

Public Document Pack

Executive Decision Records

Please find set out below a number of Executive Decisions taken at the HAMPSHIRE COUNTY COUNCIL Executive Lead Member for Economy, Transport and Environment Decision Day, Executive Member for Highways Operations Decision Day and Executive Member for Climate Change and Sustainability Decision Day held at the Castle, Winchester on Thursday, 28th October, 2021

1. **BUS SERVICE IMPROVEMENT PLAN**
2. **BUS PRIORITY ENFORCEMENT POLICY AND PRACTICE**

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HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	28 October 2021
Title:	Bus Service Improvement Plan
Report From:	Director of Economy, Transport and Environment

Contact name: Andrew Wilson and Lisa Cook

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1. The decision:

- 1.1 That the Executive Lead Member for Economy, Transport and Environment approves the Hampshire Bus Service Improvement Plan (BSIP), as detailed within and appended to the supporting report, as the local response to “Bus Back Better”, the national bus strategy.
- 1.2 That authority is delegated to the Director of Economy, Transport and Environment to make the necessary arrangements to formally submit the BSIP to the Government by the end of October 2021.
- 1.3 That the Executive Lead Member for Economy, Transport and Environment gives approval for a consultation exercise to be carried out over the coming months as part of the BSIP and Enhanced Partnership requirements, and delegates authority to the Director of Economy, Transport and Environment to finalise the arrangements and carry out the consultation in line with Enhanced Partnership guidance issued by the Department for Transport.

2. Reasons for the decision:

- 2.1. A new national bus strategy called “Bus Back Better” was issued by the Government in March 2021. Through a range of improvements, the strategy aims to grow the number of passengers using local bus services contributing to both the decarbonisation and levelling up agendas.
- 2.2. The strategy promises future increases in funding for bus measures, subject to the outcome of the next Government Comprehensive Spending Review. This funding is conditional on Local Transport Authorities (LTAs) preparing a Bus Service Improvement Plan (BSIP) by the end of October 2021 demonstrating both their ambition and the steps they propose to take to improve local bus services.

2.3. The level of ambition set out in the Hampshire BSIP, detailed in this report and appendices, will put the County Council in a strong position to be able to access a share of expected future national funding for improving bus services.

3. Other options considered and rejected:

3.1. Not to produce a BSIP – local authorities who do not publish a BSIP for their LTA area by 31 October 2021 will not only lose out on future funding opportunities arising from £3billion of “Bus Back Better” funding but also the Bus Recovery Grant (replacing the Covid-19 Bus Services Support Grant) and the reformed Bus Services Operators Grant (BSOG), over £1million pa of which makes up the core local bus budget in Hampshire.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I thank Phil Gagg from Winchester Action on Climate Change for attending and speaking at my Decision Day today.

Approved by:

Date:

**Executive Lead Member for Economy, Transport and Environment
Councillor Rob Humby**

28 October 2021

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Lead Member for Economy, Transport and Environment
Date:	28 October 2021
Title:	Bus Priority Enforcement Policy and Practice
Report From:	Director of Economy, Transport and Environment

Contact name: Tania McCarthy

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1. The decision:

- 1.1. That the Executive Lead Member for Economy, Transport and Environment approves the adoption of the Countywide Bus Priority Enforcement Policy attached to the report in Appendix 1 to enable the commencement of the civil enforcement of vehicle contraventions pertaining to bus priority measures.
- 1.2. That the Executive Lead Member for Economy, Transport and Environment approves the appended draft Code of Practice referred to in the Countywide Bus Priority Enforcement Policy and delegates authority to the Director of Economy, Transport and Environment to make minor amendments and updates as necessary to both documents in consultation with the Executive Lead Member for Economy, Transport and Environment.

2. Reasons for the decision:

- 2.1. The purpose of the report is to seek adoption of the Countywide Bus Priority Enforcement Policy which provides the framework to commence with the delivery and operation of bus priority enforcement at both existing and future bus priority measures.
- 2.2. Adoption of the Policy will support the new National Bus Strategy 'Bus Back Better' which aims to grow the number of passengers using local bus services. The strategy calls on Local Transport Authorities (LTAs) to publish Bus Service Improvement Plans (BSIPs) that support quicker and more reliable bus services. It states that 'Robust enforcement of traffic restrictions can bring benefits for buses through less congestion'.
- 2.3. Adoption of the Policy supports Hampshire County Council's proposed approach to the local delivery of the Government's National Bus Strategy through a BSIP for Hampshire that includes a commitment to future plans for provision of bus priority measures. Enforcement of such measures will ensure greater compliance with restrictions, which will see improved bus journey times, service reliability, passenger growth, and satisfaction.

2.4. Robust enforcement of bus priority measures will also support the realisation of the County Councils Transforming Cities (TCF) projects and other Government funded transport initiatives.

3. Other options considered and rejected:

3.1. Rising bollards and similar technical solutions have been considered and rejected following previous installations that were fraught with technical issues and maintenance concerns rendering them impractical as a longer-term bus priority enforcement solution.

4. Conflicts of interest:

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

Approved by:

Date:

28 October 2021

**Executive Lead Member for Economy, Transport and Environment
Councillor Rob Humby**