

Title of meeting: Cabinet Member for Traffic and Transport Decision Meeting

Date of meeting: 11th July 2019

Subject: Transforming Cities Fund Tranche 2 Update Report

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1.0 Purpose of Report

The purpose of this report is to provide an update on the success of the Portsmouth City Council's tranche 1 bid to the Department for Transport's (DfT) Transforming Cities Fund, and on the submission of draft Strategic Outline Business Case (SOBC) for tranche 2, in partnership with Hampshire County Council and the Isle of Wight Council.

2.0 Recommendations

- 2.1 That the success and progress of the tranche 1 Transforming Cities Fund (TCF) bid for Portsmouth and the South East Hampshire city region is noted;**
- 2.2 That the proposed candidate infrastructure projects, outlined in section 3.14, are endorsed, and are developed further for consideration within Strategic Outline Business Case for Tranche 2 Transforming Cities Fund for Portsmouth and South East Hampshire city region.**

3.0 Background

- 3.1** Portsmouth City Council, Hampshire County Council and the Isle of Wight Council, successfully submitted a successful Expression of Interest to the Department for Transport's (DfT's) Transforming Cities Fund (TCF) for a mass transit scheme within the Portsmouth City region. This bid is part of an ambition to deliver sustainable communities, spread prosperity and increase productivity by improving connectivity between where people live and work through the delivery of a transformational mass transit network.

- 3.2** Portsmouth City Council was one of twelve successful local authorities to be shortlisted to benefit from the government's Transforming Cities Fund. By progressing to the next stage of the funding process, Portsmouth, working in partnership with Hampshire County Council and Isle of Wight Council, will now have an opportunity to bid for a share of £1.28 billion capital, to deliver critical infrastructure for Portsmouth and the wider South East Hampshire city region.
- 3.3** The Department for Transport released two waves of funding for the Transforming Cities Fund. Firstly, there was the opportunity to bid for 'quick wins' - projects that can begin in the financial year 2018/19 and support the overall bid through Tranche 1 applications.
- 3.4** The Portsmouth and South East Hampshire City Region business cases were successful for the 'quick win' funding, and received the full ask of £4 million of the initial fund. From the Tranche 1 funding the following infrastructure will be delivered during 2019/20:
- i) £0.9m - three key junction signal upgrade improvements (MOVA) in Portsmouth including:
 - a. Copnor Road/Burrfields Road/Stubbington Avenue
 - b. Fratton Road/Lake Road/St Mary's Road
 - c. Eastern Road/Havant Road/Farlington Avenue
 - ii) £1.3m - Real Time Information installation at 120 bus stops across Portsmouth
 - iii) £0.4m - Real Time Information installation at bus stops in the wider South East Hampshire region, including Havant and Waterlooville
 - iv) £1.4m - enhanced busway extension of the existing Eclipse bus route in Gosport (retention of Rowner Road bridge)
- 3.5** The successful Tranche 1 Transforming Cities Fund bids from Portsmouth and South East Hampshire city region are available following this [link](#): Portsmouth City Region TCF.
- 3.6** The Department for Transport's Transforming Cities Fund (TCF) forms part of the Government's National Productivity Infrastructure Fund (NPIF) and Industrial Strategy. The aim of the fund is to improve productivity by improving connectivity within city regions with a working day population in excess of 200,000; specifically connecting city centres to suburbs. Setting aside separate arrangements for cities under mayoral jurisdiction and taking into account enhancements announced in the Autumn budget, the TCF comprises £1.28 billion capital, available for 12 city regions to be spent between 2018/19 and 2022/23. This is broken down into Tranche 1 (up to £60 million) available for spend on 'early wins' commencing in 2018/19, and Tranche 2 (the remainder), subject to co-development and submission of a

draft Strategic Outline Business Case by 20 June 2019, to be finalised by 28 November 2019.

- 3.7 Further information on the Government's ambition for TCF was published on 13 February 2019 and can be found at this [link](#).
- 3.8 Acceptance onto the Transforming Cities Fund programme represents a very significant opportunity for the City Council to enhance public transport, and pedestrian and cycle facilities, and to encourage sustainable access to existing and future planned development. In addition to the potential for accessing TCF funding, these opportunities also require partnership working with the bus operators and other stakeholders that have the potential to leverage significant additional investment (such as enhanced vehicle fleets) that could provide important and necessary local contributions.
- 3.9 Both Portsmouth and Fareham are subject to Ministerial Directives to undertake Full Business Cases addressing air quality exceedances. The South East Hampshire Rapid Transit (SEHRT) proposals are being developed in conjunction with the Air Quality Local Plans, ensuring complementary measures where possible. Some of the worst air quality issues occur on the proposed SEHRT corridors. Investment in SEHRT will deliver significant improvements to air quality through better traffic flow, mode shift and low emission buses.
- 3.10 Complementary active travel corridors to connect wider communities to the SEHRT will also be developed as part of the Transforming Cities Funding proposals and the emerging Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP).

Transforming Cities Fund tranche 2

- 3.11 The draft Strategic Outline Business Case (SOBC) for the Portsmouth and South East Hampshire Rapid Transit scheme was submitted to the DfT on the 20th June 2019.
- 3.12 It is important to note, that work will now continue on the SOBC, as the Portsmouth city region enters into a co-development stage with the DfT. Therefore, the draft SOBC is a work in progress, and will be developed with the DfT, partners and stakeholders for the final SOBC submission on the 28th November 2019.
- 3.13 As part of the draft SOBC, a number of candidate SEHRT infrastructure schemes for consideration were included for further investigation and feasibility. Section 3.14 below lists the candidate schemes for further work and potential inclusion in the final SOBC submission in November.
- 3.14 Candidate Schemes for consideration for tranche 2 Strategic Outline Business Case Submission include:

1. Spur Road Roundabout
2. Cosham Interchange
3. Portsbridge Area
4. Eastern Road/ Walton Road
5. Eastern Road/ Anchorage Road
6. A2047 Corridor
7. Lake Road
8. City centre north link
9. Queen Street, Alfred Road
10. City Centre South
11. St Michaels Gyrotory
12. Terraces & Kings Road Roundabout
13. Clarence Pier Interchange
14. Southsea Corridor
15. Rudmore Roundabout
16. Havant corridor extension

4. Reasons for recommendations

- 4.1** For the Portsmouth City Region, the proposal is to develop the South East Hampshire Rapid Transit (SEHRT) network, building on the success of the existing Eclipse busway, the Star corridor linking Portsmouth to Waterlooville, the Tipner Park and Ride facility and The Hard interchange. The network will provide facilities for bus-based rapid transit on corridors into the city centre from Gosport, Fareham, Waterlooville, Havant and Cosham. Significantly, the proposal also includes improved bus interchange with waterborne and other forms of public transport, including at Gosport ferry terminal, The Hard, Clarence Pier, and at Ryde Esplanade, Isle of Wight.
- 4.2** The work to support the TCF bid comprises the development of infrastructure packages based upon the rapid transit corridors identified in Appendix A.
- 4.3** One of the key objectives of the SEHRT project is to reduce carbon emissions and congestion within Portsmouth city and the surrounding city region. Making it easier, quicker and more appealing for people to travel around South East Hampshire using public transport.
- 4.4** The SEHRT project has an integral role in addressing the air quality issues within the city. Key to the ambitious SEHRT project is enabling modal shift, through the reallocation of road space to public transport, cycling and walking. This will be considered through the development of infrastructure packages and interventions, working closely with stakeholders.
- 4.5** The aim is to ensure that rapid transit is easily recognisable to customers, irrespective of whether the location is inside or outside the city boundary and irrespective of the service operator.

- 4.6 Whilst the focus of the work packages will be to identify opportunities for bus rapid transit measures, they will also need to address existing transport issues such as road safety, highway capacity, local bus access, provision for pedestrians, cyclists and local access, as well as future development need.

5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required, as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reason:

The Transforming Cities Fund bid will contain a list of capital schemes. If the bid is successful, a preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.

6. Legal implications

- 6.1 There are no legal implications arising directly from the recommendations in this report.
- 6.2 It is, however, noted that the SEHRT project is considered to have vital importance in helping the Council to meet its legal obligations in relation to air quality in the City.

7. Director of Finance's comments

- 7.1 The City Council are bidding for a share of £1.2bn Transforming Cities fund from the Department for Transport (DfT), along with Hampshire County Council and the Isle of Wight Council under the South East Hants Rapid Transport Scheme (SEHRT).
- 7.2 The SEHRT partners submitted a draft Strategic Business Case to the DfT in June 2019 for a package of works worth £0.25bn. This bid requested that the vast majority of this came from the Department for Transport, Local third party Contributions and finally local authority contributions. The Council expect to receive feedback from this first stage in late July 2019.
- 7.3 To date the Council have used the Parking reserve to fund this bid in to the value of £500,000. The SEHRT group have to submit a final Strategic Outline Business case by November 2019, and should find out from the DfT whether they have been successful in early 2020. Between now and that point the Council will have to commit further resources to this bid but these will be capitalised if the bid is successful. The Council are currently working out how much will be required to get to this stage.

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Signed by:

Tristan Samuels
Director of Regeneration

Appendices

Appendix A - map of the SEHRT proposed routes and interventions

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

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

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Signed by:

ClIr Stagg
Portfolio Holder for Traffic and Transportation



Appendix A - map of the SEHRT proposed routes and interventions



