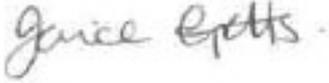


## Record of Executive Decision

Local Government Act 2000 and the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

<b>Decision made by</b>	Janice Gotts, Executive Director of Finance (S151 Officer)
<b>Decision Title</b>	Bus Service W8 Wollaston & Bozeat: Local Bus Contract PW1001
<b>Date of decision (same as date form signed)</b>	 15 October 2021
<b>Key Decision</b>	No
<b>Decision</b>	<p>That the Executive Director of Finance (S151 Officer), in consultation with the Executive Member for Finance:</p> <p>Agrees to provide funding up to £16,263 to the operator of the Bus Service W8 between Wollaston, Bozeat and Wellingborough to cover the period from 20<sup>th</sup> October 2021 (or as soon as reasonably practical to start the service after this date) to 1<sup>st</sup> April 2022.</p>
<b>Reason for Decision</b>	<p>The operator (Grant Palmer) have informed the Transport Authority that the service is no longer commercially viable and without subsidy, they will withdraw the service.</p> <p>Furthermore, the driver shortage situation that is reported nationally has affected them locally, with illness within their workforce meaning that they have a critical situation whereby they may not be able to provide a service even with subsidy from NNC.</p> <p>Therefore, they have submitted a formal notice of intention to terminate the service on 15th November 2021.</p> <p>In order to find an alternative operator, a tendering exercise under the Northamptonshire County Council Local Bus Services Framework (contract number 18140000230) was conducted and has generated a compliant bid from Stagecoach Midlands.</p> <p>In a subsidy based bid, they have requested £139/day from NNC to support the service. Under this agreement, they will retain all on-bus revenue as a subsidy-based arrangement.</p> <p>We will work with both the incumbent operator and preferred bidder to arrange a seamless transfer of service as soon as possible, ideally before 15<sup>th</sup> November, to ensure passengers can still travel without loss of service.</p>

	There is not an Executive scheduled to make a decision before the termination date of the current service on 15 <sup>th</sup> November 2021.
<b>Alternative options rejected</b>	<p>Accept the operator's Cost Based bid at £496 per day, from which NNC would deduct on-bus revenue and English National Concessionary Travel Scheme to give an approximate net cost of £217 per day, or around £24,500 between end of October and 1st April. This is a higher cost, which may be off-set by growth in revenue if patronage grows, but that is not guaranteed and therefore is not recommended.</p> <p>To decline both the subsidy based bid and the cost based bid: this would result in the service terminating in November.</p> <p>To provide funding for a longer period: it is considered more appropriate for NNC to consider any future funding as part of the 2022/23 budget setting process.</p>
<b>Legal implications</b>	<p>The Leader has authority to make Executive decisions on behalf of the authority. The decision is within the budget and policy framework agreed as set out within financial implications.</p> <p>Due to the timeframe to ensure that the funding is provided before the service is withdrawn, the decision has not been published on the Forward Plan. The Scrutiny Chairs have agreed to the decision being taken under "General Urgency Rules" contained within the Access to Information Procedure Rules within the Constitution.</p>
<b>Financial implications</b>	The proposed funding of up to £16,263 will be covered by the underspend currently reported on the concessionary bus fares budget.
<b>Other implications</b>	None
<b>Background papers considered</b>	None
<b>Declarations/conflict of interest?</b>	None
<b>Consultation</b>	The Executive Member for Highways, Travel and Assets has been consulted and is supportive of the recommended decision.
<b>Confidential Decision?</b>	
<b>Officer/ Executive member</b>	18th October 2021