

Title of meeting:	Cabinet Member for Traffic & Transportation Decision Meeting
Date of meeting:	23 rd September 2015
Subject:	Solent Transport Business Plan for 2015-16
Report by:	Director of Transport, Environment and Business Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

This report is to obtain members' agreement on the adoption of the prospective Solent Transport (Transport for South Hampshire) 2015-2016 Business Plan (provided in Appendix A). This provides the direction for Solent Transport over the next Business Planning cycle.

2. Recommendations

2.1 That the Solent Transport Business Plan 2015-2016 is supported by Portsmouth City Council.

3. Background

3.1 The Solent Transport partnership; previously established as Transport for South Hampshire and Isle of Wight, is a four way partnership between four highway authorities in the South of Hampshire and Isle of Wight sub-region: Portsmouth City Council, Hampshire County Council, Southampton City Council and Isle of Wight Council. By working collectively, Solent Transport provides an effective strategic partnership in improving transport in the sub-region.

3.2 The main objectives for Solent Transport are to create a transport system for the sub-region that can;

- Cope with current and future transport requirements;
- Will not have a detrimental effect on the area's environment;
- Will improve its residents' quality of life.

3.3 At Through the joint Committee and Strategy Working Group, Solent Transport works closely with a range of partners, including:

- Department for Transport;

- Highways England;
 - Network Rail;
 - South West Trains;
 - South Hampshire Bus Operators' Association (SHBOA); Partnership for Urban South Hampshire (PUSH);
 - Solent Local Enterprise Partnership (LEP); and
 - Hampshire Chamber of Commerce
- 3.4 The importance of working with Solent Transport becomes apparent when the work undertaken with external partner is considered (e.g. Network Rail and the PUSH Spatial Strategy review).
- 3.5 To focus the direction of Solent Transport, a Business Plan is developed. The attached Business Plan (2015-2016) is the fourth plan to be developed by Solent Transport (the previous plans being developed under TfSH). This builds on previous successes and relationships; however it must be considered as a live document, due to new emerging policies. This is a short term business plan due to funding reviews and uncertainties being a continuing theme looking forwards. Given these uncertainties, a one year Solent Transport Business Plan is proposed for 2015-16.
- 3.6 There have been numerous successes from the Solent Transport partnership including:
- 3.6.1 Programme managing the successful delivery of the A Better Connected South Hampshire (Local Sustainable Transport Fund). This project delivered a wide range of sustainable transport initiatives across South Hampshire in order to improve travel choice and increase the proportion of journeys made by walking, cycling and public transport. Some of the incentives include the SolentGo multi-operator ticket; investment in sustainable transport and a targeted behavioural change programme through the My Journey marketing campaign.
- 3.6.2 Programme managing the successful delivery of the Better Bus Area Fund (BBAF). A project in partnership with the bus operators in the South of Hampshire and Isle of Wight to include the provision of On Board Wi-Fi, Next Stop Audio Visual Equipment and LED Lighting to over 500 buses, as well as the refurbishment of nearly 150 buses; infrastructure improvement on the Fareham to Gosport Eclipse BRT Route and a Marketing Campaign.
- 3.6.3 Continued management and maintenance of the Sub-Regional Transport Model (SRTM). This has been used as a comprehensive transport and land use evidence base to support the business cases for schemes funded through the Solent Local Growth Deal.
- 3.6.4 Produce a Public Transport Delivery Plan for the sub region. Developing shared objectives for the network and cross boundary services with public transport operators.

- 3.7 Since the 2013-15 Business Plan was published, there has been a further move towards devolved and un-ring fenced transport funding. This was initially through the devolving of Local Major Transport Funding on a formula basis to Local Transport Bodies, but this was superseded by Local Growth Deals with Local Enterprise Partnerships (LEPs), to support the delivery of local priorities for transport, skills and housing, to support sustainable economic growth. Local Growth Deal funding is un-ring fenced and there is now a much greater emphasis than before on demonstrating how transport investment supports economic growth. Although the Solent LEP is responsible for securing Local Growth Deal funding for the area, Solent Transport's Sub Regional Transport Model has had an important role providing the necessary transport evidence base in support of scheme business cases.
- 3.8 In 2013, the Coalition Government outlined its proposed spending programme for the 2015/16 to 2020/21 six year period in the HM Treasury's Investing in Britain's Future report. This included a total of £12 billion for Local Growth Deals. Around half of that funding has now been allocated and locally, the Solent LEP has secured over £150million of investment and a substantial proportion of this funding is for transport schemes. It is anticipated that further bidding rounds will take place after this summer's Spending Review for the unallocated Growth Deal funding. The SRTM will continue to have an important role providing the evidence for future Growth Deal scheme Business Cases.
- 3.9 Investing in Britain's Future also highlighted the Government's commitment to funding strategic road and rail infrastructure. This includes a significant increase in funding for the Strategic Road Network (SRN) between 2015/16 and 2020/21 and maintenance of existing funding levels for strategic rail investment over the same period. From 1 April 2015, Highways England has been established as a Government owned company taking over the Highways Agency's responsibility for managing the SRN. Investment in the SRN is now defined in five year Road Investment Strategy (RIS) periods on a similar basis to Network Rail's Control Periods for rail investment.
- 3.10 Although the Solent LEP is responsible for securing funding for the area through the Local Growth Deal, Solent Transport's Sub Regional Transport Model (SRTM) has had an important role in providing the necessary transport evidence base in support of scheme business cases. Local Growth Deal funding is un-ring fenced and there is now a much greater emphasis than before on demonstrating how transport investment supports economic growth, through creating jobs and supporting development.
- 3.11 The Business Plan is the development of the Solent Transport Investment Plan, which will replace the 2013 Transport Delivery Plan and comprehensively identify the transport interventions that will be required to support sustainable economic growth in the Solent over the next twenty years. This will build on committed transport investment secured through the Local Growth Deal and 2014 Autumn Statement. It will support a number of work strands:

- 3.11.1 The work of the Solent Strategic Land and Infrastructure Board, including the Land Asset Strategy of public sector land assets that could be regenerated and redeveloped for better economic use;
- 3.11.2 The PUSH Spatial Strategy Review which will strategically identify the locations for new development to support economic growth, looking forward twenty years;
- 3.11.3 Strategic transport investment to improve connectivity between Solent with other parts of the UK and the World.

4. Reasons for recommendations

- 4.1 The Solent Transport partnership provides a mechanism through which solutions across boundaries can be developed, along with establishing relationships with partners and securing funding. A key strength of the partnership is that the four authorities also pursue independent local priorities as well as working collectively on strategic matters.
- 4.2 The aims and objectives of Solent Transport and the attached Business Plan (2015- 2016) are in line with Portsmouth City Council's LTP3 priorities to make Portsmouth an accessible city, with sustainable and integrated transport.

5. Equality impact assessment

There are no equality issues arising from this report.

6. Legal implications

Under the joint agreement of Transport for South Hampshire (TfSH), all members are called upon to decide whether policies and decisions in relation to TfSH should be adopted. Accordingly, the Council, by way of its executive lead, is asked to decide on whether to adopt the Business Plan, or to reject it.

7. Director of Finance's comments

The funding for PCC's contribution has been set aside from the Transport Policy revenue budget. PCC has reviewed the Financial Protocols referenced in the Solent Transport's business plan. They are the original protocols drafted in 2011 when the body was named TFSH. However, there is nothing of concern within the document other than the incorrect title.

The revenue balance brought forward from previous years stands at an amount of £216k. When added to this year's revenue contributions this comes to a total in year budget of £406k. There does not appear to be a reserves policy that governs the balances of the Solent Transport body, but they question has been asked of them.

Solent Transport have stated that the balance is purposely high as it is their intention to build a funding package to update and upgrade Solent Transport's

Sub Regional Transport Model (SRTM). It is estimate that this will cost in the region of £500k. The carry forward balance will go some way to meeting this cost.



Signed by:
Alan Cufley
Director of Transport Environment and Business Support

Appendices:

Appendix A - Solent Transport Business Plan 2015-2016

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Solent Transport Business Plan 2015-16	Appendix A

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

Signed by:
Cllr Ellcome
Cabinet Member for Traffic and Transportation

