

HAMPSHIRE COUNTY COUNCIL

Decision Record

Decision Maker:	Director of Universal Services
Date:	11 January 2024
Title:	Proposed approach to utilising Bus Service Improvement Plan Plus funding and Concessionary Fares Underspend
Report From:	Lisa Cook – Public Transport Manager

Contact name: Lisa Cook

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1. The decision:

- 1.1 That the Director of Universal Services (having consulted with the Executive Lead Member for Universal Services and Head of Legal Services) approves the methodology set out in the supporting report for allocating the areas of spend for the Council's Bus Service Improvement Plan Plus funding.
- 1.2 That the Director of Universal Services (having consulted with the Executive Lead Member for Universal Services and the Assistant Director for Legal Services and Monitoring Officer) approves the methodology set out in the supporting report for allocating the areas of spend for the ringfenced Concessionary Fares Underspend.
- 1.3 That the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, notes that standard governance procedures for the award of grants will apply.

2. Reason(s) for the decision:

- 2.1 To set out the proposed approach for how the County Council should spend its allocation of Bus Service Improvement Plan Plus funding in addition to how the ringfenced concessionary travel underspend will be spent during the 2023/24 and 2024/25 financial years in order that the County Council can commence various streams of investment to sustain or improve bus services in Hampshire.

3. Other options considered and rejected:

- 3.1 To competitively tender enhancements to the commercial bus network in Hampshire. This would be neither practical nor achieve best value. By utilising the grants mechanism, it enables operators to target funding where it will have the best outcomes rather than where a rigid specification demands.
- 3.2 To utilise this funding to provide further financial support for the subsidised bus network in Hampshire. This report proposes that the County Council utilises the most appropriate source of funding for each area of spend. There are alternative funding streams available for supported services and by focussing both the Bus Service Improvement Plan Plus and concessionary fares underspend funding on areas which will support the commercial bus network in Hampshire, the County Council will meet more of the aims and objectives set out in both the National Bus Strategy and the Council's own Bus Service Improvement Plan (as set out in the Enhanced Partnership Plan and Scheme bus strategy documents).

4. **Conflicts of interest:**

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

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: 16 January 2024

Director of Universal Services
Patrick Blogg

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Purpose of this Report

1. The purpose of this report is to set out details of a proposed approach for utilising two funding streams;
 - a. £7.16m of “Bus Service Improvement Plan Plus” (BSIP+) funding that is being awarded to Hampshire County Council by the Department for Transport (DfT) in two tranches for 2023/24 and 2024/25 of £3,579,462.
 - b. The underspend of the Concessionary Fares budget from 2022/23 of £1.118m and an estimated £1.2m for 2023/24.
2. The BSIP+ funding is revenue only funding, which cannot be used on new infrastructure. The DfT have given a strong steer that they expect BSIP+ funding to be utilised to maintain service levels to ensure that the bus services that provide social and economic connectivity for local communities are retained and towards measures set out in the Enhanced Partnership Plan that will support growing long-term patronage and revenues.
3. The Concessionary Fares underspend can be used on both revenue and capital expenditure that directly supports public bus services.

Recommendation(s)

4. That the Director of Universal Services (having consulted with the Executive Lead Member for Universal Services and the Head of Legal Services) approves the methodology set out in the supporting report for allocating the areas of spend for the Council’s Bus Service Improvement Plan Plus funding.

5. That the Director of Universal Services (having consulted with the Executive Lead Member for Universal Services and the Assistant Director for Legal Services and Monitoring Officer) approves the methodology set out in the supporting report for allocating the areas of spend for the ringfenced Concessionary Fares Underspend.
6. That the Director of Universal Services, in consultation with the Executive Lead Member for Universal Services, notes that standard governance procedures for the award of grants will apply.

Executive Summary

7. This report seeks to:
 - set out the background to and purpose of the BSIP+ funding awarded in 2023/24 and set to be received in 2024/25 from the DfT.
 - set out recommendations for how BSIP+ funding that has been allocated by the Department for Transport to Hampshire County Council for local bus services and initiatives would be used – for approval by the Director of Universal Services, which have been informed by the DfT Memorandum of Understanding that accompanied the BSIP+ grant award letter and by recent discussions with local bus operators on their priorities and aspirations.
 - briefly consider how the BSIP+ funding relates to the SP25 programme of savings.
 - set out proposals for the spend of the ringfenced concessionary travel underspend and provide a commentary for how these proposals compliment those proposed to be funded by BSIP+.

BSIP+ Contextual Information

8. In March 2022, the Executive Lead Member for Economy, Transport and Environment approved the Hampshire Enhanced Partnership Plan (EP Plan) and Hampshire Enhanced Partnership Scheme (EP Scheme), as the local response to “Bus Back Better”, the national bus strategy, building on the Hampshire Bus Service Improvement Plan (BSIP) that was approved in October 2021. Having an approved EP Plan and EP Scheme was a requirement in order for Hampshire County Council to receive BSIP capital funding.
9. In April 2022, the DfT announced that having reviewed all 79 draft BSIPs that had been submitted to them, only 31 out of the 79 Local Transport Authorities (LTAs) in England would receive a share of £1.08billion of BSIP capital funding up to March 2025, via a competitive process based on a judgement about the level of ambition shown. The Hampshire draft BSIP was developed in close partnership with local bus operators and had a funding ask of approximately £140million and was considered to demonstrate a high level of ambition. Unfortunately, Hampshire County Council were among 48 LTAs who did not secure any BSIP capital funding.

10. In August 2023, the DfT announced that £160m of BSIP+ funding would be awarded primarily to the 48 LTAs who did not secure a share of the April 2022 BSIP funding. The DfT Memorandum of Understanding that accompanied the BSIP+ revenue funding award letter sent to the County Council set out an expectation that the £7.16m of BSIP+ revenue funding awarded to Hampshire should be utilised to deliver:
 - a) actions that the LTA and operators in the Enhanced Partnership believe will deliver the best overall outcomes in growing long term patronage and revenues
 - b) measures focussing on maintaining service levels to ensure that the bus services that provide social and economic connectivity for local communities are retained.
 - c) Other uses for BSIP+ funding deemed suitable are targeted fare reduction initiatives or introducing new local concessions to open up and grow new markets and revenue.
11. One of the conditions that the DfT have attached to the award of the £7.16m of BSIP+ funding is that there can be no reduction in the Council's supported bus budget during the period of the BSIP+ funding up to 31 March 2025. Therefore, it would not be possible to introduce any SP25-related cost savings in the operational budget for supported local bus services until the 2025/26 financial year.
12. The County Council provides funding for around 9% of bus services in Hampshire (the supported or tendered bus network).
13. The Local Transport Fund (LTF), a pandemic legacy DfT grant, has been used as the main source of funding used to maintain the network of supported local bus services in Hampshire, in order to free up as much BSIP+ funding as possible to be focussed towards 'pump priming' bus timetable enhancements on the commercial network that are intended to boost passenger numbers, and thereby generate revenue growth.
14. In order to achieve best value for the Council, it is proposed that LTF continues to be used to fund pressures on the supported network and a large proportion of BSIP+ funding is dedicated towards pump priming of commercial services to help stimulate and drive passenger growth. This approach is aligned with the ambitions of the DfT meets the requirements of the MoU which accompanies this funding.

Concessionary Fares Underspend Context

15. As set out in the report agreed by the Executive Lead Member for Universal Services on 13 March 2023, the ringfenced underspend from the Concessionary Fares budget created by the reimbursement mechanism recommended by the Department for Transport would be allocated on the following basis;

- a. Towards services, projects, schemes and infrastructure that meet the aims and objectives set out in Hampshire's Bus Services Improvement Plan and therefore could be proven to provide a direct benefit to bus users in Hampshire.
- b. Focused on retaining commercial bus services that would otherwise be lost from the network, or those which are at risk of being reduced. Spend in this area would include any activity which would increase patronage including but not limited to, promotion, improvements to bus related infrastructure and information, and providing stability within the network.
- c. Recognising that as any potential underspend from the Concessionary Fares budget is short term due to its demand led nature, spend from the ringfenced pot would only be able to be used to support short term or one-off projects, schemes or infrastructure.

Main categories of proposed investment and justification

16. The paragraphs that follow set out the main categories of proposed investment for the ringfenced Concessionary Fares Underspend and the BSIP+ funding and the rationale for this.

Maintaining socially necessary services that the County Council currently supports (tendered network)

17. It is proposed that LTF is fully utilised covering increased costs of providing the County Council's supported network to maintain these services.

Supporting weaker parts of the Commercial Bus network

18. Around 91% of bus services operate without any financial support from the County Council.
19. Bus operators have identified which services on their networks are losing them significant amounts of money due to inflationary pressures. Whilst the £2 capped fare funding from the DfT has helped provide a boost to passenger numbers, particularly on inter-urban services, there are still several bus routes in Hampshire that have not seen passenger numbers return to pre-pandemic levels. This fall in revenue when coupled with the significant inflationary pressures facing operators which has seen operating costs increase (on areas including driver and staff wages, fuel costs, insurance, and bus maintenance) mean that these less well used services are not covering their costs, and additional financial support is required in order for the operators to continue to run these services and avoid the need for service withdrawals.
20. In order to maintain these services, in line with DfT aspirations and guidance, funding has been allocated to support the services within the commercial bus network which have been slower to recover post Covid.

21. This funding would be distributed via a grant process designed in collaboration with legal and procurement colleagues with due regard to Subsidy Control legislation.
22. As part of this process, operators will apply for grant funding for each service in which they require support. This application will detail the service and the percentage increase in patronage the operator requires in order for the service to become commercial again. Operators will also provide detail of the actions they will take to ensure best value for the County Council's investment, i.e. marketing and promotional activity and the potential for match funding.
23. The grant process would be governed by Terms and Conditions to ensure that the funding is spent in line with the Council's expectations and DfT guidance.
24. As per guidelines set out by the DfT, in 2022, the County Council undertook a Network Review with operators in Hampshire. This review identified the performance of each bus service in Hampshire. Since this time, the County Council has continued to engage with bus operators in Hampshire and has a detailed understanding of which services are likely to require funding.
25. Whilst this is commercially sensitive information which cannot be shared publicly, the proposed allocation of this funding will be shared with the Director, in consultation with the Executive Lead Member for Universal Services, for comment prior to any funding being issued.

Enhancing the commercial network and methodology for allocating spend

26. It is proposed that just over £3m is allocated for improving existing services. As with the funding above, this would be distributed via a grant agreement where operators would be asked to make a commitment to the future of these services.
27. This policy would ensure that the additional operational costs of the frequency and service improvements introduced by operators cover their costs from additional fare revenue by the end of the pump priming period.
28. Commitments would be expected from bus operators to maintain service frequencies at the enhanced levels for an agreed period after the end of the BSIP+ funding period (31 March 2025). This period would be likely to differ depending on the service that is potentially being invested in and the commercial confidence of both the Council and the operator in this service in the longer term.
29. Operators would be allocated a sum against which they could submit a grant application for. This allocation has been calculated for each operator based on a 50% weighting of:
 - a) The percentage of mileage operated within Hampshire (the average for the 12-month period from 1 September 2022 to 31 August 2023)

- b) The percentage of Hampshire market share of bus passenger journeys made in 2019 (adjusted to take account of the First's recent withdrawal of their City Reds network and Xelabus' decision to cease operating public bus services in Hampshire).
30. Operators would be required to submit an individual grant application for each service in which they propose to make improvements. In this application they would set out the details of the proposed improvement and outline benefits this would achieve for Hampshire's residents.
 31. It is proposed that only bus service timetable and frequency improvements which both the operators and the County Council have high confidence would be commercially viable following the financial investment would be successful in being awarded grant funding. The level of confidence that the County Council would attribute to each funding bid would be determined by a combination of patronage and revenue forecasts together with data on the demographic of the relevant areas provided by operators. These projections will include data from previous years so that operators can demonstrate a clear trend in growth as a result of the initiative they are proposing.
 32. The grant process would be governed by Terms and Conditions to ensure that the funding is spent in line with the Council's expectations and DfT guidance.
 33. This approach would ensure that when this process is audited by both DfT and the County Council's own auditors, there would be clear records on how the funding has been allocated and spent and the benefits that have been derived from this investment.
 34. In order to ensure that the main bus operators in Hampshire are supportive of this proposed methodology, meetings have been held with the three main bus operators to discuss this approach. These meetings were broadly positive with changes suggested by operators on the methodology applied to allocate funding being accommodated.

Improving bus stop Infrastructure and the Passenger Experience

35. Funding will be spent on;
 - a. An audit of bus stop infrastructure to establish a baseline condition for bus stops and shelters.
 - b. Implementation of new and replacement of older Real Time Passenger Information systems at busier bus stops
 - c. Refurbishing and repairing some of the existing stock of bus stops and shelters that are in the worst structural condition.
 - d. Delivering minor accessibility improvements at some existing bus stop locations and shelters so that access is as inclusive as possible

- e. Refurbishment and remedial maintenance repairs at Fareham bus station. This busy interchange is a key hub in the South East Hampshire Rapid Transit network, and the current northern terminus for the Eclipse BRT corridor. Like a proportion of bus shelters it has not been adequately maintained for a number of years and is has deteriorated into a very dilapidated poor condition and the waiting environment falls well short of the standards that bus users expect and will receive at Gosport bus station once the works on this are complete. The refurbishment will help support future phases of the SE Hampshire Rapid Transit network and fits with the large new housing development at Welborne in addition to the recent investments in the BRT corridor.
36. As BSIP+ is a revenue fund, the Concessionary Fares underspend will be utilised for any capital expenditure. This spend will be made through the County Council's existing Bus Stop and Shelter Infrastructure frameworks.
 37. For clarity, any capital spend in this area will be added to the Capital Programme and the Council's standard governance arrangements will apply.
 38. These proposals would fulfil the allocation criteria for the concessionary fares underspend as set out in paragraph 14 and meet the objectives of Hampshire's BSIP through investment in key bus corridors.

Other Infrastructure Projects

39. A feasibility design has been developed for a scheme to address delays and journey time unreliability to Bluestar 2 and 3 bus services that use the B3037 Bishopstoke Road between Bishopstoke and Eastleigh. The scheme, which has full support from Bluestar, incorporates a number of elements that would help to mitigate the impact of additional vehicular trips that would be generated by planned new development in the Fair Oak area. It would see the existing mini-roundabout at the junction with Chickenhall Lane replaced by traffic signals and the existing priority junction with Riverside signalised. The improvements would include a new westbound bus lane on Bishopstoke Road between two river bridges and delivery of a widened pavement on the north side of the road. The County Council is developing a funding strategy for how this scheme could be delivered in the medium term, looking to utilise developer contributions and other sources of capital funding. It is proposed that a proportion of the Concessionary Fares underspend should be used to help to further develop and deliver this important scheme. A further Project Appraisal will be taken through Decision Day for the relevant Executive Lead Member to ensure that appropriate approval is secured for this project and spend.
40. There are a number of bus services in Hampshire that experience delays in the vicinity of traffic signal junctions, where there is not the physical space to introduce bus lanes within the highway due to buildings or other constraints. In these locations, it is proposed that a proportion of the Concessionary Fares underspend would be used to deliver a programme of fitting Selective

Vehicle Detection (SVD) technology to traffic signals that would provide small increases in the green signal phases for those approaches to junctions in locations that are most heavily used by local bus services, thereby helping to improve journey time reliability for these buses.

Digital Demand Responsive Transport

41. It is proposed that Digital Demand Responsive Transport (DDRT) services be piloted in rural areas to test the deliverability and viability of this model in Hampshire. These pilots would be located in areas facing different challenges to be resolved and address these with varying DDRT Models. This methodology would ensure that the Council achieves value for money through not only service provision but also learning for future public transport service planning.
42. Approval was given for the spend of £700,000 from a government grant called Better Deal for Bus Users on pilots such as Digital Demand Responsive Transport in March 2020. This spend was delayed due to the negative impact on demand and patronage caused by the pandemic. Forecasted recovery models demonstrate that now is the time to begin to implement these schemes. In addition, this report proposes that an additional £400,000 of BSIP+ funding is set aside to help enable these DDRT pilot services to be set up in a way that is as financially sustainable as possible.
43. A report will be taken through the Decision Day process to ensure transparency of the procurement and contract award of these new services.
44. As part of the re-brand of Community Transport (CT) services in Hampshire to Connect, the Council proposes to invest in providing destination blind dot matrix boards for CT community minibus services. Many of these services are supported 50:50 by HCC and District/ Borough Councils and can be invisible to potential new users. Having a clearly visible destination displayed on the front of the CT minibus would encourage greater usage by raising awareness of the destinations that are served by CT operators amongst non-users and helping to improve the confidence of new users.
45. It is proposed that a standalone small scale procurement exercise is undertaken to purchase these dot matrix destination boards that would be used on some vehicles used for CT services.
46. A desktop analysis to establish the vehicles which provide services most aligned with the public transport network will be carried out. These vehicles will be prioritised for destination blinds initially.
47. The maintenance of these screens will initially come from the County Council's revenue budget. Given the uncertainty over funding of these services beyond April 2025, the contracts the Council has with CT operators will be amended to ensure that the screens form part of the vehicle asset and will therefore form part of existing disposal arrangements.

Fares and Promotion

48. It is proposed that a proportion of BSIP+ funding is used to deliver targeted fares discounts and initiatives that would complement the Government funded £2 capped single fare offers, and encourage more bus use at times of day when there is spare capacity. This could include discounted weekend travel or cheaper evening bus travel such as night-time economy bus travel to support the hospitality sector in town centres. For example, a £1 after 7pm flat fare in the Southampton travel to work area has proven successful and could be offered in other areas of Hampshire. Operators would be reimbursed for revenue lost.
49. All improvements that are proposed to be delivered using either BSIP+ funding or the concessionary fares underspend would be accompanied by promotional materials to ensure that news of the improvements reaches as many people as possible. The Council proposes to work closely with bus operators to deliver a series of “try the bus” roadshow events in high footfall town centre locations where operator staff would be able to provide timetable and fares information and promote bus travel, in addition to their usual marketing activities and work programmes.
50. Fares initiatives and promotional activities will be governed through the County Council’s Enhanced Partnership with Hampshire’s bus operators which is chaired by the Executive Lead Member for Universal Services. This board will put forward suggested fares schemes and promotional activities which will go through the County Council’s Decision Day process for approval.
51. A DfT requirement of the BSIP+ funding is to undertake bus user surveys as part of monitoring and evaluation of the impact of BSIP investment. Transport Focus already undertake a “Your Bus Journey” standardised bus user perception survey in around 33 other local authority areas, and the Council proposes to make a financial contribution each year over two years to allow Hampshire to join this existing programme in spring 2024, which would be repeated annually for the duration of the funding period. This survey of 1,000 bus users would allow the Council to track progress made about how bus users feel about different aspects of their journey. Add in EP

A look to the Future

To ensure that the County Council has a well developed pipeline of bus priority schemes that can be included as a part of future competitive bidding rounds of capital BSIP funding and Zero Emission Bus Regional Area (ZEBRA) or successor capital funding streams from the DfT, it is proposed that BSIP+ funding should be allocated on carrying out feasibility studies for bus priority schemes, development of bus corridor route investment plans and technical work to help better understand the costs associated with depot and fleet electrification in areas of Hampshire that operators feel have the strongest potential for investment, helping support Hampshire 2050 decarbonisation targets and local District and Borough council air quality improvements.

Finance

52. The table on the next page sets out the funding streams and the proposed areas of spend which have been attributed to each. It should be noted that these are indicative allocations and should be viewed with a degree of flexibility due to the operational nature of bus services and the evolving market conditions. The allocations have been designed to maximise the use of funding for future benefit.
53. Both the BSIP+ and Concessionary Fares Underspend are one-off pots of funding. The Council is committed to ensuring that this funding is spent on areas which offer long term sustainability, rather than on projects or services which, once the one-off funding has been spent, may require ongoing revenue funding which the County Council does not have available.
54. The total ringfenced funding from the Concessionary Fares Underspend in 2023/2024 will not be known until the end of the financial year. In March 2023, the Executive Lead Member for Universal Services approved the ringfencing of up to £1.2m from this underspend. The figures within this report are based on forecasts from Autumn 2023 which indicate that the underspend will be around £1.18m.
55. The decision made to ringfence the underspend in the Concessionary Fares budget reflects the Council's current financial position. It should be noted that this position is changing due to the clarity over the financial pressures facing the County Council.

Area of Spend	Con Fare Underspend 22/23	Con Fare Underspend 23/24	BSIP+ 23/24	BSIP+ 24/25	
Bus Stop /Bus Shelter Improvements	£250,000		£490,000	£290,000	£1,030,000
Funding for commercial services where passenger numbers have not recovered and which need support post Covid.			£600,000	£600,000	£1,200,000
Pump Priming Commercial services (extending service frequency / span of day / more weekend services)			£1,300,000	£1,740,000	£3,040,000
Studies (to develop options and designs for future bus priority schemes & bus route corridor investment plans & zero emission bus costing work)			£200,000	£200,000	£400,000
Real Time Passenger Information screens (new/ upgraded)	£150,000	£100,000	£100,000	£200,000	£550,000
Digital Demand Responsive Transport (DDRT) Pilots			£300,000	£100,000	£400,000
Signposting & support for local bus industry recruitment	£20,000				£20,000
Fares initiatives to complement £2 capped single fare			£200,000		£200,000
Non-bus user education, roadshow & marketing initiatives			£100,000	£100,000	£200,000
B3037 Bishopstoke Road improvements - contribution to scheme (to be combined with other available sources of funding in order to enable delivery of scheme)	£600,000	£200,000			£800,000
Transport Focus Survey (baseline survey of 1,000 bus users and repeat to understand difference)			£40,000	£40,000	£80,000
Selective Vehicle Detection equipment at traffic signals		£880,000			£880,000
Fareham bus station remedial and refurbishment works			£200,000	£300,000	£500,000
Destination boards for Community Transport minibuses			£70,000		£70,000
	£ 1,020,000	£ 1,180,000	£ 3,600,000	£ 3,570,000	£9,370,000

56. BSIP+ is a revenue fund, the DfT have not permitted its use on Capital schemes. As a result, the Capital schemes which are proposed to be implemented as a result of the Council's funding overall have been attributed to the Concessionary Fares Underspend. The funding that is allocated to equipment from BSIP+ is proposed to be spent on refurbishment or upgrades to existing assets rather than provision of equipment at locations that currently have no provision (such as Real Time Information displays).

Equalities Impact Assessment

57. In terms of equality impacts, there is a higher reliance on buses amongst particular sectors of the population: women, younger age groups (16 to 19 year-olds), part-time workers, ethnic minorities, those in manual occupations, and those on low incomes. 18.9% of households in Hampshire have no access to a car or van. In light of this, there is a need to support the most socially excluded residents who are disproportionately represented as bus passengers. Around one in three bus journeys in Hampshire are made by concessionary pass holders.
58. The EP Plan commits to delivering bus services that are more frequent, more reliable, easier to understand and use, and better co-ordinated. The BSIP+ revenue investment in the 11 elements outlined in this report will enable people to access essential services and lead independent lives for longer within their own communities. Targeting BSIP+ investment towards retaining the supported bus network and pump priming to improve bus service frequencies on the commercial network will therefore have a particularly positive outcome for those groups who are statistically more frequent users of public transport including younger and older people, women, those with the protected characteristics of disability, race, pregnancy and maternity, those living in rural locations and those on lower incomes. Residents with the protected characteristic of religion or belief could also be impacted positively through improved services supporting access to religious events or places of worship.

Climate Change Impact Assessments

59. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
60. Given the wide-reaching scope of the proposals within this report, these tools are not appropriate. However, it is worth noting that modal shift and carbon neutrality are central to these proposals.

Climate Change Adaptation

61. The BSIP+ investment in fares initiatives will help to encourage people who are travelling to make fewer journeys by private car, which will help to reduce wear and tear on the highway – helping to reduce the need for resurfacing. The repairing bus shelters and refurbishment of Fareham bus station will help support bus travel in the event of milder, wetter winter weather and provide bus users with shade in the event of warmer summers.

Carbon Mitigation

62. By increasing the modal share of journeys made by bus, and decreasing the share made by private car, the BSIP would support a reduction in carbon emissions from transport. Buses also make more efficient use of road space – a double decker bus can take up to 75 cars off the road. Bus operators will continue to invest in renewing their bus fleets, which already perform well in terms of tailpipe emissions. First Solent have made a commitment that all future purchases of new buses will be zero emission buses from 2022, and Go South Coast and Stagecoach will not purchase new diesel buses after 2035. On average, each journey made by bus generates a 50% reduction in carbon emissions over a journey made by private car.

Conclusions/ Recommendations

63. This report sets out the proposed allocation of available funding to invest in bus services and supporting infrastructure with full transparency.
64. This proposal provides best value for the investment in Hampshire's bus network and ensures that this value is seen beyond the funding period to ensure that maximum benefit is achieved for Hampshire's residents.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

NB: If the 'Other significant links' section below is not applicable, please delete it.

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Bus Service Improvement Plan Plus	<u>Date</u> 18 September 2023
Concessionary Travel Reimbursement 2023/2024 Update	13 March 2023
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

