

## Record of officer decision

<b>Decision title:</b>	<b>Award of temporary subsidy to bus service 420 Worcester to Bromyard</b>
<b>Date of decision:</b>	<b>3 October 2019</b>
<b>Decision maker:</b>	Director for Economy & Place
<b>Authority for delegated decision:</b>	1. This is an operational decision with regard to Part 3 Section 7 para 3.7.5 of the constitution.
<b>Ward:</b>	Countywide
<b>Consultation:</b>	<p>Members were consulted during the Passenger Transport Review reported to Cabinet in April 2017 which set out the approach to the provision of services for public, education and special needs transport.</p> <p>The Local Transport Plan (LTP) defines the core network of bus services in the County and has been widely publicised since 2015.</p>
<b>Decision made:</b>	<p>The decision has been taken to:</p> <p>Award temporary bus subsidy to the 420 service operating between Worcester and Bromyard from 14<sup>th</sup> October 2019 to 31<sup>st</sup> December 2019 at a cost of £1,361.</p>
<b>Reasons for decision:</b>	<p>To ensure that the council manages its transport services effectively and supports the core bus network.</p> <p>The 420 service is a commercial service operated by First Group between Worcester and Bromyard on weekdays at 17:00. First Group have made a commercial decision to withdraw from operating this service as of 14<sup>th</sup> October.</p> <p>The implications of this are that passengers traveling from Bromyard to Worcester in the morning to access work and education would have no return journey back to Bromyard in the afternoon. The 420 service forms part of the secondary core network as defined in the LTP.</p> <p>On average 20 passengers use the service each journey, 15 of whom alight at stops in Herefordshire, and 5 in Worcestershire. First Group have confirmed that they could continue to operate the service if it was subsidised by an amount of £49.50 per day. Worcestershire Council have agreed to a contribution of 50% to this leaving an amount of £24.75 per day to be funded by Herefordshire.</p> <p>To avoid disruption to passengers and to allow time for further evaluation and procurement of a long term solution temporary subsidy is required. This would be funded from cost centre C07230 Transport route subsidies which has a forecast underspend of £4k as of 3<sup>rd</sup> October 2019.</p>
<b>Highlight any associated risks/finance/legal/equality considerations:</b>	There are no risks associated with this decision as it will allow passengers to continue to travel.
<b>Details of any alternative options considered and rejected:</b>	Not to subsidise the 420 service. This is not recommended as it would leave up to 15 passengers per day without a return bus service from Bromyard and would see a reduction in the core bus network.

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<b>Details of any declarations of interest made:</b>	None
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Signed Richard Ball  
Director for Economy & Place

Date: 3 October 2019