



BSIP Delivery Plan 2025/26

Following guidance from the Department for Transport (DfT) on the Local Bus Grant 2025/2026, Herefordshire Council submitted a Delivery Plan and signed Memorandum of Understanding agreeing to the funding terms and conditions. Below is a document that specifies the areas of spend:

Text for the document

Introduction

For the Department for Transport to release the allocated grant funding Herefordshire Council are required to publish a Delivery Plan setting out the spend. Herefordshire Council also signed a Memorandum of Understanding agreeing to the funding terms and conditions.

Local Bus Grant 25/26:
 Revenue £1.8million
 Capital £1.1million
 Capability £64,000

Local Bus Grant (2025/26) Delivery Plan

The two tables below outline the initiatives for delivery of the Local Bus Grant (2025/2026) funding allocation, which supports the 2024 Bus Service Improvement Plan vision and objectives. The first table details the revenue spend, the second table details the capital spend. These have been developed and approved by the Enhanced Partnership; the formal governance arrangement consisting of Herefordshire Council and all the local bus operating companies.

Revenue spend table

Category of spend type, as determined by the DfT	Scheme or Route Name	Description of the activity
Simpler more affordable fares	232 Daffodil Line	To increase family patronage on this line, by piloting specific discounted group tickets.
Bus service support/network development	34 service	To alter the route of the 34 to enable a pickup of workers from a substantial-sized fruit farm and a new housing development; requiring extra time and mileage to deliver. This will open access to agricultural employment, and to employees from the farm, which is fundamentally important in a rural authority where farming is a major part of our economy. It will also connect the housing development with the same route extension

Bus service support/network development	To provide extra services to increase the frequency of the Sunday services through the city centre in Hereford	To implement a stronger Sunday offering for bus travel into and out of Hereford on the core network. To provide more choice for visitors and residents to access Hereford on the weekends. This will run across multiple services/operators as operators feel confident they can deliver a viable service.
Bus service support/network development	420/469 service	Promote the new Sunday service from 2024. Continue with the Sunday BSIP support, to increase weekend patronage and revenue figures between Bromyard and Hereford. This supports increase access from Bromyard and surrounding rural areas into central Hereford at the weekends for services and leisure activities
Bus service support/network development	420A Saturday service expansion	The 420a was a new service launched by BSIP+ money. from Bromyard into Worcester. Demand for the Monday-Friday service is such that a Saturday service is justified.
Bus service support/network development	444 service	To extend an existing service to a rural area in the morning and afternoon peak times for college days; to enable college students to access education daily. Without this adjusted service students that would previously have used the T14 from Brecon will have no means of getting to college. have a full area covered for students and workers to gain access to Hereford city
Bus service support/network development	449 service	To increase the Kingstone to Hereford service, part of the Herefordshire core network, to hourly, in line with BSIP+ objectives
Bus service support/network development	426 service	To increase the Bodenham and Hereford service, part of the Herefordshire core network, to hourly, in line with BSIP+ objectives
Bus service support/network development	Capacity opportunity development	The core network is our biggest concern. Nevertheless, as this becomes increasingly robust, due to BSIP+ funding, opportunities will present themselves for 'quick wins'. The EP requested a modest call-off fund to be able to increase network integration, develop pilot routes to improve connectivity, and to act positively to network improvement suggestions and cross-boundary working.

Capital spend table

Category of spend type, as determined by the DfT	Scheme or route Name	Description of the activity
Ticketing equipment/systems	Public transport route planning and management software	Up to date Software is required to support the design of a smart network, which focuses on integration, frequency and regularity. We have previously not had this kind of smart thinking support to push forward on intelligent data informed decision making.
Development of future proposals	Specialist consultancy services	Professional expertise is required to support our route redesign goals to deliver our BSIP+ ambitions. Implementation of wider-scale systems thinking for public transport, along with a wide range of council-run transport requirements that we can integrate into a 'bus-first approach'
Bus stops/stations/interchanges	Market town main bus stops: two-year refurbishment programme	To encourage patronage by removing barriers to onboarding process - in this case, a more attractive environment for the market town main bus stops
Bus stops/stations/interchanges	Main bus stops in city and market towns to have RTI screens. Smaller stops to have QR codes	To install suitable and appropriate Real Time Information (RTI) screens in city and market towns. This will provide live data for passengers, to build trust in the bus network. Smaller stops will have QR codes to enable smart phone users to access live data where possible
Other infrastructure	Review of Traffic light Signals that can be adjusted to account for supporting bus priority	To investigate possibilities for bus priority measures on lights in Hereford. To improve frequency, reliability and trust in the bus network. To contribute to making buses a viable city transport option for residents and visitors.

Other areas of investment

Capacity and Capability	LTA delivery/admin costs	Supporting capacity in the public transport team; which has been reduced to almost zero through under-resourcing over time. This is in order to develop in-house skills, to manage the Enhanced Partnership, and to be able to spend BSIP revenue grant as applicable, and then the forthcoming capital grant.
Bus service support/network development	Bus Service Operators Grant (BSOG)	BSOG has been directly allocated to all bus operators to support the subsidised routes across the county. This is separate to BSIP+ funding.