Update on Other Board Business

**Purpose of report**

For information and comment.

**Summary**

Members to note the following updates:

* **Street Manager**
* **Open Buses Data**

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| **Recommendations**  Members of the Environment, Economy, Housing and Transport Board are asked to **note** the updates contained in the report.  **Action**  As directed by members. |

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Update on Other Board Business

**Street Manager**

1. The Government intends to introduce the Street Manager system from the end of March this year. The system will be used to manage street works permit applications by utilities as well as councils own road maintenance. It will be compulsory for councils to use the new system but it will not have all the functionality of the existing ETON systems used by councils on the day it goes live. Councils will have to use both systems in parallel at least initially as more functionality is added to the system. The LGA regards this as a new burden and believes that councils should be compensated accordingly.
2. It is the Department for Transport’s ambition that in the long term the system will be cheaper for councils to run. We are currently in discussion with the new burdens unit at MHCLG to discuss the implications of this change. We will also be opening a survey for councils to inform us of the extent of additional expenditure.

**Open buses data**

1. A new Bus Open Data Service will standardise and openly publish information on timetables, fare and live location to help passengers plan journeys. Bus operators will legally be required to provide all of this data by the end of 2021. In some areas elements of this service has been provided by councils and the national service will standardise best practise in this area. This service comes from the data requirements of the 2017 Bus Services Act.
2. The LGA has welcomed this new service, which could go some way to boosting passenger confidence. The ability to use connected devices to know in real time when a bus should arrive should give people more confidence when using bus services. We continue to lobby for investment in our local bus networks and for the funding gap facing the concessionary fares scheme to be addressed.