

Public Document Pack

Cabinet

Tuesday, 15th June, 2021

at 4.30 pm

Council Chamber, Civic Centre

PLEASE NOTE TIME AND VENUE OF MEETING

This meeting is open to the public

Members

Leader – Councillor Fitzhenry

Deputy Leader and Cabinet Member for Growth –
Councillor Moulton

Cabinet Member for Finance – Councillor Hannides

Cabinet Member for Environment – Councillor S Galton

Cabinet Member for Communities, Culture and Heritage –
Councillor Vassiliou

Cabinet Member for Health and Adult Social Care –
Councillor White

Cabinet Member for Children’s Social Care – Councillor P
Baillie

Cabinet Member for Education – Councillor J Baillie

Cabinet Member for Customer Service and
Transformation – Councillor Harwood

(QUORUM – 3)

Contacts

Cabinet Administrator

Judy Cordell

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Service Director – Legal and Business Operations

Richard Ivory

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BACKGROUND AND RELEVANT INFORMATION

The Role of the Executive

The Cabinet and individual Cabinet Members make executive decisions relating to services provided by the Council, except for those matters which are reserved for decision by the full Council and planning and licensing matters which are dealt with by specialist regulatory panels.

The Forward Plan

The Forward Plan is published on a monthly basis and provides details of all the key executive decisions to be made in the four month period following its publication. The Forward Plan is available on request or on the Southampton City Council website, www.southampton.gov.uk

Implementation of Decisions

Any Executive Decision may be “called-in” as part of the Council’s Overview and Scrutiny function for review and scrutiny. The relevant Overview and Scrutiny Panel may ask the Executive to reconsider a decision, but does not have the power to change the decision themselves.

Mobile Telephones – Please switch your mobile telephones to silent whilst in the meeting.

Use of Social Media

The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair’s opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council’s Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council’s Guidance on the recording of meetings is available on the Council’s website.

Municipal Year Dates (Mondays)

2021	2022
15 June (Tues)	17 January
19 July	7 February
16 August	21 Feb (budget)
13 September	14 March
18 October	18 April
15 November	
20 December	

Executive Functions

The specific functions for which the Cabinet and individual Cabinet Members are responsible are contained in Part 3 of the Council’s Constitution. Copies of the Constitution are available on request or from the City Council website, www.southampton.gov.uk

Key Decisions

A Key Decision is an Executive Decision that is likely to have a significant:

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

Fire Procedure – In the event of a fire or other emergency, a continuous alarm will sound and you will be advised, by officers of the Council, of what action to take.

Smoking policy – The Council operates a no-smoking policy in all civic buildings.

Access – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

Southampton: Corporate Plan 2020-2025 sets out the four key outcomes:

- Communities, culture & homes - Celebrating the diversity of cultures within Southampton; enhancing our cultural and historical offer and using these to help transform our communities.
- Green City - Providing a sustainable, clean, healthy and safe environment for everyone. Nurturing green spaces and embracing our waterfront.
- Place shaping - Delivering a city for future generations. Using data, insight and vision to meet the current and future needs of the city.
- Wellbeing - Start well, live well, age well, die well; working with other partners and other services to make sure that customers get the right help at the right time

CONDUCT OF MEETING

TERMS OF REFERENCE

The terms of reference of the Cabinet, and its Executive Members, are set out in Part 3 of the Council's Constitution.

RULES OF PROCEDURE

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or

b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

Other Interests

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 **APOLOGIES**

To receive any apologies.

2 **DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS**

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

EXECUTIVE BUSINESS

3 **STATEMENT FROM THE LEADER**

4 **RECORD OF THE PREVIOUS DECISION MAKING** (Pages 1 - 2)

Record of the decision making held on 20th April, 2021 attached.

5 **MATTERS REFERRED BY THE COUNCIL OR BY THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE FOR RECONSIDERATION (IF ANY)**

There are no matters referred for reconsideration.

6 **REPORTS FROM OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)**

There are no items for consideration

7 **EXECUTIVE APPOINTMENTS 2021/22** (Pages 3 - 16)

To consider the report of the Service Director, Legal and Business Operations seeking approval for the Executive Appointments in the 2021/22 Municipal Year.

8 **NATIONAL BUS STRATEGY** □ (Pages 17 - 40)

To consider the report of the Cabinet Member for Growth seeking approval of the National Bus Strategy.

This report is submitted for consideration as a general exception under paragraph 15 of the Access to Information procedure Rules in Part 4 of the Council's Constitution, notice having been given to the Chair of Overview and Scrutiny Management Committee and the public.

Monday, 7 June 2021

Service Director – Legal and Business Operations

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2 "

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SOUTHAMPTON CITY COUNCIL
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 20 APRIL 2021

Present:

Councillor Hammond	-	Leader of the Council
Councillor Rayment	-	Deputy Leader and Cabinet Member for Customer and Organisation
Councillor Fielker	-	Cabinet Member for Health and Adults
Councillor Kaur	-	Cabinet Member for Culture and Homes
Councillor Leggett	-	Cabinet Member for Green City and Place
Councillor Shields	-	Cabinet Member for Stronger Communities
Councillor Barnes-Andrews	-	Cabinet Member for Finance & Income Generation

Apologies: Councillor Dr Paffey

36. SCRUTINY INQUIRY PANEL - CARER FRIENDLY SOUTHAMPTON FINAL REPORT

Cabinet received and noted the Scrutiny Inquiry Panel – Carer Friendly Southampton final report for the Executive to formulate its response to the recommendations contained within it, in order to comply with the requirements, set out in the Council's Constitution.

37. EXECUTIVE APPOINTMENTS

It was noted that Sandy Hopkins, Chief Executive had been appointed to the City of Culture Board of Trustees.

38. SOUTHAMPTON CITY COUNCIL MODERN DAY SLAVERY STATEMENT

DECISION MADE: (CAB 20/21 31657)

On consideration of the report of the Cabinet Member for Stronger Communities, Cabinet agreed the following:-

- (i) To adopt the Modern-Day Slavery statement attached at Appendix 1 of the report; and
- (ii) To delegate authority to the Executive Director of Culture, Communities and Homes to review and update the statement.

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Agenda Item 7

DECISION-MAKER:	CABINET
SUBJECT:	EXECUTIVE APPOINTMENTS 2021/22
DATE OF DECISION:	15 JUNE 2021
REPORT OF:	SERVICE DIRECTOR, LEGAL AND BUSINESS OPERATIONS

<u>CONTACT DETAILS</u>			
Executive Director	Title	Deputy Chief Executive	
	Name:	Mike Harris	Tel: 023 8083 2882
	E-mail	Mike.harris@Southampton.gov.uk	
Author:	Title	Snr. Democratic Support Officer	
	Name:	Judy Cordell	Tel: 023 8083 2766
	E-mail	Judy.cordell@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

N/A

BRIEF SUMMARY

Under the City Council's democratic arrangements, it is a requirement that appointments to all organisations and bodies which relate to executive functions are determined by the Executive.

Although the work of the bodies/organisations listed in the Appointments Register covers all aspects of city life and Council activities and therefore affects all wards, the decision to appoint to them is of administrative effect only.

RECOMMENDATIONS:

	(i)	That the executive appointments for the 2021/22 Municipal Year be approved as set out in the attached revised Register; and
	(ii)	That all appointments be for one year save where the terms of reference and or constitution of the body or organisation concerned specify the duration of an appointment or where the decision on any nomination by the City Council to their membership is reserved to the body or organisation concerned to determine the appointment or continuation of appointments, in light of any changes in City Council Administration.

REASONS FOR REPORT RECOMMENDATIONS

1.	Member appointments are required to a number of statutory and best practice bodies, as well as a number of external organisations with which the Council has strategic or significant community links.
2.	Under the constitution or terms of reference in respect of some outside organisations appointments are in some cases specified as having a term of office/appointment longer than one year or are nominations, the final decision on appointment lying with the body itself. In such cases when a change of

	Administration occurs and the appointment term has not expired and is of significance to the incoming administration that member/appointee should be encouraged to step down in favour of a new appointee from the incoming administration but noting that the final decision in some cases lies with the organisation or outside body concerned.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
3.	No other options are presented, it is a matter for the Cabinet to determine whether it wishes to approve the revised appointments and be represented on all the bodies set out in the attached revised Register of Appointments.
DETAIL (Including consultation carried out)	
4.	The executive appointments set out in the appendix to this report have been the subject of consultation and agreement with all political groups represented on the City Council.
5.	After Annual Council, numerous appointments to a variety of statutory, best practice and external organisations and bodies which require City Council Member representation need to be made by the Cabinet.
6.	The following appointments were made at the Annual Council on 15 May, 2019:- <ul style="list-style-type: none"> • South East Employers; • Local Democracy Network for Councillors; • Hampshire Fire and Rescue Authority; • Partnership for Urban South Hampshire – Overview and Scrutiny Committee; and • Hampshire Police and Crime Panel
7.	Appointments are categorised into groups developed by the Service Director, Legal and Business Operations as follows:- <ol style="list-style-type: none"> a) Statutory Partnership; b) Non-Statutory Partnership; c) Informal Groups; d) Appointments and/or Financial Commitments to Outside Bodies; e) Commercial Partnerships; f) Commercial or Contractual Agreements; and g) Legally Defined Arrangements.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
8.	The cost of travel and subsistence costs for Members meeting the commitment of serving as a representative on an executive appointment are met from existing budgets.
<u>Property/Other</u>	
9.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	

10.	The Local Government Acts 1972 and 2000 and the Localism Act 2011.
Other Legal Implications:	
11.	None.
RISK MANAGEMENT IMPLICATIONS	
12.	None.
POLICY FRAMEWORK IMPLICATIONS	
13.	Cabinet approval of the appointments listed in the Register of Appointments appended to this report are in line with the City Council's Policy Framework.

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	None
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Revised Register of Appointments 2021/22

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	
2.	

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REVISED REGISTER OF APPOINTMENTS 2020-2021

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
A1	Cabinet	Joint Pension Fund Panel and Board	The Pension Fund Panel monitors the performance of the investment managers and advises the Audit Committee on matters requiring decisions in connection with the investment of the pension fund. Shared seat with Portsmouth City Council. 2021/22 SCC will have the main seat with PCC as a deputy.	1	No	1 Yr	Hannides	May 21	May 22	Steve Harrison (023 8083 4153)
A2	Cabinet	Health and Wellbeing Board	Council determines the number of places allocated to Elected Members on the Board.	5	Yes	1 Yr	Cllr White Cllr P Baillie Remaining seats to be appointed on 15.06.21	May 21	May 22	Debbie Chase (023 8083 3818)
A3	Cabinet	Joint Commissioning Board	Board established to make joint decisions on behalf of the Council and CCG on certain agreed functions related to health and care.	3	No	1 Yr	Cllr Fitzhenry Cllr White Cllr P Baillie	May 21	May 22	Claire Heather (023 8083 2412) Stephanie Ramsey (023 8029 6941)
A4	Cabinet	Learning Disabilities Partnership Board	Partnership Board established to take responsibility for local delivery of the Government's Valuing People White Paper, led by the Council with the active participation of all key stakeholders.	3	No		Cllr Laurent Cllr White Cllr Renyard	May 21	May 22	Kate Dench (023 8083 4787)
A5	Cabinet	Safe City Partnership	The Partnership brings together senior representatives of all the local agencies involved in community safety and includes; Southampton City Council, Hampshire Constabulary, Hampshire Fire and Rescue Service, Youth Offending, Primary Care Trust and Hampshire Probation established 1998 as the primary vehicle for tackling crime and	1	No	1 Yr	Cllr Vassiliou	May 21	May 22	Romilly Beard (023 8083 3310)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			disorder issues in Southampton.							
A6	Cabinet	Schools Forum	To receive information on and comment on LEA's school funding formula, other issues in connection with schools budgets and service contracts.	1	No	1 Yr	Cllr J Baillie	May 21	May 22	Robert Henderson (023 8083 4899)
A7	Cabinet	Southampton International Airport Consultative Committee	To act as the consultative body in relation to the Airport for the purposes of Section and of the Civil Aviation Act 1968, between the airport management, users, local authorities and local organisations and the county.	6	Yes	1 Yr	Cllr Fuller Cllr Vassiliou Cllr Savage	May 21	May 22	Mary D'Arcy (023 8083 4611)
A8	Cabinet	Southern Health NHS Foundation Trust	To set the strategic direction of the organisation within the priorities set by the government and NHS, to oversee delivery of planned targets and ensure effective financial stewardship.	1	No	1 Yr	Cllr White	May 21	May 22	Amanda Luker (023 8029 6941)
A9	Cabinet	Clinical Commissioning Group	Clinical Commissioning Group (CCG) helping to meet the health and care needs of local people. They are allocated a budget of just over £350 million a year to achieve this and use it to plan and pay for (or 'commission') health and care services from a number of service providers (such as hospitals, mental health and community trusts).	1	No	1 Yr	Cllr White	May 21	May 22	Stephanie Ramsey (023 8083 4162)
A10	Cabinet	Southern Inshore Fisheries and Conservation Authority (IFCA) and Appeal and Scrutiny Sub Committee	To regulate sea fisheries within the Southern Sea Fisheries District, (coasts of Hampshire, Dorset and the Isle of Wight).	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Kelly Scott (023 8022 6631)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
A11	Cabinet	Standing Advisory Council for Religious Education (S A C R E)	Constructed under the Education Reform Act 1998 to advise the Authority on matters connected with collective worship and the teaching of RE in City Schools.	4	Yes	1 Yr	Cllr Bunday Cllr Kataria Cllr Magee Cllr Laurent	May 21	May 22	Alison Philpott (023 8083 3076)
A12	Cabinet	Port Health Consultative Board	ABP led consultative board, non-decision making. Matters of interest to port community.	2	Yes	1 Yr	Cllr Moulton Cllr S Galton	May 21	May 22	Mary D'Arcy (023 8083 4611)
A13	Cabinet	Business Improvement Board	Go! Southampton is an independent nonprofit Business Improvement District, businesses can influence the future of our City Centre and take the initiative on specific issues that businesses face.	1	Yes	1 Yr	Cllr Fitzhenry	May 21	May 22	Romilly Beard (023 8083 3310)
A14	Cabinet	Community Chest Advisory Panel		6	Yes	1 Yr	Cllr Fielker Cllr W Payne Cllr Houghton Cllr Laurent	May 21	May 22	Jo Hughes (023 8083 4067)
A15	Cabinet	Connect	Southampton Connect is an independent, non-statutory partnership which exists to provide collaborative leadership for the collective development of Southampton.	3		2 Yr	Cllr Fitzhenry Remaining seats to be confirmed on 15.06.21	May 20	May 21	Romilly Beard (023 8083 3310)
A16	Cabinet	Local Safeguarding Children's Board	Statutory overseeing body to ensure all partners adequately discharge their safeguarding roles.	1		1 Yr	Cllr P Baillie	May 21	May 22	Robert Henderson (023 8083 4899)
A17	Cabinet	Local Safeguarding Adults Board	Statutory overseeing body to ensure all partners adequately discharge their safeguarding roles.	1		1 Yr	Cllr White	May 21	May 22	Guy Van Dichele (023 8083 2237)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
A18	Cabinet	Local Outbreak Engagement Board		3		1 Yr	Cllr Fitzhenry Cllr White Cllr P Baillie	May 21	May 22	Debbie Chase (023 8083 3694)
B1	Cabinet	Hampshire Partnership	The Hampshire Partnership is a voluntary collaboration made up partner agencies across Hampshire to promote and facilitate better cross-agency working.	2	No	1 Yr	Cllr Fitzhenry Cllr Kaur	May 21	May 22	Mary D'Arcy (023 8083 4611)
B2	Cabinet	King Edward VI School	Governor	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Robert Henderson (023 8083 4899)
B3	Cabinet	F.W. Smith Bequest Purchasing Committee	To provide/buy pictures for the Art Gallery principally from English artists from the income of the F.W. Smith Bequest.	2	No	1 Yr	Cllr B Harris Cllr Bogle	May 21	May 22	Carolyn Abel (023 8083 2882)
B4	Cabinet	Solent Transport Board	To promote the sub regional transport agenda, implement schemes of a sub-regional nature and lobby and/or influence on all other associated aspects of life within the TfSH Area.	1	No	1 Yr	Cllr Moulton	May 21	May 22	Pete Boustred (023 8083 4743)
B5	Cabinet	Southampton 2025	To promote the educational and economic benefits of the cultural sector in the City	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Claire Whitaker (023 8083 4872)
	Cabinet	MAST Board	As A Director of the Trust, the representative is responsible under the governing documents for the governance of the charity. Management and administration are delegated to the CEO and staff. MAL Trustees play a pivotal role in setting the strategic direction of the building	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Caroyln Abel (023 8083 2882)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			as well as holding management to account; acting in the operation's best interest and with reasonable care and skill; complying with the governing documents and the law; managing resources responsibly, and ensuring the charity is responsible. Meetings are 4 times a year plus some additional subcommittee activity.							
B6	Cabinet	Southampton Energy Partnership	The Energy Partnership brings together organisations and businesses in the City with high energy usage. To share information on best practice and local case studies the Partnership of organisations with the ability and commitment to take action to reduce energy needs and costs, and to reduce the carbon footprint of the City.	1	Yes	1 Yr	Cllr S Galton	May 21	May 22	Jason Taylor (023 8083 2641)
B7	Cabinet	Standing Conf on Problems Associated with The Coastline (SCOPAC)	To provide a more co-ordinated approach to coastal engineering and related matters between authorities on the Central South coast - Lyme Bay to Worthing	1	No	1 Yr	Cllr S Galton	May 21	May 22	Sam Foulds (023 8083 2076)
B8	Cabinet	Southern Regional Flood and Coastal Committee	The Regional Flood and Coastal Committee (RFCC) is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience for 3	1	No	1 Yr	Cllr S Galton	May 21	May 22	Sam Foulds (023 8083 2076)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			<p>purposes:</p> <ul style="list-style-type: none"> •to ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines •to encourage efficient, targeted and risk-based investment in flood and coastal erosion risk management that represents value for money and benefits local communities •to provide a link between the Environment Agency, LLFAs, other risk management authorities, and other relevant bodies to build understanding of flood and coastal erosion risks in its area 							
B9	Cabinet	University Hospital Southampton NHS Foundation Trust	The principal purpose of the Trust is the provision of goods and services for the purposes of the health service in England.	1	No	1 Yr	Cllr White	May 21	May 22	?? Previously Dr. Horsley (023 8083 3818)
B10	Cabinet	The Wulfris Educational Foundation	Provision of school clothing, books and equipment to the needy children resident in Southampton.	1	No	1 Yr	Cllr J Baillie	May 21	May 22	Robert Henderson (023 8083 4899)
B11	Cabinet	Future of Work Advisory Board	The Future of Work Advisory Board Southampton exists to provide collaborative leadership for the collective development of local learning, skills and employment provision to meet current and future demands (employer, residents, provider).	1	No	1 Yr	Cllr J Baillie	May 21	May 22	Romilly Beard (023 8083 3310)
C1	Cabinet	Corporate Parenting	The Council acting as a parent for children in care.	5	Yes	1 Yr	Cllr J Baillie Cllr S Galton Cllr Paffey	May 21	May 22	Robert Henderson (023 8083 4899)
D1	Cabinet	Hampshire British Legion Poppy	Armed Forces charity providing care and support to all members of the British	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Judy Cordell (023 8083 2766)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
		Appeal	Armed Forces past and present and their families, administering and supporting the delivery of welfare services and the membership and fundraising activities of the Legion's branches and clubs throughout Hampshire. It also acts as the national Custodian of Remembrance and safeguards the Military Covenant between the nation and its Armed Forces.							
D2	Cabinet	Solent Skies - Board Of Directors	To preserve the aviation heritage of Southampton. (Conditional appointment subject to satisfactory conclusion of lease and management agreement).	1	No	1 Yr	Cllr Vassilliou	May 21	May 22	Carolyn Abel (023 8083 4516)
D3	Cabinet	Southampton Record Series	To represent the City at the Joint Committee of the Southampton Record Series with the University.	3	Yes	3 Yr	Cllr Bell Cllr Denness	May 21	May 22	Carolyn Abel (023 8083 4516)
D4	Cabinet	Southampton Solent University Board Of Governors	Co-opted external Governor to sit on the Southampton Solent University Board of Governors to form a link between the Council and the Institute as one of the providers of higher education in the City.	1	No	4 Yr	To be confirmed on 15.06.21	May 21	May 22	Debbie Chase (023 8083 3694)
D5	Cabinet	Southampton Voluntary Services	To provide a focus for the voluntary sector activities in Southampton and to act as a local development agency for voluntary action.	2	No	1 Yr	Cllr Bell Cllr Noon	May 21	May 22	Mary D'Arcy (023 8083 4611)
D6	Cabinet	Thorner's Homes	Almshouse Charity providing accommodation for women over 55 in limited financial circumstances.	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Tina Dyer-Slade (023 8083 3597)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
E1	Cabinet	Business South	To provide engagement between the private, public and voluntary sectors and promote Southampton City Region	1	No	1 Yr	Cllr Moulton Cllr Fitzhenry (Deputy)	May 21	May 22	Mike Harris (023 8083 2882)
E2	Cabinet	Community Champion For Older Persons	To lead consultation with relevant groups at both local and city wide level.	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Guy Van Dichele (023 8083 2237)
E3	Cabinet	Community Champion for Armed Forces	To strengthen relationships between Southampton's Armed Forces community and the City Council through overseeing the Armed Forces Community Covenant.	1	No	1 Yr	Cllr Fuller Cllr Guthrie (Deputy)	May 21	May 22	James Marshall (023 8083 3015)
E4	Cabinet	Community Champion for Heritage		1	No	1 Yr	Cllr Vassiliou	May 20	May 21	Carolyn Abel (023 8083 4516)
E5	Cabinet	Community Champion for Mental Health		2	No	1 Yr	Cllr White Cllr P Baillie	May 20	May 21	Guy Van Dichele (023 8083 2237)
E6	Cabinet	Hampshire and Isle of Wight Joint Health Scrutiny Panel	A Cross Council Panel monitoring the provision of Health Services.	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Mark Pirnie (023 8083 3886)
F1	Cabinet	Local Government Association	Pressure Group and lobbying organisation providing an overall national voice for local government in England with a view to promoting and protecting the interests of member councils by providing advice and support.	4	Yes	1 Yr	Cllr Fitzhenry Cllr Kaur	May 21	May 22	Romilly Beard (023 8083 3310)
F2	Cabinet	Local Government Information Unit	Independent research and information organisation with the principal aim of making the case for strong democratic	1	No	1 Yr	To be confirmed on 15.06.21	May 20	May 21	Romilly Beard (023 8083 3310)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			Local Government together with information and support services to member authorities and individual councillors.							
G1	Cabinet	Partnership for Urban South Hampshire (PUSH)	To promote sustainable, economic-led growth and development of South Hampshire supported by enhanced transport and other infrastructure and to lobby and/or influence on all other associated aspects of life within the PUSH Area.	1	No	1 Yr	Cllr Fitzhenry	May 21	May 22	Kate Martin (023 8083 4670)
G2	Cabinet	Project Integra Strategic Board	Partnership body consisting of all Local Authorities in Hampshire to deal with waste management in the County.	2	No	1 Yr	Cllr S Galton Remaining seat to be confirmed on 15.06.21	May 21	May 22	Kate Martin (023 8083 4670)
G3	Cabinet	Solent Local Enterprise Partnership (LEP) Board	To provide a private sector led Local Enterprise Partnership to promote the economic wellbeing of South Hampshire and the Isle of Wight	1	No	1Yr	Cllr Fitzhenry	May 21	May 22	Kate Martin (023 8083 4670)
G4	Cabinet	Solent Growth Forum	The Solent Growth Forum (SGF) provides an external scrutiny panel for the Solent LEP , with involvement of all Local Authorities within the Solent area. SGF meetings are open to the public and deputations can be made.	1	No	1 Yr	To be confirmed on 15.06.21	May 21	May 22	Kate Martin (023 8083 4670)
G4	Cabinet	Solent LEP – Skills and Advisory Board	The Solent Skills Advisory Panel will: •bring together local employers and skills providers to pool knowledge on skills and labour market needs, and to work together to understand and address key local challenges. This includes both	1	No	1Yr	Cllr J Baillie	May 21	May 22	Kate Martin (023 8083 4670)

*Ref No	Appt by	Committee/ Panel/ Group/ Organisation	Summary of terms of reference or purpose of organisation	No. Appts	Prop	Term	Membership	Appt Date	Appt till	Link Officer
			immediate needs and challenges and what is required to help local areas adapt to future labour market changes and to grasp future opportunities							
G5	Cabinet	City Eye	Based in Southampton to support the community, arts organisations, individuals, emerging talent and established talent in the achievement of filmmaking goals.	1	No	1Yr		May 21	May 22	Carolyn Abel (023 8083 4516)
		Youth Justice Management Board	<i>New – awaiting details</i> Narrative needed				Cllr Vassillou			
		Arts Council	<i>New – awaiting details</i> Narrative needed				To be confirmed on 15.06.21			
		The Solent Freeport Consortium Ltd	<i>New – awaiting details</i> Narrative needed				Cllr Fitzhenry			

DECISION-MAKER:	CABINET		
SUBJECT:	NATIONAL BUS STRATEGY		
DATE OF DECISION:	15 JUNE 2021		
REPORT OF:	CABINET MEMBER FOR GROWTH		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Iain Steane	Tel: 023 80 832283
	E-mail:	iain.steane@southampton.gov.uk	
Director	Name:	Kate Martin	Tel: 07805 500 335
	E-mail:	Kate.martin@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY
Not Applicable

BRIEF SUMMARY
<p>This report presents the Cabinet with an outline of the National Bus Strategy (NBS) ‘Bus Back Better’ and seeks approval for Southampton City Council as Local Transport Authority to commit to developing an Enhanced Partnership (EP) that comprises of a Plan and Scheme, and a Bus Service Improvement Plan (BSIP) for Southampton to support dramatic improvements and recovery of bus services in England. This is to provide local leadership, partnership working between bus operators, local authorities and the public, to reverse shift away from public transport and encourage people to use the bus.</p>
<p>This report outlines the Government’s aspirations and requirements of the NBS, how they intend to meet the ambition of reversing bus patronage decline in England (outside of London), and how they will allocate funding for buses in the future. It sets out the requirements and the process for every English Local Transport Authority – in this case Southampton City Council for developing an EP and BSIP.</p>
<p>This report sets out the options for the Council in meeting this requirement. The options are:</p> <ul style="list-style-type: none"> • Do Nothing – do not enter into an Enhanced Partnership with the local bus operators; • Progress with the Enhanced Partnership with the local bus operators to improve bus services, customer experience and increase number of people using buses; or • Franchise bus services.
<p>It seeks delegated authority for the development and consultation on the EP and preparation of the BSIP to the Executive Director of Place, following consultation with the Cabinet Member for Growth and Leader, and Legal & Finance. This work will be done in collaboration with Hampshire County Council as neighbouring LTA to ensure that the respective EPs and BSIPs are integrated to account for the cross-border bus networks and travel to work, education and leisure patterns. This work will be funded by an initial DfT grant payment of £100,000 which was paid to each Local Transport Authority to support the development of BSIPs. Further DfT funding maybe made available to support the work on the Enhanced Partnerships.</p>

RECOMMENDATIONS:		
	(i)	To Note the outline and aspirations of the National Bus Strategy and how it aligns and supports the Council's current transport strategy (Connected Southampton 2040) and delivery programmes (Transforming Cities Fund & Future Transport Zone).
	(ii)	To approve the development of the Enhanced Partnership as the most appropriate statutory route for buses in Southampton; to delegate authority to the Executive Director Place to publish a of Notice of Intent as required in section 138F of Transport Act 2000 by 30 th June 2021, and to develop the subsequent Bus Services Improvement Plan.
	(iii)	To delegate authority to the Executive Director Place, following consultation with the Cabinet Member for Growth, to negotiate, develop and finalise the specific content of the agreements for the Enhanced Partnership Plan and Scheme, and the Bus Service Improvement Plan, subject to complying with the statutory preparation, notice and consultation on both.
REASONS FOR REPORT RECOMMENDATIONS		
1.		This report is submitted for consideration as a General Exception under paragraph 15 of the Access to Information Procedure Rules in Part 4 of the City Council's Constitution, notice having been given to the Chair of the relevant Scrutiny Panel and the Public
2.		The reason for this Exception is to meet a Department of Transport deadline of 30 th June 2021, for the City Council to set out, via a Notice of Intent, the statutory route for buses in Southampton as set out in this report and expected by the National Bus Strategy. If this is not done before this date the Council would not be eligible for any further financial support for buses from the Government.
3.		The Enhanced Partnership requires a statutory notice to proceed, initially a Notice of Intent, and is a policy decision affecting all wards within Southampton.
4.		A Bus Service Improvement Plan is required under the National Bus Strategy that covers the LTA area and extending into neighbouring areas.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
5.		Do Nothing – not recommended; as failure to commit to a EP as a minimum statutory instrument as set out in the NBS, would have an impact on the level of funding SCC receives from central Government for bus services (Supported Services), Concessionary Fares Reimbursement, Covid-19 Bus Services Support Grant (CBSSG) and Bus Services Operator Grant (BSOG) as set out in the National Bus Strategy. It is also an expectation of Government, as set out in the NBS that LTAs work towards the creation of an EP and development of a BSIP in order to continue to access future national funding opportunities.
6.		Franchising – not recommended; within the NBS and Bus Services Act 2017 there is provision and powers for SCC to take on the franchise of local bus services. Under franchising the Council would take on greater powers and

	control of local buses – setting standards, timetables, fares, networks etc. Franchising is within the remit of Mayoral Combined Authorities and would require the approval of the Secretary of State. Franchising typically takes longer to achieve, requiring additional resource, and still requires an EP to be in place beforehand. For Southampton’s bus market this is not the most appropriate route at this stage.
7.	Existing Quality Bus Partnership – not recommended; the existing Southampton QBP was developed in 2012 as a voluntary partnership between SCC and the bus operators. It has been invaluable in growing bus patronage in Southampton and assisted in levering in investment in buses and infrastructure such as Better Bus Fund and Transforming Cities. Through TCF the QBP was to be strengthened but this has been superseded by the requirements of the NBS and Government and would not satisfy the minimum requirement set by Government. The assessment also concluded that current partnership legislation does not provide the level of protection for local authorities and bus operators when considering the value and scale of investment set out by the Government.
DETAIL (Including consultation carried out)	
8.	<p><i>National Bus Strategy</i></p> <p>In March 2021 the Government published the National Bus Strategy ‘Bus Back Better’ as its long-term strategy for buses in England. It aims to support economic recovery from Covid, meeting carbon emissions targets and increase investment in buses to London standards making buses an attractive alternative to the car. Bus use in England, outside of London, had been decreasing prior to the Covid pandemic, this was accelerated sharply during the pandemic with patronage levels down 85-95%. During the pandemic local bus services were supported by central Government funding paid through the Council covering Concessionary Fares, Covid BSOG, and Bus Services Operators Grant (BSOG) to compensate for the loss of revenue due to suppressed passenger demand.</p>
9.	<p>The strategy sets out Government’s vision to improve local bus services in England outside London through greater local leadership, to reverse the recent shift in journeys away from public transport and encourage passengers back to the bus. The aim is that LTAs and local bus operators work at pace with local communities to plan and deliver a fully integrated service with simple, multi-modal tickets, more bus priority measures, the same high quality information for all passengers, and better turn-up-and-go frequencies that keep running into the evenings and weekends. This is to be achieved via:</p> <ul style="list-style-type: none"> • Bus service improvements on a network basis; • Bus priority to reduce journey times and improve reliability; • Cleaner & greener vehicles; • Partnership working between Local Authorities and bus operators; and • Better co-ordination between operators, particularly as emerge from Covid pandemic to avoid services planned purely commercially separate from what the LTA may want to achieve for its area.
10.	The funding model for this is changing with reforms to the BSOG, by reducing levels given to diesel vehicles and supporting greater local leadership for buses. To achieve this, £3bn is available to support the delivery of the strategy (for new and increased services, bus priority schemes, and zero emission

	buses). The first of these is the ZEBRA ¹ fund. This funding will be available to Local Transport Authorities (LTAs) who are willing to develop Enhanced Partnerships (EP) or the process of franchising, and Bus Service Improvement Plans (BSIPs) by April 2022. From 1 st July 2021 only LTAs with a commitment to enter an EPs will be able to access the BSOG funding, and from April 2022 the £3bn of funding.
11.	Franchising is within the remit of Mayoral Combined Authorities (MCAs), non-MCAs would need to apply to the Secretary of State for franchising powers.
12.	<p>To access the funding the DfT has placed expectations on LTAs to develop EPs and a BSIP and there are three steps to proceed through:</p> <ol style="list-style-type: none"> 1. End of June 2021 – LTA to decide which statutory path to follow e.g. pursue an Enhanced Partnership (via publication of a statutory notice – Appendix 3) or begin statutory process of franchising with operator cooperation; 2. End of October 2021 – each LTA will need to publish a BSIP – updated annually and reflected in Local Transport Plans (LTPs); and 3. End of March 2022 – LTA needs to have EPs in place as an end-state to access new funding including BSOG. <p>From April 2022 the BSIP should be delivered either via the EP or franchising approaches.</p>
13.	<p><i>Local Transport Policy – Connected Southampton 2040</i></p> <p>The current Local Transport Plan (LTP4) Connected Southampton 2040 sets out the long-term vision for transport in Southampton. It introduces the concept of the Southampton Mass Transit System (SMTS) model – that is seeking a step change in the provision of public transport in the city to meet sustainable economic growth, climate change and provide a better service and experience for passengers. The SMTS consists of rail, bus, ferry, dial-a-ride along with interchange and information. Partnership working is part of the approach with an emphasis on priority and better integration of modes and ticketing. Early stages of the SMTS are proposed to be delivered through the Transforming Cities programme. The LTP is supported by a draft Public Transport Plan that provides more detail on the aspirations with aims and objectives for corridors covering journey times, frequency and partnership. This provides a foundation to progress the requirements of the NBS.</p>
14.	<p><i>Overview of Bus Operations in Southampton</i></p> <p>There are two major bus operators in Southampton – First Group and GoSouth Coast who make up 95% of the bus market, and a smaller operator Xelabus. There has been a level of competition across the city for buses which has helped to drive a healthy level of bus patronage. Up to 2019/20 Southampton was bucking national trends for bus patronage and had seen a 9% increase in patronage over decade from 2010. With 20.6m bus journeys and 80.5 bus journeys per head made in 2019/20 – this was 7th highest in England. In 2020/21 the level of bus patronage had dropped to 10m as a result of Covid.</p>
15.	There are challenges that passengers face in Southampton that could be improved. The network is focused on main corridors leaving some areas of the city with poor or no bus services. There is repetition of bus numberings for entirely different routes in different parts of the city. On the busiest routes

¹ ZEBRA – Zero Emission Bus Regional Areas - £120m fund for all-electric or other zero emission vehicles.

	there can be overcapacity at certain times of the day and frequencies decrease in evening and weekends. There is a multi-operator ticket in Solent Go in operation since 2012 but is seen as a premium product and has had limited uptake
16.	There has been a history of investment by the operators in buses with all vehicles now Euro VI compliant, an improved on-board environment, contactless payments, WiFi, on-board announcements, and development of apps with m-tickets. This has been done in advance of many other areas of England placing Southampton at the vanguard of innovation.
17.	Support from SCC has been through Legible Bus standards for bus shelters and information, marketing resources, introducing in-signal bus priority on two corridors and expanding, and bus lane camera enforcement.
18.	<p>SCC currently receives revenue and capital funding for buses:</p> <ul style="list-style-type: none"> • Bus Service Operators Grant (BSOG) – annual grant from DfT to LTA and bus and community transport operators to help recover fuel costs – SCC £75,112 2019/20; • Covid Bus Service Support Grant (CBSSG) – grant from DfT to support tendered services – SCC (to date 2020/21) - £136,000 • Concessionary Fares – SCC is administrator for older & disabled bus pass reimbursements – 26,200 passes making 2.12m journeys 19/20 £4.3m • Supported Services – SCC provides funding to operate socially necessary services (X12, Bitterne Hoppas 1, 2 & 3) – 20/21 budget £130,000 • Capital Investment – annual programme in bus stops, information, bus shelters, bus lane enforcement, bus priority, TCF – 20/21 - £290,000 LTP + £750,000 TCF.
19.	<p><i>Enhanced Partnership</i></p> <p>An Enhanced Partnership (EP) is a formal agreement between a Local Transport Authority (LTA) and local bus operators to work together to improve bus services. It requires a clear vision for the improvement that the EP is delivering, known as the EP Plan and at least one EP Scheme, which sets out the action, requirements and commitments to achieve the improvements within the Plan. The LTA has the formal responsibility for making the scheme, but at set points in the process can only proceed if they have the support of a defined proportion of local bus operators.</p>
20.	<p>An EP is the high-level strategic document that sets the bus network in the EP area in context and must cover:</p> <ul style="list-style-type: none"> • The geography (Appendix 1); • The period it relates to; • Review points; • Analysis of local bus services; • Objectives of the plan – how it will improve quality and effectiveness of local bus services; • Policies; • How related schemes intend to assist in implementing the policies and achieving objectives; • Effect on neighbouring areas; • Improve inclusivity, accessibility and equality; and • Plans for consultation with passenger groups.

21.	<p>The EP Plan is supported by one or more EP schemes which set out the detail of how the vision and objectives will be achieved, including any commitments made by the LTA or standards to be met by the bus operators.</p> <p>The requirements of a LTA under the EP Scheme could include:</p> <ul style="list-style-type: none"> • Facilities – e.g. bus stops, bus priority measures; • Measures – e.g. marketing support, changes to parking, limitations on other types of traffic, enforcing traffic offences, restrictions on roadworks etc. <p>If agreed there is a legal obligation to implement to provide the facilities or measures.</p> <p>The requirements of a bus operators under the EP scheme could include:</p> <ul style="list-style-type: none"> • Operational requirements: vehicles used, information, timetables, tickets (how purchased, entitlements, publicity, appearance, price of multi-operator tickets & standardising ticketing zones) • Route requirements: frequency, timing, headways etc. <p>It should be noted that the price of single operator tickets cannot be controlled through the EP and this remains for the individual operators to maintain competition.</p>
22.	<p>There is a staged process for forming an EP with engagement with local bus operators at each stage, stages numbered below:</p> <ol style="list-style-type: none"> 1. Informal consultation to decide whether an EP is viable; 2. Formal discussion with a notice of intention and invitation to participate from which an Enhanced Partnership Plan and Schemes will be developed into formal documentation; 3. Notification that a draft plan and scheme have been prepared whereby local bus operators can object over a 28-day period; 4. Formal Public Consultation to seek views of residents, businesses and stakeholders; and 5. Making of Plan & Scheme – following consultation, and if modifications need to be made, the LTA can decide to ‘make’ the EP Plan and Scheme. A notice is prepared and local bus operators have a final opportunity to object. Once completed the LTA can make the plan and scheme.
23.	<p>Before any formal processes are embarked on, the LTA needs to carry out informal discussions with local bus operators who run services in that geographical area on whether an EP is viable or not. These informal views should also include those of a wider set of stakeholders such as passenger groups, community transport operators, and representatives of local businesses. When considering any type of partnership LTAs must consider competition issues – not just Competition Law but preserve as far as possible passenger benefits of lower fares, quality services, and innovation that competition between operators can help foster.</p>
24.	<p>From these informal discussions a formal commitment to making an EP can commence. This becomes a formal negotiation between the LTA and operators and commitments made at this stage can be considered legally binding and could be challenged by the other party(ies). LTAs can also consider whether it is appropriate to make an EP jointly with another LTA – such as Hampshire County Council. Before the formal process begins a notice of intention is published, setting out the geographical area, and inviting all local operators to participate in the process. The Notice of Intent can be published online or in local newspapers.</p>

25.	Once negotiations through the formal period are completed the EP can proceed to formal consultation and objections periods before being 'made'.										
26.	SCC needs to decide which of the statutory paths of EP or franchising it is to follow by the end of June 2021 to be eligible for continued access to CBSSG and BSOG (as set out in para 18). At this stage a statutory notice of intent for either EP or franchising (Appendix 2) must be published. At this stage this nothing further is required on a statutory basis. The final EP needs to be completed (i.e. legally 'made') by April 2022 to access future BSOG funding and any share of the £3bn funding via bids e.g. ZEBRA.										
27.	<i>Bus Service Improvement Plan (BSIP)</i> A BSIP is developed by the LTA in collaboration with bus operators, community transport bodies and local businesses, services and people. It covers the whole LTA area and buses within it, focusing on delivering the bus network that the LTA and residents want to see including under and over provision of services and integration with other modes. A single BSIP could be developed with other LTAs particularly where economies and travel patterns overlap significantly.										
28.	A BSIP sets out a high-level strategy for achieving the aims of the EP and detailed delivery plan. They should cover: <ul style="list-style-type: none"> • The current situation for buses, population and travel demands in the area; • Proposals for improvement – how the LTA and operator proposed to deliver the key goals on the Bus Strategy in Southampton; and • Post Covid Challenges. An estimate of the funding needed to deliver on the proposals can also be included										
29.	The first outline BSIP, needs to be in place by end of October 2021, reflected in the LTP, and be updated annually. Need to be integrated with LTP and other strategies such as Cycling.										
30.	<i>Considerations</i> At this stage the consideration for SCC is whether to follow the EP or franchising statutory path to follow. This is required to continue to access CBSSG and other funding for buses in 2021/22.										
31.	The considerations for each statutory path are: <table border="1" data-bbox="347 1509 1465 2063"> <thead> <tr> <th>Enhanced Partnerships</th> <th>Franchising</th> </tr> </thead> <tbody> <tr> <td>Go above existing Quality Bus Partnerships to allow for a wider range of measures to support better services for people who use and want to use the bus.</td> <td>Next step from Enhanced Partnerships where the LTA takes on responsibility for specification for a route, or routes, or network; and invites difference operators to tender competitively to operate.</td> </tr> <tr> <td>LTAs could take on service registration functions from Traffic Commissioners</td> <td>Standards are set regarding the operation – vehicles, information, data, services, frequency, fares etc</td> </tr> <tr> <td>Can comprise of more than 1 LTA and be area or corridor based</td> <td>There is an expectation that an EP will be in place</td> </tr> <tr> <td>Bus operators are formally invited to join to develop a Plan and Scheme(s).</td> <td>Financial risk/gain either lies with LTA, operator or is shared.</td> </tr> </tbody> </table>	Enhanced Partnerships	Franchising	Go above existing Quality Bus Partnerships to allow for a wider range of measures to support better services for people who use and want to use the bus.	Next step from Enhanced Partnerships where the LTA takes on responsibility for specification for a route, or routes, or network; and invites difference operators to tender competitively to operate.	LTAs could take on service registration functions from Traffic Commissioners	Standards are set regarding the operation – vehicles, information, data, services, frequency, fares etc	Can comprise of more than 1 LTA and be area or corridor based	There is an expectation that an EP will be in place	Bus operators are formally invited to join to develop a Plan and Scheme(s).	Financial risk/gain either lies with LTA, operator or is shared.
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	Covers frequency, timetables, vehicles, multi-operator fares & ticketing, priority measures, data, information, and communications that is used as the basis for registering bus services.	Combined & Mayoral Authorities have franchising powers, non-CA/MCA authorities would need to apply to Secretary of State to start franchising
	Does not cover single operator fare setting	High resource requirements to set up and deliver
	Plan is consulted on before implementation	
	Once agreed actions in it are binding and would need resource to manage and delivery – could be done with 1xFTE additional resource	
32.	<p>For Southampton, the most appropriate route would be for the Enhanced Partnership approach. The existing QBP and the TCF programme along with the years of partnership working and investment by operators provides a strong foundation from which to develop the EP. Franchising, while available to SCC or HCC via DfT approval, would not achieve many of the objectives without significant resources from the Council. Franchising can take 3-4 years to develop and this would not meet the Government’s requirement to move swiftly to support public transport and ensure recovery from Covid. The bus network in Southampton has grown based on competition and has led to some sections having perceptions of over supply while other areas of the city are under served. EPs would allow SCC to work with HCC on cross-boundary routes reflecting the way people travel to and from Southampton as part of the wider City Region. This would be backed up by policies within the LTP, Local Plan and other Council documents.</p>	
33.	<p><i>Informal Consultation with Bus Operators</i></p> <p>To ensure that SCC meets the obligations of the EP process and to continue to foster good working relations with bus operators, officers have carried out a series of meeting with them. There is an acceptance from the operators about the direction of travel that the National Bus Strategy has set out and that evolution of the QBP is the most appropriate route. These sessions have discussed:</p> <ul style="list-style-type: none"> • Long term views around the market and level of competition – getting the most out of the network for passengers and grow the number of passengers; • Bus priority & network – focus to improving journey time reliability via bus priority/traffic management, how best to provide a service to people living and working in Southampton by considering network overall and development of long-term public transport vision through the SMTS; • Fares & ticketing – roll out of Tap On Tap Off as first step but simplified fare structures and role of multi-operator ticketing; • Information/Publicity & Branding – each operator has a strong individual brand but not so concerned about the legibility of the numbering system; • Using a ‘Bus Ambassador’ to act as voice to promote, but also working with existing and potential passengers; and • Level of partnership working – there is an acceptance that an EP is the approach for Southampton and looking at the wider geography. 	

	Throughout the development of the BSIP and EP Plan and Scheme the bus operators will be involved and formally consulted at set points.
34.	<p><i>Potential EP& BSIP Geography & Working with HCC</i></p> <p>To reflect the complex travel to work, school and leisure journeys made between Southampton and the wider area including Waterside, Totton, Chandlers Ford, Eastleigh, Hedge End and Hamble, the proposed geography for the EP to consider will be the City Region, as shown in Appendix 2. This is in line with the existing TCF bid area and governance arrangements for that. All the bus operators provide services within that area. There are a handful of services that extend beyond that boundary – Winchester, Romsey, Lymington and Portsmouth-Fareham. These would be included in a Hampshire wide EP that Southampton would be included within.</p> <p>SCC and HCC will collaborate on the development of an EP and BSIP for the Southampton City region to ensure sufficient coordination as “one network” but will adopt and enter into final agreements with the bus operators on individual EPs relating to each as respective Local Transport Authorities.</p>
35.	<p><i>Governance & Review</i></p> <p>The Governance of the Southampton EP and BSIP will be through existing Boards that have been set up for TCF and the Bus Punctuality Task Force. There needs to be cross-boundary collaboration with HCC on the development of the EP and BSIP to reflect the wider bus market and travel movements. This will be through the existing TCF arrangements. These will involve SCC, HCC officers and Cabinet Members for TCF. Officers and bus operators will be involved for the BSIP Project Board and Bus Punctuality Task Force (to be renamed BSIP Working Group).</p> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px solid black; padding: 5px; text-align: center; width: 250px;"> <p>TCF Steering Board</p> </div> <div style="margin-left: 10px;"> <p>Remit of existing Board to be expanded to include EP & BSIP cross-boundary work</p> </div> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="margin-right: 5px;">↓</div> <div style="border: 1px solid black; padding: 5px; text-align: center; width: 250px;"> <p>EP & BSIP Project Board</p> </div> <div style="margin-left: 10px;"> <p>Board attended jointly between senior SCC and HCC officers and MDs for bus operators</p> </div> </div> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="margin-right: 5px;">↓</div> <div style="border: 1px solid black; padding: 5px; text-align: center; width: 250px;"> <p>BSIP Working Group</p> </div> <div style="margin-left: 10px;"> <p>BSIP Working Group (Bus Punctuality Task Force) – SCC officers, Bus Operators</p> </div> </div> <p>The first BSIP will need to be completed for October 2021 and reviewed annually. It will also need to be reported on six monthly basis to DfT.</p>
36.	<p><i>Consultation Strategy</i></p> <p>Informal consultation has taken place with all the bus operators in Southampton – GoSouth Coast, First Group, Xelabus and University of Southampton (as the owners of UniLink services). This has informed the decision to proceed with a Notice of Intent as required by the DfT for the EP. These will continue through the development of both the EP and the BSIP to ensure that the operators are jointly involved in their development and all parties buy-in to the process and the aims of the EP.</p>
37.	<p>For the EP there will need to be a formal public consultation on the draft Plan and Schemes. As a minimum the following statutory consultees will be required to be consulted:</p> <ul style="list-style-type: none"> • All operators of local bus services affected; • Organisations that represent local passengers;

	<ul style="list-style-type: none"> • Traffic Commissioners; • Chief of Police; • Transport Focus; • Competition & Markets Authority; and • Others deemed appropriate by the LTA. <p>These would form part of a wider consultation with residents, businesses, visitors, existing bus passengers, road users and Ward Members.</p>																																										
38.	Bus operators have two opportunities to object (28 days) to the draft EP before formal public consultation and before the EP Plan is legally 'made' (Stages 3 and 5 in para 18). The BSIP will follow the objectives and priorities in the EP and is not required to have formal consultation but need the involvement of the bus operators.																																										
39.	<p><i>Funding & Resource</i></p> <p>The DfT has provided an initial revenue capability funding (£100,000) towards the development on in-house resources for the preparation of both the EP and the BSIP. Further funding may be available later in the Summer to further assist with internal resources. This will provide additional capacity for 1xFTE and consultant support within the Green City & Infrastructure service area. Future DfT funding maybe made available later in 2021/22. Delivery of any activities from the BSIP and EP will be through existing contractual arrangements such as the Highways Service Partnership or bus shelter contract with ClearChannel.</p>																																										
40.	The EP and BSIP will be able to be reviewed at Overview and Scrutiny Management Committee.																																										
41.	<p><i>Timeline</i></p> <p>The key dates for the preparation, consultation and making of the EP Plan & Scheme and BSIP are set out below. Dates highlighted in bold are key dates set by the DfT.</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Who</th> <th>Dates (<i>indicative</i>)</th> </tr> </thead> <tbody> <tr> <td>Informal discussions with bus operators and stakeholders</td> <td>SCC Officers</td> <td>April-June 2021</td> </tr> <tr> <td>Approval for setting up an EP</td> <td>SCC Cabinet</td> <td>June 2021</td> </tr> <tr> <td>Issue Notice of Intent to Prepare an EP</td> <td>SCC</td> <td>30 June 2021</td> </tr> <tr> <td>Formal discussions on EP and BSIP</td> <td>SCC, HCC & Local Bus Operators</td> <td>July-October 2021</td> </tr> <tr> <td>Seek approval to consult</td> <td>Cabinet Member for Growth</td> <td>October 2021</td> </tr> <tr> <td>Issue a Notice that an EP Plan and BSIP have been prepared</td> <td>SCC</td> <td>October 2021</td> </tr> <tr> <td>Outline BSIP Finalised</td> <td>SCC</td> <td>31 October 2021</td> </tr> <tr> <td>Local Bus Operators Objection Period (minimum 28 days)</td> <td>Local Bus Operators</td> <td><i>November 2021</i></td> </tr> <tr> <td>Formal (Public) Consultation</td> <td>SCC, HCC & Local Bus Operators</td> <td><i>December-January 2022</i></td> </tr> <tr> <td>Consultation Outcomes and Approval to 'make' the EP Plan</td> <td>SCC Cabinet</td> <td><i>February 2022</i></td> </tr> <tr> <td>Issue Notice to 'make' the EP</td> <td>SCC</td> <td><i>February 2022</i></td> </tr> <tr> <td>Local Bus Operators Objection Period</td> <td>Local Bus Operators</td> <td><i>February-March 2022</i></td> </tr> <tr> <td>EP Plan Made</td> <td></td> <td>31 March 2022</td> </tr> </tbody> </table>	Activity	Who	Dates (<i>indicative</i>)	Informal discussions with bus operators and stakeholders	SCC Officers	April-June 2021	Approval for setting up an EP	SCC Cabinet	June 2021	Issue Notice of Intent to Prepare an EP	SCC	30 June 2021	Formal discussions on EP and BSIP	SCC, HCC & Local Bus Operators	July-October 2021	Seek approval to consult	Cabinet Member for Growth	October 2021	Issue a Notice that an EP Plan and BSIP have been prepared	SCC	October 2021	Outline BSIP Finalised	SCC	31 October 2021	Local Bus Operators Objection Period (minimum 28 days)	Local Bus Operators	<i>November 2021</i>	Formal (Public) Consultation	SCC, HCC & Local Bus Operators	<i>December-January 2022</i>	Consultation Outcomes and Approval to 'make' the EP Plan	SCC Cabinet	<i>February 2022</i>	Issue Notice to 'make' the EP	SCC	<i>February 2022</i>	Local Bus Operators Objection Period	Local Bus Operators	<i>February-March 2022</i>	EP Plan Made		31 March 2022
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RESOURCE IMPLICATIONS	
42.	The costs for preparing, undertaking consultation, and making the EP and BSIP will be met by the Council. The Department for Transport have provided £100,000 of revenue funding that is to be used to develop in-house capabilities, consultant support, communications and other costs. Further funding maybe forthcoming from DfT later in 2021/22 to support development of the BSIP. Any additional expenditure above the level of DfT support will be met from existing revenue resources for Transport Policy.
43.	Delivery and funding of any infrastructure schemes that arise from the EP or BSIP will be incorporated into the standard business planning process and would need to come from different funding sources. These include BSOG, Local Transport Plan Integrated Transport Block, Transforming Cities Fund, Green City, and any future funding from central Government e.g. Levelling Up Fund, ZEBRA.
44.	The publication of an EP and BSIP are a requirement of the National Bus Strategy in order for the Council to access funding for buses, indicated at £3bn, including BSOG, CBSOG, decarbonisation of buses, infrastructure and supported services.
<u>Property/Other</u>	
45.	There are not property implications with this report
46.	SCC will liaise with bus operators and Hampshire County Council.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
47.	An EP agreement is entered into pursuant to section 9 of the Bus Services Act 2017, which amended the Transport Act 2000 by inserting relevant sections (S138A-138S) relating to EPs. .
<u>Other Legal Implications:</u>	
48.	The development of an EP Plan and Scheme are subject to the requirements of competition law. However, it is noted that bus partnership have been around in various forms since the mid-1990s and there have been no cases where partnership working has given rise to action taken on competition grounds. In the development of EPs LTAS need to conduct the negotiations in a fair way that doesn't disadvantage one or more operators against another.
49.	The Competitions Market Authority are a statutory consultee on the draft EP and LTAs will need to take into account Part 1, Schedule 10 of the Transport Act 2000 when making Enhanced Partnership Plans and Schemes.
50.	The statutory consultation and development of Plans will be subject to the Public Sector Equality Duty as set out in the Equalities Act 2010, s.17 Crime & Disorder Act 1998 and Human Rights Act 1998. The detailed Plan and consultation will be accompanied by an EISA setting out implications and mitigations for those with protected characteristics as well as economic and environmental impacts that will be taken into account in determining the final form of the Plans.
51.	In the event that consultation identifies significant detrimental or strategic impacts on any local communities, Cabinet will retain the option to approve the final Plan in due course.

RISK MANAGEMENT IMPLICATIONS	
52.	<p>The key risks include:</p> <ul style="list-style-type: none"> • Obligations are placed by the Plan and/or Scheme upon the Council which are not fundable/acceptable/deliverable; • The EP Plan and/or Scheme are not supported by Bus Operators through the formal objection period; • The EP Plan and/or scheme are not supported by those responding to the public consultation; • The Council is unable to complete with the EP or BSIP within the timescales required of the National Bus Strategy. <p>These risks are being mitigated through continued engagement between the Council and other parties to the EP and BSIP, and the content to be negotiated and finalised as per the report recommendations.</p>
POLICY FRAMEWORK IMPLICATIONS	
53.	<p>The EP and BSIP will need to be consistent with the Council's Policy Framework with the Local Transport Plan (LTP4) Connected Southampton 2040 as the current adopted statutory transport policy for Southampton. An early Equalities Impact Assessment (Appendix 3) accompanies this report and will be further developed as Plans are progressed through consultation with affected parties.</p>

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Proposed Southampton Enhanced Partnership Geography
2.	Draft Notice of Intent for Enhanced Partnership
3.	Equalities Impact Assessment

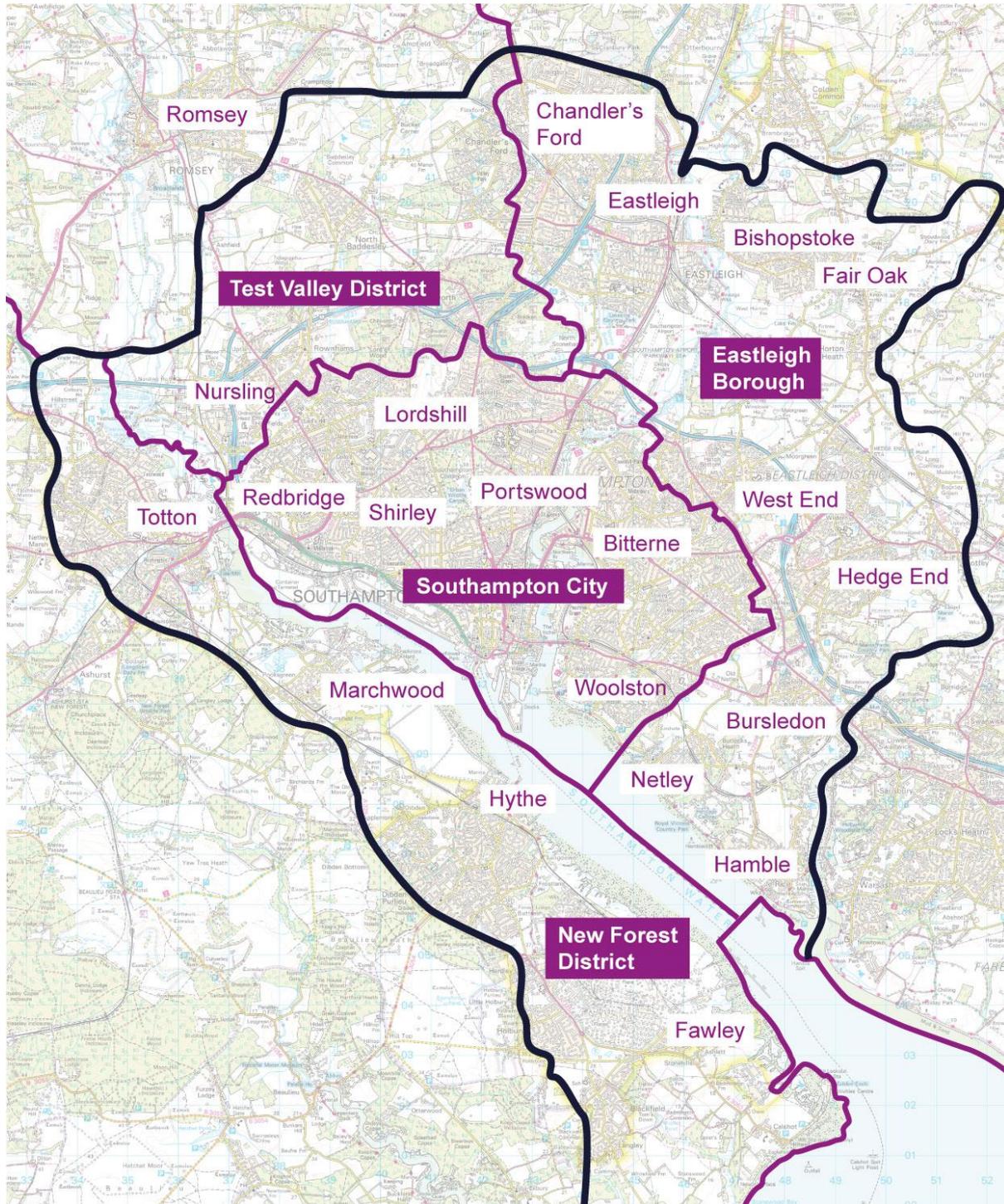
Documents In Members' Rooms

1.	
2.	
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
Other Background Documents	
Other Background documents available for inspection at:	

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	

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Appendix 1 – Proposed Southampton City Region Enhanced Partnership Geography



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Appendix 2

Draft Notice of Intent to Prepare an Enhanced Partnership Plan and Schemes

[Date]

At its meeting on [date], Southampton City Council gave approval to proceed with the development of an Enhanced Partnership. The commencement of this is confirmed through this notice of the intention to prepare an Enhanced Partnership Plan and accompanying Enhanced Partnership Schemes, as required and set out in section 138F of the Transport Act 2000.

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Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	National Bus Strategy – Enhanced Partnerships & Bus Service Improvement Plan
Brief Service Profile (including number of customers)	
This ESIA support the report to commence work on the preparation of an Enhanced Partnership and Bus Service Improvement Plan for Southampton. This is an early Equalities Impact Assessment accompanies the Cabinet report and will be further developed as Plans are progressed through consultation with affected parties.	
Summary of Impact and Issues	
<p>The National Bus Strategy sets out the objective to achieve modal shift to bus by providing exceptional service and reliability along with comfort and accessibility. An assessment was made of legislation available for bus partnerships from the Bus Services Act 2017, including the two legislative options of Enhanced Partnership and Franchising. The assessment concluded that current partnership legislation does not provide the level of protection for local authorities and bus operators when considering the value and scale of investment which ruled out Advanced Quality Partnership Schemes (AQPS).</p> <p>Additionally, franchising was not recommended based on the ability to deliver it within the required timescale and would require an Enhanced Partnership in advance. Following this careful assessment, it is recommended that the most suitable mechanism for delivering and managing bus services in Southampton is through an Enhanced Partnership (EP).</p> <p>An EP is a formal agreement between a local transport authority, local highway authorities and local bus operators to work together to improve local bus services and is one of the powers available in the Bus Services Act. It requires a clear vision for the improvements that the EP is aiming for, known as the EP Plan. This is then supported by the Bus Service Improvement Plan which sets to the actions and delivery plan for achieving the objectives of the EP and National Bus Strategy.</p> <p>SCC will prepare the EP working with Hampshire County Council to acknowledge the complex cross boundary journeys and nature of the bus network in Southampton. This is an initial Equality Impact, and it has been decided that a full assessment is not required. There are no equality implications specifically in relation to the proposals in the report.</p>	
Potential Positive Impacts	

The Enhanced Partnership Scheme and Bus Service Improvement Plan could introduce measures that are likely to help promote equality of opportunity for a number of protected groups – namely those who are more likely to be reliant on public transport and those who face increased barriers to using public transport.

Measures include:

- Higher quality, accessible vehicles
- Higher quality, RTI enabled stops/shelters, with raised boarding facilities
- RTI/audio-visual information and free wi-fi on board
- Enhanced information provision on board and in stops/shelters
- Faster services through the implementation of bus lane enforcement and bus priority

The National Bus Strategy and current Connected Southampton 2040 highlights the important role that bus plays in addressing key strategic equality and inclusion challenges. Young people, BAME groups, disabled people and other protected groups, as well as lower socio-economic groups, are more likely to rely on the bus network to access education, employment and other opportunities. Affordable, accessible and well connected services are vital in ensuring these groups are not marginalised.

Responsible Service Manager	Pete Boustred, Head of Green City & Infrastructure
Date	27/05/2021
Approved by Senior Manager	Kate Martin, Executive Director Place
Date	

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>Bus services in Southampton carry a high proportion of elderly and younger passengers, so the development of a strategy for public transport that is more reliable and frequent services sought through Connected Southampton would help improve access to key facilities (retail, health and education). Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators October 2019-September 2020 totalled 2,120,000, and there are currently 26,200 senior citizen bus passes issued in Southampton.</p> <p>The development of the Enhanced Partnership and Bus Service Improvement Plan will develop a network that can support older people. This help those living independent lives longer with Demand Responsive Transport in areas that may not be commercially viable for traditional bus services to get people to major healthcare facilities such as Southampton General Hospital.</p> <p>Young people will also benefit from better bus access for employment and education –</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>particularly for NEETs - and a potential wider range of affordable bus ticketing options. They are more likely to use technology to access the bus and make use of more flexible tickets and pricing.</p>	
Disability	<p>Connected Southampton will help improve travel options for those without the use of a car, (for example those with visual impairments or mobility or learning restrictions) have difficulty accessing some destinations.</p> <p>Total concessionary bus journeys in Southampton (including senior citizen and disability passes) across four bus operators Apr 2017-Mar 2018 totalled 4,385,932. There are currently 2,717 disability bus passes issued in Southampton.</p> <p>Mobility as a Service – the use of a portal (typically an app but this would need to be designed so it did not exclude those without access), to access and pay for transport services such as shared and public transport as required, as an alternative to private car ownership – offers opportunities to deliver better dial-a-ride provision for those with mobility impairments.</p> <p>Planned improvements to the public transport network with investment in the quality of services and any bus priority measures investment will improve reliability of services, enabling improved independence and access to services for people with disabilities. More than 60% of bus stops in the city already have real time displays, and more will be provided as funding allows. All buses have next stop audio visual announcements.</p> <p>Infrastructure and behaviour changes schemes all have to incorporate measures to make it easier and safer for people with all forms of disability to access transport and travel around.</p>	Positive impacts
Gender Re-assignment	Not applicable	N/A
Marriage and Civil Partnership	Not applicable	N/A
Pregnancy and Maternity	<p>Improvements at bus stops and more space inside buses will help those with buggies. This will provide level access from bus stops. Space inside of the bus can be shared with wheelchairs</p>	Positive impacts

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>and operators can be encouraged to provide specific space for unfolded buggies.</p> <p>Buses provide an option for new parents who may not have access to a car.</p>	
Race	<p>Those from a BAME background are more likely to rely on the bus network to access education, employment and other opportunities. Affordable, accessible, and well connected services are vital in ensuring these groups are not excluded and marginalised.</p>	N/A
Religion or Belief	Not applicable	N/A
Sex	Not applicable	N/A
Sexual Orientation	Not applicable	N/A
Community Safety	<p>The delivery of highway maintenance improvements, high quality cycle infrastructure through the Southampton Cycle Network, Active Travel Zones, public realm enhancements and road safety schemes will help improve perceptions about safety.</p> <p>The Strategy seeks to improve quality of bus information (via real time displays, mobile phones and the web). Increased information alongside ensuring that bus stops are located in places with good natural surveillance, which can improve feelings of personal security particularly after dark. Research for the DfT from 2004 indicated that around 50% of women and young people felt unsafe waiting at a bus stop after dark.</p>	Positive impacts
Poverty	<p>Improvements to bus services will help those in lower income areas of the city, parts of Southampton being among the top decile in England for deprivation and can suffer indirectly from some of the negative impacts of transport such as emissions and lack of access to a private car. They are more likely to rely on public transport to get around to work or health choices.</p> <p>A third of all households in Southampton do not have access to a car, those parts of Southampton that have low levels of car ownership are in the poorer communities. These areas tend to have higher levels of commuting to work by bus and a greater reliance on bus for other trips (shops, leisure, education). 58% of people travelling on</p>	<p>Positive impacts</p> <p>To ensure that the measures don't impact negatively on a number of these groups it is important to ensure that ticketing options are broad, cash is still accepted, and pricing remains consistent and common.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>Shirley Road in the morning peak are doing so by bus.</p> <p>Proposed improvements to multi-modal ticketing and capped fares could offer benefits to people in low income areas, improving value for money of multi-leg journeys.</p> <p>Further roll out of cashless ticketing (contactless cards or m-tickets) may exclude individuals who rely on cash as a means of purchase. This can have an adverse impact on those who do not have access to a bank accounts (as small %) thus can't use debit/credit cards. Those from a low income background may not have enough funds in their bank accounts to reach a cap threshold, they will benefit from lower capped fares, but may rely on cash. Cash fares need to not penalise those who rely on cash.</p>	
Health & Wellbeing	<p>The planned delivery of improved public transport networks will help offer an alternative to driving, which will reduce congestion and air pollution. This will be through reducing congestion but also decarbonisation of the bus fleet with electric, or other</p>	Positive impacts
Other Significant Impacts		<p>Consultation with local communities at the individual project design stage will identify the needs of individuals or groups with relevant Protected Characteristics as defined in the Equalities Act 2010.</p>

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