09%	0.187	0.10%	0.217	0.12%	0.250
R648	Huntingdonshire	Cambridgeshire	0.14%	0.289	0.09%	0.197	0.11%	0.244	0.17%	0.368
R28	Chester	Cheshire	0.37%	0.775	0.25%	0.532	0.31%	0.650	0.20%	0.430
R29	Congleton	Cheshire	0.09%	0.201	0.09%	0.187	0.09%	0.191	0.09%	0.198
R30	Crewe and Nantwich	Cheshire	0.14%	0.304	0.08%	0.176	0.10%	0.215	0.14%	0.295
R31	Ellesmere Port and Neston	Cheshire	0.10%	0.223	0.22%	0.457	0.11%	0.243	0.08%	0.175
R33	Macclesfield	Cheshire	0.31%	0.665	0.26%	0.548	0.25%	0.537	0.18%	0.381
R34	Vale Royal	Cheshire	0.15%	0.326	0.13%	0.277	0.11%	0.237	0.13%	0.282
R40	Caradon	Cornwall	0.07%	0.157	0.10%	0.208	0.09%	0.181	0.15%	0.325
R41	Carrick	Cornwall	0.16%	0.336	0.15%	0.328	0.20%	0.418	0.20%	0.422
R42	Kerrier	Cornwall	0.09%	0.186	0.08%	0.169	0.10%	0.220	0.17%	0.355
R43	North Cornwall	Cornwall	0.08%	0.167	0.07%	0.148	0.10%	0.207	0.28%	0.588
R44	Penwith	Cornwall	0.07%	0.147	0.07%	0.142	0.08%	0.180	0.22%	0.457
R45	Restormel	Cornwall	0.10%	0.218	0.08%	0.171	0.11%	0.228	0.34%	0.713
R46	Allerdale	Cumbria	0.09%	0.195	0.06%	0.127	0.09%	0.187	0.22%	0.464
R47	Barrow-in-Furness	Cumbria	0.12%	0.253	0.10%	0.212	0.10%	0.219	0.10%	0.222
R48	Carlisle	Cumbria	0.19%	0.397	0.14%	0.289	0.19%	0.395	0.19%	0.402
R49	Copeland	Cumbria	0.10%	0.222	0.07%	0.153	0.10%	0.211	0.10%	0.202
R50	Eden	Cumbria	0.04%	0.093	0.06%	0.118	0.05%	0.098	0.15%	0.324
R51	South Lakeland	Cumbria	0.11%	0.231	0.08%	0.176	0.10%	0.216	0.36%	0.765
R52	Amber Valley	Derbyshire	0.14%	0.300	0.16%	0.346	0.14%	0.290	0.14%	0.289
R53	Bolsover	Derbyshire	0.10%	0.217	0.14%	0.303	0.10%	0.214	0.08%	0.165
R54	Chesterfield	Derbyshire	0.21%	0.456	0.24%	0.514	0.32%	0.671	0.14%	0.293
R56	Erewash	Derbyshire	0.16%	0.332	0.18%	0.373	0.14%	0.295	0.12%	0.250
R57	High Peak	Derbyshire	0.13%	0.282	0.22%	0.458	0.08%	0.173	0.13%	0.266
R58	North East Derbyshire	Derbyshire	0.11%	0.229	0.16%	0.347	0.12%	0.262	0.09%	0.201
R59	South Derbyshire	Derbyshire	0.12%	0.255	0.11%	0.233	0.08%	0.171	0.09%	0.183

Authority Summary			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R60	Derbyshire Dales	Derbyshire	0.11%	0.238	0.12%	0.250	0.07%	0.154	0.13%	0.286
R61	East Devon	Devon	0.11%	0.240	0.12%	0.257	0.15%	0.324	0.27%	0.565
R62	Exeter	Devon	0.41%	0.869	0.49%	1.030	0.55%	1.162	0.19%	0.408
R63	North Devon	Devon	0.11%	0.234	0.07%	0.154	0.11%	0.231	0.28%	0.591
R65	South Hams	Devon	0.09%	0.191	0.11%	0.241	0.10%	0.213	0.18%	0.392
R66	Teignbridge	Devon	0.13%	0.285	0.12%	0.263	0.13%	0.273	0.22%	0.475
R67	Mid Devon	Devon	0.06%	0.121	0.08%	0.180	0.07%	0.142	0.09%	0.194
R69	Torrige	Devon	0.06%	0.122	0.05%	0.107	0.06%	0.136	0.12%	0.248
R70	West Devon	Devon	0.04%	0.091	0.07%	0.152	0.05%	0.109	0.09%	0.186
R72	Christchurch	Dorset	0.06%	0.134	0.13%	0.279	0.13%	0.266	0.10%	0.208
R73	North Dorset	Dorset	0.04%	0.091	0.06%	0.132	0.07%	0.147	0.12%	0.263
R75	Purbeck	Dorset	0.05%	0.115	0.06%	0.117	0.05%	0.115	0.12%	0.265
R76	West Dorset	Dorset	0.12%	0.255	0.11%	0.235	0.15%	0.320	0.26%	0.550
R77	Weymouth and Portland	Dorset	0.08%	0.180	0.13%	0.282	0.13%	0.281	0.22%	0.458
R78	East Dorset	Dorset	0.07%	0.156	0.11%	0.242	0.11%	0.229	0.14%	0.304
R79	Chester-le-Street	Durham	0.09%	0.199	0.16%	0.334	0.10%	0.213	0.06%	0.136
R81	Derwentside	Durham	0.13%	0.266	0.11%	0.227	0.11%	0.223	0.11%	0.238
R82	Durham	Durham	0.26%	0.556	0.27%	0.581	0.28%	0.597	0.15%	0.319
R83	Easington	Durham	0.18%	0.371	0.13%	0.285	0.13%	0.267	0.12%	0.250
R84	Sedgefield	Durham	0.13%	0.273	0.12%	0.253	0.11%	0.230	0.11%	0.229
R85	Teesdale	Durham	0.03%	0.074	0.05%	0.095	0.03%	0.058	0.04%	0.087
R86	Wear Valley	Durham	0.09%	0.185	0.07%	0.149	0.07%	0.142	0.09%	0.194
R88	Eastbourne	East Sussex	0.14%	0.297	0.18%	0.382	0.17%	0.355	0.20%	0.418
R89	Hastings	East Sussex	0.12%	0.247	0.22%	0.456	0.22%	0.467	0.16%	0.340
R91	Lewes	East Sussex	0.08%	0.169	0.10%	0.211	0.10%	0.220	0.13%	0.283
R92	Rother	East Sussex	0.07%	0.151	0.07%	0.153	0.11%	0.233	0.16%	0.347
R93	Wealden	East Sussex	0.11%	0.223	0.10%	0.213	0.14%	0.295	0.19%	0.408
R94	Basildon	Essex	0.19%	0.395	0.17%	0.369	0.17%	0.359	0.18%	0.372
R95	Braintree	Essex	0.11%	0.226	0.09%	0.198	0.11%	0.239	0.13%	0.281
R96	Brentwood	Essex	0.08%	0.163	0.10%	0.209	0.08%	0.161	0.07%	0.152
R97	Castle Point	Essex	0.09%	0.188	0.20%	0.426	0.12%	0.253	0.09%	0.181
R98	Chelmsford	Essex	0.15%	0.310	0.12%	0.254	0.13%	0.284	0.17%	0.370
R99	Colchester	Essex	0.16%	0.335	0.11%	0.232	0.14%	0.303	0.21%	0.437
R100	Epping Forest	Essex	0.13%	0.276	0.16%	0.334	0.11%	0.228	0.12%	0.255
R101	Harlow	Essex	0.11%	0.241	0.20%	0.422	0.16%	0.349	0.09%	0.194
R102	Maldon	Essex	0.05%	0.104	0.06%	0.133	0.06%	0.122	0.06%	0.132
R103	Rochford	Essex	0.08%	0.161	0.10%	0.218	0.08%	0.172	0.07%	0.155
R105	Tendring	Essex	0.15%	0.311	0.11%	0.230	0.18%	0.384	0.22%	0.469
R107	Uttlesford	Essex	0.05%	0.116	0.06%	0.127	0.06%	0.128	0.08%	0.161
R108	Cheltenham	Gloucestershire	0.21%	0.455	0.28%	0.592	0.32%	0.681	0.18%	0.377
R109	Cotswold	Gloucestershire	0.08%	0.168	0.11%	0.225	0.08%	0.170	0.13%	0.278
R110	Forest of Dean	Gloucestershire	0.07%	0.147	0.08%	0.163	0.09%	0.200	0.09%	0.194

Authority Summary			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R111	Gloucester	Gloucestershire	0.24%	0.501	0.30%	0.635	0.31%	0.654	0.17%	0.354
R112	Stroud	Gloucestershire	0.09%	0.197	0.08%	0.160	0.11%	0.244	0.12%	0.256
R113	Tewkesbury	Gloucestershire	0.07%	0.156	0.08%	0.161	0.08%	0.173	0.08%	0.162
R114	Basingstoke and Deane	Hampshire	0.13%	0.285	0.06%	0.117	0.11%	0.235	0.14%	0.304
R115	East Hampshire	Hampshire	0.08%	0.172	0.06%	0.129	0.10%	0.208	0.10%	0.213
R116	Eastleigh	Hampshire	0.12%	0.251	0.17%	0.357	0.16%	0.330	0.11%	0.227
R117	Fareham	Hampshire	0.09%	0.199	0.16%	0.329	0.15%	0.308	0.11%	0.230
R118	Gosport	Hampshire	0.09%	0.199	0.22%	0.466	0.17%	0.362	0.07%	0.140
R119	Hart	Hampshire	0.07%	0.155	0.06%	0.134	0.08%	0.160	0.07%	0.145
R120	Havant	Hampshire	0.12%	0.246	0.20%	0.422	0.18%	0.381	0.13%	0.266
R121	New Forest	Hampshire	0.16%	0.331	0.12%	0.264	0.18%	0.389	0.23%	0.496
R123	Rushmoor	Hampshire	0.13%	0.280	0.22%	0.458	0.17%	0.364	0.09%	0.190
R125	Test Valley	Hampshire	0.10%	0.212	0.10%	0.217	0.10%	0.203	0.10%	0.223
R126	Winchester	Hampshire	0.26%	0.549	0.23%	0.498	0.28%	0.598	0.12%	0.247
R136	Broxbourne	Hertfordshire	0.10%	0.220	0.16%	0.345	0.10%	0.222	0.09%	0.182
R137	Dacorum	Hertfordshire	0.13%	0.271	0.10%	0.212	0.14%	0.288	0.14%	0.294
R138	East Hertfordshire	Hertfordshire	0.11%	0.229	0.07%	0.158	0.11%	0.224	0.13%	0.267
R139	Hertsmere	Hertfordshire	0.10%	0.216	0.17%	0.359	0.13%	0.265	0.09%	0.188
R140	North Hertfordshire	Hertfordshire	0.11%	0.231	0.10%	0.220	0.11%	0.237	0.12%	0.264
R141	St Albans	Hertfordshire	0.15%	0.322	0.12%	0.260	0.13%	0.284	0.14%	0.299
R142	Stevenage	Hertfordshire	0.13%	0.273	0.25%	0.540	0.23%	0.493	0.10%	0.218
R143	Three Rivers	Hertfordshire	0.08%	0.169	0.14%	0.305	0.11%	0.236	0.07%	0.147
R144	Watford	Hertfordshire	0.21%	0.454	0.37%	0.786	0.36%	0.767	0.11%	0.240
R145	Welwyn Hatfield	Hertfordshire	0.21%	0.450	0.24%	0.500	0.27%	0.566	0.11%	0.224
R157	Ashford	Kent	0.08%	0.176	0.09%	0.188	0.09%	0.186	0.14%	0.307
R158	Canterbury	Kent	0.17%	0.353	0.13%	0.274	0.14%	0.293	0.20%	0.424
R159	Dartford	Kent	0.15%	0.325	0.20%	0.414	0.17%	0.369	0.11%	0.233
R160	Dover	Kent	0.10%	0.216	0.09%	0.199	0.11%	0.239	0.14%	0.295
R162	Gravesham	Kent	0.11%	0.236	0.13%	0.274	0.10%	0.214	0.10%	0.203
R163	Maidstone	Kent	0.15%	0.327	0.11%	0.241	0.12%	0.262	0.18%	0.378
R165	Sevenoaks	Kent	0.11%	0.225	0.13%	0.267	0.10%	0.206	0.11%	0.231
R166	Shepway	Kent	0.10%	0.222	0.09%	0.185	0.10%	0.220	0.14%	0.304
R167	Swale	Kent	0.13%	0.270	0.10%	0.219	0.11%	0.231	0.13%	0.281
R168	Thanet	Kent	0.15%	0.325	0.15%	0.323	0.17%	0.352	0.18%	0.382
R169	Tonbridge and Malling	Kent	0.10%	0.222	0.11%	0.225	0.10%	0.221	0.11%	0.227
R170	Tunbridge Wells	Kent	0.10%	0.218	0.09%	0.180	0.09%	0.183	0.12%	0.256
R173	Burnley	Lancashire	0.16%	0.350	0.13%	0.274	0.11%	0.236	0.12%	0.263
R174	Chorley	Lancashire	0.17%	0.352	0.14%	0.291	0.10%	0.207	0.13%	0.282
R175	Fylde	Lancashire	0.21%	0.447	0.23%	0.479	0.25%	0.531	0.12%	0.257
R176	Hyndburn	Lancashire	0.14%	0.287	0.13%	0.272	0.12%	0.256	0.11%	0.238
R177	Lancaster	Lancashire	0.20%	0.430	0.10%	0.208	0.13%	0.265	0.23%	0.485
R178	Pendle	Lancashire	0.13%	0.282	0.14%	0.296	0.09%	0.193	0.12%	0.249

Authority Summary			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R179	Preston	Lancashire	0.50%	1.063	0.44%	0.930	0.52%	1.107	0.21%	0.456
R180	Ribble Valley	Lancashire	0.06%	0.132	0.10%	0.219	0.05%	0.112	0.08%	0.172
R181	Rossendale	Lancashire	0.09%	0.194	0.13%	0.275	0.08%	0.177	0.08%	0.176
R182	South Ribble	Lancashire	0.12%	0.249	0.14%	0.301	0.12%	0.256	0.13%	0.266
R183	West Lancashire	Lancashire	0.15%	0.311	0.16%	0.344	0.11%	0.225	0.14%	0.292
R184	Wyre	Lancashire	0.14%	0.302	0.13%	0.267	0.13%	0.285	0.16%	0.337
R185	Blaby	Leicestershire	0.10%	0.211	0.14%	0.288	0.11%	0.229	0.08%	0.164
R186	Charnwood	Leicestershire	0.18%	0.389	0.15%	0.316	0.14%	0.290	0.15%	0.319
R187	Harborough	Leicestershire	0.07%	0.152	0.10%	0.212	0.07%	0.141	0.07%	0.154
R188	Hinckley and Bosworth	Leicestershire	0.11%	0.242	0.09%	0.199	0.10%	0.209	0.09%	0.185
R190	Melton	Leicestershire	0.05%	0.099	0.06%	0.131	0.04%	0.095	0.05%	0.104
R191	North West Leicestershire	Leicestershire	0.14%	0.288	0.14%	0.289	0.14%	0.299	0.08%	0.169
R192	Oadby and Wigston	Leicestershire	0.06%	0.133	0.21%	0.437	0.15%	0.313	0.05%	0.104
R194	Boston	Lincolnshire	0.06%	0.137	0.07%	0.143	0.08%	0.169	0.07%	0.144
R195	East Lindsey	Lincolnshire	0.13%	0.276	0.10%	0.220	0.15%	0.328	0.39%	0.825
R196	Lincoln	Lincolnshire	0.27%	0.581	0.32%	0.682	0.36%	0.773	0.15%	0.320
R197	North Kesteven	Lincolnshire	0.07%	0.153	0.09%	0.181	0.09%	0.200	0.08%	0.176
R198	South Holland	Lincolnshire	0.06%	0.125	0.08%	0.162	0.09%	0.182	0.08%	0.169
R199	South Kesteven	Lincolnshire	0.11%	0.227	0.07%	0.141	0.11%	0.229	0.14%	0.303
R200	West Lindsey	Lincolnshire	0.07%	0.153	0.10%	0.209	0.08%	0.170	0.07%	0.154
R201	Breckland	Norfolk	0.09%	0.183	0.09%	0.189	0.12%	0.247	0.15%	0.317
R202	Broadland	Norfolk	0.10%	0.203	0.10%	0.211	0.12%	0.252	0.13%	0.268
R203	Great Yarmouth	Norfolk	0.13%	0.285	0.10%	0.222	0.12%	0.248	0.31%	0.664
R204	North Norfolk	Norfolk	0.08%	0.168	0.07%	0.149	0.12%	0.257	0.22%	0.466
R205	Norwich	Norfolk	0.71%	1.506	0.78%	1.653	0.94%	1.989	0.25%	0.538
R206	South Norfolk	Norfolk	0.07%	0.144	0.10%	0.208	0.11%	0.233	0.12%	0.253
R207	Kings Lynn and West Norfolk	Norfolk	0.11%	0.237	0.09%	0.183	0.14%	0.300	0.23%	0.483
R221	Craven	North Yorkshire	0.09%	0.183	0.11%	0.232	0.05%	0.113	0.09%	0.184
R222	Hambleton	North Yorkshire	0.07%	0.148	0.12%	0.264	0.08%	0.164	0.10%	0.221
R224	Richmondshire	North Yorkshire	0.05%	0.110	0.06%	0.131	0.04%	0.085	0.08%	0.166
R226	Scarborough	North Yorkshire	0.13%	0.274	0.12%	0.251	0.12%	0.245	0.34%	0.714
R614	Harrogate	North Yorkshire	0.17%	0.365	0.20%	0.427	0.13%	0.276	0.22%	0.473
R615	Ryedale	North Yorkshire	0.06%	0.133	0.09%	0.195	0.06%	0.129	0.09%	0.193
R616	Selby	North Yorkshire	0.07%	0.150	0.21%	0.441	0.07%	0.147	0.07%	0.147
R208	Corby	Northamptonshire	0.14%	0.302	0.13%	0.280	0.17%	0.361	0.05%	0.115
R209	Daventry	Northamptonshire	0.07%	0.151	0.06%	0.122	0.06%	0.122	0.06%	0.132
R210	East Northamptonshire	Northamptonshire	0.07%	0.149	0.06%	0.124	0.07%	0.140	0.07%	0.141
R211	Kettering	Northamptonshire	0.10%	0.217	0.05%	0.113	0.08%	0.173	0.09%	0.180
R212	Northampton	Northamptonshire	0.44%	0.926	0.40%	0.855	0.50%	1.051	0.23%	0.490
R213	South Northamptonshire	Northamptonshire	0.06%	0.125	0.08%	0.164	0.06%	0.135	0.07%	0.156
R214	Wellingborough	Northamptonshire	0.08%	0.178	0.08%	0.175	0.08%	0.171	0.07%	0.150
R215	Alnwick	Northumberland	0.04%	0.076	0.04%	0.082	0.03%	0.069	0.07%	0.144

Authority Summary			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R216	Berwick-upon-Tweed	Northumberland	0.03%	0.067	0.02%	0.036	0.03%	0.064	0.10%	0.216
R217	Blyth Valley	Northumberland	0.12%	0.255	0.13%	0.286	0.11%	0.240	0.08%	0.180
R218	Castle Morpeth	Northumberland	0.07%	0.158	0.13%	0.273	0.07%	0.152	0.06%	0.133
R219	Tynedale	Northumberland	0.06%	0.134	0.08%	0.174	0.06%	0.118	0.09%	0.181
R220	Wansbeck	Northumberland	0.10%	0.214	0.09%	0.197	0.10%	0.220	0.07%	0.142
R229	Ashfield	Nottinghamshire	0.15%	0.327	0.19%	0.413	0.15%	0.314	0.13%	0.274
R230	Bassetlaw	Nottinghamshire	0.16%	0.348	0.14%	0.287	0.11%	0.240	0.14%	0.300
R231	Broxtowe	Nottinghamshire	0.13%	0.278	0.19%	0.397	0.15%	0.318	0.13%	0.267
R232	Gedling	Nottinghamshire	0.13%	0.286	0.17%	0.352	0.19%	0.412	0.12%	0.262
R233	Mansfield	Nottinghamshire	0.15%	0.319	0.15%	0.322	0.16%	0.337	0.14%	0.293
R234	Newark and Sherwood	Nottinghamshire	0.15%	0.315	0.11%	0.243	0.10%	0.215	0.15%	0.311
R236	Rushcliffe	Nottinghamshire	0.10%	0.204	0.15%	0.309	0.10%	0.212	0.11%	0.242
R237	Cherwell	Oxfordshire	0.12%	0.249	0.10%	0.204	0.10%	0.211	0.20%	0.426
R238	Oxford	Oxfordshire	0.54%	1.154	0.60%	1.270	0.65%	1.378	0.26%	0.555
R239	South Oxfordshire	Oxfordshire	0.10%	0.218	0.10%	0.217	0.10%	0.219	0.18%	0.376
R240	Vale of White Horse	Oxfordshire	0.08%	0.173	0.11%	0.224	0.10%	0.202	0.15%	0.321
R241	West Oxfordshire	Oxfordshire	0.09%	0.184	0.05%	0.112	0.08%	0.172	0.14%	0.303
R242	Bridgnorth	Shropshire	0.06%	0.135	0.05%	0.114	0.05%	0.106	0.06%	0.122
R243	North Shropshire	Shropshire	0.05%	0.099	0.08%	0.166	0.06%	0.120	0.06%	0.126
R244	Oswestry	Shropshire	0.04%	0.079	0.03%	0.068	0.05%	0.097	0.04%	0.088
R245	Shrewsbury and Atcham	Shropshire	0.10%	0.206	0.07%	0.152	0.10%	0.207	0.14%	0.297
R246	South Shropshire	Shropshire	0.04%	0.076	0.05%	0.102	0.05%	0.102	0.06%	0.121
R248	Mendip	Somerset	0.11%	0.233	0.11%	0.238	0.09%	0.201	0.12%	0.265
R249	Sedgemoor	Somerset	0.12%	0.247	0.09%	0.199	0.11%	0.230	0.15%	0.323
R250	Taunton Deane	Somerset	0.15%	0.318	0.13%	0.280	0.16%	0.350	0.14%	0.297
R251	West Somerset	Somerset	0.05%	0.096	0.05%	0.100	0.05%	0.096	0.12%	0.263
R252	South Somerset	Somerset	0.13%	0.271	0.12%	0.258	0.16%	0.339	0.16%	0.335
R253	Cannock Chase	Staffordshire	0.13%	0.267	0.16%	0.332	0.14%	0.304	0.11%	0.236
R254	East Staffordshire	Staffordshire	0.17%	0.361	0.11%	0.238	0.14%	0.301	0.13%	0.285
R255	Lichfield	Staffordshire	0.11%	0.244	0.19%	0.406	0.09%	0.199	0.10%	0.221
R256	Newcastle-under-Lyme	Staffordshire	0.16%	0.333	0.13%	0.276	0.13%	0.279	0.13%	0.280
R257	South Staffordshire	Staffordshire	0.11%	0.225	0.19%	0.394	0.10%	0.211	0.10%	0.208
R258	Stafford	Staffordshire	0.14%	0.294	0.12%	0.254	0.11%	0.242	0.16%	0.343
R259	Staffordshire Moorlands	Staffordshire	0.17%	0.353	0.10%	0.222	0.09%	0.192	0.12%	0.254
R261	Tamworth	Staffordshire	0.12%	0.259	0.18%	0.379	0.17%	0.367	0.08%	0.179
R262	Babergh	Suffolk	0.06%	0.134	0.10%	0.216	0.09%	0.185	0.10%	0.213
R263	Forest Heath	Suffolk	0.10%	0.217	0.10%	0.220	0.12%	0.246	0.08%	0.161
R264	Ipswich	Suffolk	0.29%	0.608	0.41%	0.874	0.47%	0.990	0.17%	0.356
R265	Mid Suffolk	Suffolk	0.05%	0.105	0.09%	0.197	0.08%	0.177	0.08%	0.175
R266	St Edmundsbury	Suffolk	0.09%	0.191	0.08%	0.177	0.10%	0.205	0.12%	0.258
R267	Suffolk Coastal	Suffolk	0.09%	0.188	0.09%	0.183	0.12%	0.257	0.15%	0.317
R268	Waveney	Suffolk	0.11%	0.242	0.11%	0.225	0.14%	0.291	0.18%	0.381

Authority Summary			OPTION 1		OPTION 2		OPTION 3		OPTION 4	
Code	Name		% of £212m	£M	% of £212m	£M	% of £212m	£M	% of £212m	£M
R269	Elmbridge	Surrey	0.12%	0.261	0.16%	0.349	0.13%	0.286	0.12%	0.252
R270	Epsom and Ewell	Surrey	0.08%	0.163	0.18%	0.390	0.13%	0.280	0.07%	0.146
R271	Guildford	Surrey	0.15%	0.325	0.12%	0.251	0.14%	0.298	0.14%	0.293
R272	Mole Valley	Surrey	0.09%	0.187	0.12%	0.248	0.10%	0.213	0.08%	0.179
R273	Reigate and Banstead	Surrey	0.11%	0.239	0.16%	0.341	0.14%	0.288	0.11%	0.239
R274	Runnymede	Surrey	0.16%	0.330	0.17%	0.367	0.18%	0.372	0.07%	0.158
R275	Spelthorne	Surrey	0.11%	0.225	0.23%	0.478	0.16%	0.334	0.08%	0.180
R276	Surrey Heath	Surrey	0.08%	0.164	0.11%	0.223	0.09%	0.193	0.08%	0.169
R277	Tandridge	Surrey	0.07%	0.152	0.13%	0.283	0.08%	0.175	0.07%	0.147
R278	Waverley	Surrey	0.09%	0.190	0.09%	0.199	0.12%	0.250	0.11%	0.242
R279	Woking	Surrey	0.09%	0.185	0.14%	0.288	0.14%	0.300	0.09%	0.185
R280	North Warwickshire	Warwickshire	0.08%	0.160	0.19%	0.404	0.06%	0.121	0.05%	0.099
R281	Nuneaton and Bedworth	Warwickshire	0.15%	0.327	0.18%	0.381	0.18%	0.380	0.11%	0.237
R282	Rugby	Warwickshire	0.12%	0.244	0.12%	0.262	0.09%	0.187	0.09%	0.191
R283	Stratford-on-Avon	Warwickshire	0.14%	0.302	0.12%	0.257	0.10%	0.221	0.15%	0.326
R284	Warwick	Warwickshire	0.26%	0.547	0.22%	0.462	0.23%	0.487	0.16%	0.330
R285	Adur	West Sussex	0.06%	0.130	0.16%	0.343	0.14%	0.294	0.06%	0.136
R286	Arun	West Sussex	0.15%	0.309	0.12%	0.263	0.19%	0.403	0.19%	0.407
R287	Chichester	West Sussex	0.14%	0.289	0.12%	0.257	0.17%	0.361	0.16%	0.340
R288	Crawley	West Sussex	0.52%	1.102	0.62%	1.305	0.70%	1.485	0.11%	0.238
R289	Horsham	West Sussex	0.10%	0.208	0.12%	0.254	0.11%	0.238	0.12%	0.255
R290	Mid Sussex	West Sussex	0.10%	0.221	0.11%	0.243	0.12%	0.258	0.12%	0.259
R291	Worthing	West Sussex	0.11%	0.238	0.24%	0.515	0.23%	0.483	0.12%	0.256
R292	Kennet	Wiltshire	0.05%	0.113	0.09%	0.182	0.06%	0.134	0.13%	0.272
R293	North Wiltshire	Wiltshire	0.10%	0.214	0.11%	0.242	0.10%	0.214	0.20%	0.414
R294	Salisbury	Wiltshire	0.12%	0.250	0.11%	0.233	0.11%	0.224	0.21%	0.444
R296	West Wiltshire	Wiltshire	0.11%	0.226	0.10%	0.214	0.11%	0.240	0.21%	0.451
R127	Bromsgrove	Worcestershire	0.11%	0.234	0.23%	0.483	0.09%	0.198	0.08%	0.178
R131	Redditch	Worcestershire	0.09%	0.190	0.14%	0.293	0.13%	0.284	0.08%	0.162
R133	Worcester	Worcestershire	0.18%	0.385	0.28%	0.591	0.26%	0.545	0.12%	0.253
R134	Wychavon	Worcestershire	0.11%	0.237	0.09%	0.199	0.11%	0.233	0.13%	0.272
R135	Wyre Forest	Worcestershire	0.12%	0.264	0.10%	0.212	0.11%	0.229	0.11%	0.239
R657	Malvern Hills	Worcestershire	0.07%	0.152	0.08%	0.165	0.08%	0.170	0.09%	0.183

Annex C: List of Those Consulted

All 291 English TCAs outside London

London boroughs and the Common Council of the City of London

English metropolitan boroughs

English county councils

Council of the Isles of Scilly

All Government Office Regions

Association for Transport Coordinating Officers (ATCO)

Concessionary Fares Working Group Members

Confederation of Passenger Transport (CPT)

Local Government Association (LGA)

London Councils

London Travel Watch

Passenger Transport Executive Group (PTEG)

Campaign for Better Transport (formerly Transport 2000)

Transport for London