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NOTICE OF MEETING

Meeting	Solent Transport
Date and Time	Tuesday, 21st March, 2017 10.00 am
Place	Wellington Room, Ell Court, The Castle, Winchester
Enquires to	Members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
Hampshire County Council

John Metcalfe
Chief Executive
Isle of Wight Council

David Williams
Chief Executive
Portsmouth City Council

Dawn Baxendale
Chief Executive
Southampton City Council

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast by the press and members of the public..

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DISCLOSURE OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest, and having regard to the circumstances described in Part 3 Paragraph 6 of the City Council's Members Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 6(4) of the Code. Furthermore, all Members with other Personal Interest(s) in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 4, Paragraph 13 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 10)

To confirm the minutes of the previous meeting.

4. DEPUTATIONS

To receive deputations in accordance with Standing Orders.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chair may wish to make.

6. HIGHWAYS ENGLAND SMART MOTORWAYS PRESENTATION

To receive a presentation on Smart Motorways.

7. M27 SMART MOTORWAYS TRAVEL DEMAND MANAGEMENT
(Pages 11 - 16)

To receive a report seeking the Joint Committee's approval for Solent Transport playing a local co-ordinating role in working with Highways England to offset the impact of major works on the M27 during the implementation of the Smart Motorways project.

8. SOLENT TRANSPORT BUDGET 2016/17 AND 2017/18 (Pages 17 - 22)

To receive a report setting out the likely revenue and capital budget outturns for the 2016/17 financial year and to recommend a provisional revenue budget for 2017/18.

9. ISLE OF WIGHT INFRASTRUCTURE TASK FORCE (Pages 23 - 26)

To receive a report setting out the work of the Isle of Wight Infrastructure Task Force.

10. SOLENT TRANSPORT BUSINESS PLAN 2017-18 (Pages 27 - 34)

To receive a report setting out the Solent Transport Business Plan 2017-18.

11. SOLENT TRANSPORT WORKING IN PARTNERSHIP (Pages 35 - 40)

To receive a report setting out the contribution that Solent Transport and its predecessor Transport for South Hampshire have made and continue to make to transport investment in the Solent.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

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AT A MEETING of SOLENT TRANSPORT held on 29 June 2016 in Conference Rooms 3 &4 at Southampton City Council:

Voting Members Present:

Councillor Jim Fleming, Cabinet Member for Traffic & Transportation, Portsmouth City Council

Councillor Rob Humby, Executive Member for Environment and Transport, Hampshire County Council

Councillor Jacqui Rayment, Cabinet Member for Environment and Transport, Southampton City Council

Councillor Shirley Smart, Executive Member for Economy and Tourism, Isle of Wight Council

Solent Transport Officers

Phil Marshall – Principal Transport Planner

Andrew Wilson – Manager

Hampshire County Council Officers

Graham Wright – Transport Team Leader – Strategic Transport

Emma Clarke - Democratic and Member Services

Sue Lapham – Economy, Transport and Environment Finance Business Partner, Corporate Services

Isle of Wight Officer

Wendy Perera – Head of Planning and Housing Services

Portsmouth City Council Officer

Alan Cufley – Director of Transport, Environment and Business Support

Southampton City Council Officers

Paul Walker – Travel and Transport Manager

Mark Heath – Monitoring Officer for Solent Transport

Mike Harris – Acting Service Director - Growth

PUSH

Councillor Tony Briggs, Deputy Leader, Havant Borough Council

Solent Local Enterprise Partnership

Marc Griffin – Head of Capital and Infrastructure

Interested Parties

Department for Transport – Maureen Pullen

Network Rail – Alasdair Couper-Johnston

Go South Coast – Andrew Wickham

South Hampshire Bus Operators Association – Richard Soper

Observers

Eastleigh Borough Council – Ed Vokes

Fareham Borough Council – Cllr Keith Evans

106. BROADCASTING ANNOUNCEMENT

The Chairman announced that the press and members of the public were permitted to film and broadcast the meeting. Those remaining at the meeting were consenting to being filmed and recorded, and to the possible use of those images and recording for broadcasting purposes.

107. APOLOGIES FOR ABSENCE

No apologies for absence were received.

108. DISCLOSURES OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 6 of the City Council's Members' Code of Conduct leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 6(4) of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 4 Paragraph 13 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

There were no declarations made by Members.

108. ELECTION OF CHAIR

The Monitoring Officer called for nominations. A nomination for Councillor Jacqui Rayment was proposed and seconded. No other nominations were received and the proposition was carried without opposition.

Councillor Jacqui Rayment in the Chair

109. ELECTION OF VICE-CHAIR

Nominations for Vice-Chair of the Joint Committee were called for. A nomination for Councillor Rob Humby was proposed and seconded. No other nominations were received and Councillor Rob Humby was appointed as the Vice-Chair.

110. MINUTES OF THE MEETING HELD ON 3 FEBRUARY AND MATTERS ARISING

Members agreed the Minutes of the Meeting held on 3 February 2016 were a correct record and the minutes were signed by the Chair.

111. DEPUTATIONS

There were no deputations on this occasion.

112. CHAIR'S ANNOUNCEMENTS

The Chair announced that PUSH had issued a position statement on the assessed housing need to 2034 in the Solent area. Solent Transport had assisted with this work which looked at the impact of the highway and transport networks in the area. The Chair noted that the full statement was published on the PUSH website.

The Chair also announced that Portsmouth City Council and the Isle of Wight Council had both made successful bids, each receiving funding totalling £450,000, to the Department for Transport's (DfT) Travel Transition Year fund. In Portsmouth, the funding was planned to contribute towards Personalised Journey Planning, Workplace Travel Planning, school travel and cycling initiatives. On the Isle of Wight, the funding was planned to implement similar projects within the education, business and tourism sectors. The Chair announced that the Solent Transport bid to the same DfT fund had been unsuccessful. Equally, the Chair noted that Solent Transport's bid to the Solent LEP for funding as part of the Local Growth Fund Round 3 had not been successful.

The Chair noted that the Solent LEP's Solent Strategic Transport Investment Plan had recently been approved by the LEP Board. Members also heard that Solent Transport had been working with the LEP to submit a bid to the DfT's Local Majors Fund. The Chair announced that a joint strategic planning day had been arranged between Solent Transport and the LEP and was due to take place in September 2016.

The Chair welcomed new Members, Councillor Rob Humby and Councillor Jim Fleming, to the Joint Committee. The Chair also noted the contribution to the Joint Committee of Southampton City Council's Traffic and Transport Manager, Paul Walker, who would shortly be taking on a new role.

The full Chairman's Announcements are appended to these Minutes in the Minute Book.

113. SOLENT TRANSPORT – AN INTRODUCTION AND UPDATE

Members received a presentation which outlined the role and remit of the Joint Committee (Item 8 in the Minute Book).

The presentation outlined that Solent Transport was established in 2007 as a Joint Committee between Southampton City Council (SCC), Hampshire County Council (HCC) and Portsmouth City Council (PCC). The Isle of Wight Council (IOW) joined the Joint Committee in 2012. Members heard that Solent Transport's key partners included Bus Operators, Network Rail, South West Trains, the Solent LEP, PUSH, the DfT and Highways England. Solent Transport was established to plan transport improvements and enhance transport provision for the South Hampshire sub-region.

Members were shown the overall Transport Model (and other sub models included within this) which was used by officers to make travel related forecasts, determine routes, determine transport demand for airports and ports and forecast local economic growth and the impact this would have upon transport provision. Members also heard of ways in which the Model had been successfully applied and some examples of successful projects were listed.

The Joint Committee were informed of Transport Delivery Plan 2012 to 2026. Aims of the Plan included rail speed improvements, highway schemes, transport-led urban regeneration, managing freight and enhanced bus services.

Members **RESOLVED**:

That the Joint Committee notes the presentation.

114. **SOLENT TRANSPORT BUDGET AND STATEMENT OF ACCOUNTS**

Members received a report on the final year end position for 2015/16 financial (Item 9 in the Minute Book).

Members' attention was drawn to Table 1 of the report which set out the final outturn figures as compared to the original revenue budget. It was reported that the final outturn for the year was £327,000 and that this left an underspending of £251,000 from the original budgeted figure of £578,000.

Table 2 of the report highlighted the anticipated revenue and capital funding for 2016/17. The figures incorporated the proposed carry forward funds of £251,000 from 2015/16. Similarly, Members were informed that Table 3, containing the provisional revenue budget for 2016/17, had been updated since the last meeting to include the proposed carry forward amount.

The Joint Committee noted that, under section 14 of the report, the Sub Regional Transport Model enhancement relied upon the generation of £34,000 from commissions. It was noted that, in the event that no commission income was generated, the shortfall would need to be met with contributions from Solent Transport Local Authority Partners. Officers advised that this would, however, be an unlikely situation given that the income generated from commissions throughout 2015/16 had exceeded this and had totalled £56,000.

Members **RESOLVED:**

That the Joint Committee:

- (a) Notes the 2015/16 budget position.
- (b) Approves the carry forward from 2015/16 of balances to the 2016/17 budget.
- (c) Approves the partner revenue contributions for 2016/17.
- (d) Approves the 2016/17 revenue and capital budgets.

115. **LOCAL SUSTAINABLE TRANSPORT FUND – FINAL MONITORING REPORT**

Members received a report setting out the findings of the evaluation of the three year Better Connected South Hampshire Local Sustainable Transport Fund (LSTF) programme (Item 10 in the Minute Book).

Members heard that the programme was delivered between July 2012 and March 2015 and that the evaluation had been undertaken in partnership with the University of Southampton. The programme had been implemented following an award totalling £17.3million from the DfT to Solent Transport. The six aims of the programme were outlined within the report.

The Highlights Report and End of Project Summary and the Monitoring and Evaluation Report were appended to the main item.

Discussion was held relating to the successes of the project and the impact that the project had had in terms of improving public perception towards sustainable transport in the region. Key achievements, which were noted by the Joint Committee, included the introduction of the Solent Go smart travelcard, the delivery of new infrastructure for buses, new cycle lanes and crossings. Similarly, the My Journey marketing activity had been recognised nationally and had won awards for its effectiveness.

It was reported that overall the project had made a positive impact in South Hampshire and that this would work towards increasing the possibility of securing funding and gaining further support for sustainable transport initiatives in the future.

Members **RESOLVED:**

That the Joint Committee:

- (a) Notes the main findings of the project evaluation.
- (b) Notes the contents of the main *Monitoring and Evaluation Report 2014/15*.
- (c) Approves publication and wide release of the *Highlights report 2014/15 and end of project summary 2012/15*.
- (d) Congratulates all the individuals involved in the delivery and implementation of the individual LSTF projects for their part in delivering

such a successful project and the University for their thorough and robust evaluation of the programme.

116. **SOLENT TRANSPORT RAPID TRANSIT STUDY**

Members received a presentation from Rob Thompson of Atkins regarding the ongoing Rapid Transport Study which was being conducted in partnership with Solent Transport (Item 11 in the Minute Book).

The Joint Committee heard that the aim of the Study was to develop a strategic vision for public transport provision to 2036, to align this with other initiatives and to identify key opportunities to enhance the public transport network in the region. It was noted that the work was based upon housing and employment plans and areas identified for economic growth. The presentation included data relating to journey origins and destinations and compared different modes of travel used within the region by commuters. Members were also presented with forecast changes in employment and housing density for the Solent. The notion of tram trains and suggestions for improvements to both the Botley and Netley rail lines were discussed. Similarly, the potential for the development of ferry services and priority bus corridors on the IOW were outlined.

Members noted that Rapid Transit Study work was ongoing and that an update would be provided for the Joint Committee at a future meeting.

Members **RESOLVED**:

That the Joint Committee notes the presentation.

117. **CYCLING AND WALKING INVESTMENT STRATEGY CONSULTATION**

Members received a report detailing the response made to the recent consultation on the Government's Draft Cycling and Walking Investment Strategy (Item 12 in the Minute Book).

It was reported that the Government's Draft Strategy sought to address the decline in walking, double cycling levels by 2025 and improve road safety for cyclists and pedestrians. Members heard that the consultation had closed on 23 May 2016 and that a full copy of the Solent Transport response was appended to the report. No amendments were put forward and the Joint Committee endorsed the response which had been submitted.

Members **RESOLVED**:

That the Joint Committee ratifies the consultation response submitted to the Department for Transport (DfT) on the Government's Draft Cycling and Walking Investment Strategy.

118. RAIL CONSULTATIONS

Members received a report detailing responses made to recent rail consultations (Item 13 in the Minute Book).

Details of the three recent consultations were outlined for the Joint Committee and were listed within the report. Full copies of the Solent Transport responses were appended to the report. No amendments were put forward and the Joint Committee endorsed the responses which had been submitted.

Members **RESOLVED:**

That the Joint Committee retrospectively approves the consultation responses to the:

- Hendy Review of Network Rail's Programme
- New Approach to Rail Passenger Services in London and the South East
- Western Rail Link to Heathrow

119. THE BUS SERVICES BILL

Members received a presentation providing an overview of the Bill which was, at the time of the meeting, being progressed through Parliament (Item 14 in the Minute Book).

It was outlined that, nationally, there had been a decline in bus usage outside of London and that Local Authority bus subsidy budgets had decreased. Members heard that local bus passenger numbers had grown despite the reduction in public sector bus budgets and the challenges faced by the unique geography of the Solent region.

It was reported that, according to DfT figures, the Solent region was below national average levels for bus use in England. The national average journey per head of population throughout 2014/15 was 50 and the figure for the Solent was 10% less than this at 45 journeys.

The aims and content of the draft Bill were outlined within the presentation. Information relating to Advanced and Enhanced Quality Partnerships and the possibility of a franchising option was provided for Members.

A timeline detailing the next steps following the predicted progression of the Bill through Parliament was presented. It was suggested that Solent Transport begin to consider the implications of the Bill with immediate effect to enable appropriate planning and preparation to take place.

Members **RESOLVED:**

That the Joint Committee notes the presentation.

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Partnership for Urban South Hampshire (PUSH) Position Statement

On 7th June, PUSH issued a Position Statement on the assessed housing need in the Solent area to 2034, which included housing targets for individual Councils. Solent Transport has assisted with this work through runs of the Sub-Regional Transport Model which looked at the impact on the highway and public transport networks of around 4,000 additional homes per year to 2034. PUSH's full position statement and supporting evidence can be found on the PUSH website.

Transport Funding

Since the last meeting of this Committee in February, there has been a mixed picture in terms of local transport funding. Portsmouth City Council and Isle of Wight Council have both made successful bids to the Department for Transport's Travel Transition Year fund, which is revenue funding in 2016/17 for sustainable transport initiatives. In Portsmouth, the funding will extend the work carried out on Personalised Journey Planning, Workplace Travel Planning, school travel and cycling initiatives. Isle of Wight Council was also successful and will be carrying out similar projects in the education, business and tourism sectors. Each authority was awarded around £450,000. However, Solent Transport's bid, along with other Solent local authority bids, was unsuccessful.

We have also been made aware by the Solent LEP that Solent Transport's bid to the LEP for capital funding as part of the Local Growth Fund Round 3 will not be taken forward at this stage. The 'Better Connected Solent' bid would have provided capital funding for improvements to public transport facilities, ticketing and information systems, and cycling and walking networks.

Solent Transport Investment Plan

The LEP's 'Solent Strategic Transport Investment Plan' was approved by the LEP Board in March. This is based on transformational transport investments that could contribute to significant economic growth. The main strands to be developed are the Solent Metro concept, Bus Rapid Transit, better east-west rail connectivity and coastal fast ferry links. Solent Transport has worked with the LEP to submit a bid to the Department for Transport's Local Majors Fund to develop an outline business case for phase 1 of Solent Metro between the port of Southampton and the airport. This bid sits alongside a highway bid for Chickenhall Lane Link Road. The schemes would help to unlock land around the airport for economic use, relieve congestion and improve journey times.

Joint Solent Transport/LEP Planning Workshop

Solent Transport and the LEP are aiming to hold a joint strategic planning day in September. The aim is to prioritise our joint transport planning activity going forward, and to inform the refresh of the Solent LEP's Strategic Economic Plan.

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Report to Solent Transport

Date: 21 March 2017

Report by: Andrew Wilson, Solent Transport Manager

tel: 01962 846984

email: andrew.wilson@hants.gov.uk

Subject: M27 Smart Motorways Travel Demand Management

Purpose of the Report

To seek the Joint Committee's approval for Solent Transport playing a local co-ordinating role in working with Highways England (HE) to offset the impact of major works on the M27 during the implementation of the Smart Motorways project.

Recommendations

- i) **The Joint Committee approves Solent Transport carrying out a coordinating role across the four Solent Transport highway authorities to engage effectively with Highways England, transport operators, local businesses, the Solent LEP and other major stakeholders to collectively deliver a programme of Travel Demand Management measures during the implementation of Smart Motorways on the M27 and the wider Highways England Road Investment Strategy (RIS 1) projects in the Solent area.**
- ii) **That Solent Transport submits a bid for funding to Highways England which would propose that Solent Transport manages the Travel Demand Management programme on behalf of Highways England as part of the M27 Smart Motorways project.**
- iii) **The Joint Committee approves Solent Transport carrying out a coordinating role across the four highway authorities, to ensure that effective strategic traffic management is undertaken, and operational resilience of the road network is maintained during a**

time of significant works on the M27 and surrounding local road network.

1. Background and Introduction

- 1.1 The M27 motorway plays a major role in the Solent transport network, and therefore in the Solent economy but suffers from congestion at several locations particularly in the morning peak hours. This causes delays, unpredictable journey times and frustration for residents and businesses. These delays are predicted to get worse in the future. As part of its national strategy to reduce congestion on the country's motorway network, Highways England will be implementing a programme of Smart Motorways on the M27 between junction 4 (M3 Interchange) and junction 11 (Fareham), currently scheduled to start on site during Spring 2018. The works are likely to last approximately 2.5 years.
- 1.2 Once complete, the project will deliver variable speed limits and hard shoulder running at certain times of the day, which in turn will provide greater capacity, improved flow of traffic, more predictable journey times, shorter journey times and fewer accidents. All these improvements will be of great benefit to the local economy in the medium and longer terms. However, there will be disruption of varying degrees for the duration of the works, and it is vitally important that the local Highway Authorities work closely together in a coordinated manner with Highways England, the Solent LEP, transport operators and local businesses to minimise the impact of the works.
- 1.3 It is also important to note that as part of Highways England RIS 1 investment programme, there are other Highways England road improvement schemes in the pipeline for the Solent sub-region over the coming years which could potentially be under construction over the same timeframe as the Smart Motorways project. The implementation of all these schemes, along with more local highway schemes implemented by the local highway authorities will need careful coordination to avoid making the short term traffic situation worse than it needs to be. We will see an unprecedented scale of highway improvement works in the Solent area during the RIS 1 period (to 2021).
- 1.4 The other Highways England RIS 1 schemes include M271/A35 Redbridge roundabout upgrade, A3057 Romsey Road bridge replacement over the M27, eastern access to Southampton City Centre from J8 of the M27 to encourage more drivers to use the local road network rather than the motorway. Further schemes to be taken into account include the M3 junction 9, Stubbington bypass and the A31 congestion reduction scheme at Ringwood.

2. Strategic Traffic Management Coordination

- 2.1 It will be important for the regional traffic management functions to be strategically coordinated over the coming years to consider the potential impact of the Highways England RIS 1 schemes in addition to local road schemes.
- 2.2 Solent Transport can play a role in bringing together the traffic management functions of each highway authority and to work with Highways England and the respective HE Project Management teams.
- 2.3 There will be a need to establish a major project works programme that is optimised to minimise network disruption, as well as a need to consider restrictions to other highway-related works e.g. local traffic schemes, utilities works, and to plan for strategic diversion routes.

3. Travel Demand Management

- 3.1 Travel Demand Management is the application of strategies and policies to reduce travel demand or to redistribute demand by either time of day, alternatives routes or alternatives modes of travel. Managing demand can have benefits for individuals, businesses and the environment and financial benefits to the local economy.
- 3.2 Highways England is seeking to develop a Traffic Management Toolkit which will provide guidance to its staff and local highway authorities on interventions which can help reduce congestion on its own network and on the nearby local networks.
- 3.3 The Solent Transport authorities and partners have built up considerable expertise in behaviour change programmes over recent years through the implementation of several projects including the Local Sustainable Transport Fund, Better Bus Area Fund, My Journey, School & Workplace Travel Planning and business engagement. This has involved working with private sector partners and transport operators to maximise the impact of behaviour change initiatives. Solent Transport is therefore well placed to play a coordinating role across the local highway authorities, including close liaison with the highway authority Traffic Managers, to ensure that the Smart Motorway project is delivered as smoothly as possible and the short term impact of the road works is minimised.
- 3.4 Southampton CC and Hampshire CC have been successful in securing funding through the DFT's Access Fund for a programme of sustainable transport initiatives for the Southampton travel to work area. The funding runs from 2017/18 for three years and will provide stability and continued resource for the delivery of My Journey and associated behavioural change measures. This resource and

continued expertise presents a good foundation for the HE Travel Demand Management to be managed locally, and for the programme to be developed across the Solent area.

4. Proposal to Highways England

- 4.1 It is recommended that Solent Transport submits a fully costed proposal to Highways England setting out the role it can play in delivering the Travel Demand Management aspects of the Smart Motorways project.
- 4.2 The proposal would include several work streams. Firstly, Communications – early notification of the works and explanation of the long term benefits; alternative travel options; engagement with businesses to encourage more flexible working hours for employees; and working with the media. A considerable strand would be to work with bus and rail operators to promote alternative modes of travel and seek the possibility of additional bus and rail services. It will also be important to include a coordination role between Highways England and the highway authority Traffic Managers to minimise the risk of causing further congestion.
- 4.3 The proposal would set out costs for each work stream, and the delivery of the project would be dependent on funding being provided by Highways England. The potential work streams could include:
- Strategic Traffic Management Coordination
 - TDM Communications
 - TDM Workplace Travel Plan Network
 - The promotion of Public Transport alternatives – bus rail, ferry

4. Conclusion

- 4.1 The M27 plays a major role in moving people and goods around the Solent area, but congestion causes unpredictable journey times and regular delays in peak hours. The parallel road network is also congested so there is little scope for diverting traffic away from the motorway in the case of accidents or incidents on the motorway.
- 4.2 Highways England is investing in a programme of Smart Motorways in the Solent, initially between junctions 4 and 11. There are a number of other HE and local highway authority road schemes that will also be under construction during the RIS 1 period to 2021, leading to an unprecedented amount of large highway projects being undertaken at the same time. This amount of investment is to be welcomed, but will need careful coordination across several agencies and local authorities.
- 4.3 This report proposes that Solent Transport and its private and public sector partners should work closely with Highways over the coming

year to plan for these works, and then through the implementation period. By working together in a coordinated way through Solent Transport, the local highway authorities, transport operators, the Solent LEP and local businesses will have the best chance providing as much mitigation as possible during the disruption. To this end, it is recommended that Solent Transport submits a proposal to Highways England to manage the Travel Demand Management aspects of the Smart Motorways project.

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

None



Report to Solent Transport

Date: 21 March 2017

Report by: Sue Lapham

tel: 01962 847804

email: sue.lapham@hants.gov.uk

Subject: Solent Transport Budget 2016/17 and 2017/18

Purpose of the Report

The purpose of this report is to present the Solent Transport Joint Committee with the likely revenue and capital budget outturns for the 2016/17 financial year and to recommend a provisional revenue budget for 2017/18. The Joint Committee is also asked to approve the carry forward of unspent balances from 2016/17 and approve provisional partner contributions for 2017/18.

Recommendations

That the Joint Committee:

- i) **Notes the forecast outturn for the 2016/17 revenue and capital budgets.**
- ii) **Approves the proposed carry forward of the anticipated unspent balance, including the proposal to ring-fence this in part to fund the next SRTM upgrade.**
- iii) **Approves the provisional partner revenue contributions for 2017/18.**
- iv) **Approves the provisional revenue budget for 2017/18.**

Introduction

1. This report summarises the latest budget monitoring position for the 2016/17 revenue and capital budgets for Solent Transport. It also proposes a carry forward from the revenue unspent balance from

2016/17, and sets out a provisional 2017/18 revenue budget for approval.

Revenue Budget 2016/17

- The latest revenue budget position for Solent Transport is detailed in table 1 below. This shows the forecast outturn for the end of the financial year compared to the original budget approved by the Joint Committee in June.

Table 1

Budget Heading	Original Budget 2016/17 £'000	Forecast Outturn 2016/17 £'000	Variation to budget 2016/17 £'000
REVENUE			
Staff/Finance/Audit	148	143	(5)
Marketing	1	1	0
Enhancement of Sub Regional Transport Model (SRTM)	233	271	38
Solent Go	28	28	0
My Journey & Solent Go Marketing	20	20	0
PUSH Spatial Strategy	10	10	0
SRTM Commissions	0	(114)	(114)
Total Revenue	440	359	(81)

- At the June meeting of the Joint Committee it was noted that the enhancement of the Sub Regional Transport Model (SRTM) relied in part upon income generation from SRTM commissions. Confirmed commissions in 2016/17 are expected to generate a net surplus of £114,000. This surplus will enable the enhancement of the SRTM to be completed in year at a total revenue cost of £271,000, a £38,000 pressure on the original SRTM enhancement budget approved in June.
- Approval is sought from the Joint Committee that the remaining £76,000 surplus from SRTM Commissions is carried forward from 2016/17 and ring-fenced as a contribution towards the next SRTM upgrade due in 2021.
- In addition to the SRTM forecasts, an underspend of £5,000 is expected on staffing due to a G grade vacancy from January 2017. It is proposed that this underspend is carried forward to support the 2017/18 revenue budget.

Capital Budget 2016/17

6. The latest capital budget position for Solent Transport is detailed in table 2 below. This table shows the forecast outturn for the end of the financial year compared to the original budget approved by the Joint Committee in June.

Table 2

Budget Heading	Original Budget 2016/17 £'000	Forecast Outturn 2016/17 £'000	Variation to budget 2016/17 £'000
CAPITAL			
Enhancement of Sub Regional Transport Model (SRTM)	26	26	0
Total	26	26	0

7. Capital expenditure on the SRTM upgrade is expected to be in line with the original budget, funded through a £26,000 contribution from Southampton City Council.

Provisional Budget 2017/18

8. Table 3 below shows the provisional funding for 2017/18, based on the following assumptions:
- the net SRTM surplus of £76,000 in 2016/17 is carried forward and ring-fenced to fund the next SRTM upgrade
 - the £5,000 staffing underspend is carried forward to support the 2017/18 revenue budget
 - core partner revenue contributions remain in line with recent years:
 - Hampshire County Council £90,000
 - Southampton City Council £40,000
 - Portsmouth City Council £40,000
 - Isle of Wight £20,000

Table 3

	Proposed Budget 2017/18 £'000
Revenue Funding	
Core partner contributions	190
16/17 Balance Brought Forward	5
Total Revenue Funding	195
Total Capital Funding	0

9. The Joint Committee is asked to approve the provisional partner revenue contributions for 2017/18.
10. An update on the total revenue funding available for 2017/18 will be provided at the next Joint Committee meeting.

Revenue Budget 2017/18

11. Based on a provisional budget of £195,000 the proposed allocation of the 2017/18 revenue budget is detailed below in table 4 for approval by The Joint Committee.

Table 4

Budget Heading	Proposed Budget 2017/18 £'000
Staff – In post	95
Staff – Current vacancy	51
Finance Support	5
Marketing	1
Solent Go – Back Office/Admin	28
My Journey & Solent Go Marketing	15
Total	195

12. An update on the 2017/18 revenue budget will be provided at the next Joint Committee meeting.

Conclusions

13. The latest budget monitoring review has identified unspent balances on the 2016/17 revenue budget. It is recommended that £76,000 of this is carried forward and ring-fenced as a contribution towards the next SRTM upgrade and the remaining £5,000 is carried forward to form part of the 2017/18 revenue budget strategy.
14. The report also proposes a provisional 2017/18 revenue budget for Solent Transport, which the Joint Committee is being asked to approve. This is subject to the final position on the 2016/17 outturn and consequent carry forward.

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

None

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Report to Solent Transport

Date: 21 March 2017

Report by: Andrew Wilson

tel: 01962 846984

email: andrew.wilson@hants.gov.uk

Subject: Isle of Wight Infrastructure Task Force

Purpose of the Report

This reports brings Members up to date with the work of the Isle of Wight Transport Infrastructure Task Force and seeks approval to continue to support the work of the Task Force during 2017-18.

Recommendations

- 1. That the Joint Committee notes the progress made by the Isle of Wight Transport Infrastructure Task Force and agrees to continue to support the work of the group during 2017-18.**
- 2. Introduction and Background**
 - 2.1 The Isle of Wight Transport Infrastructure Task Force was established in July 2016 under the independent chairmanship of Christopher Garnett OBE. Organisations represented on the group include the Department for Transport (DfT), Solent Transport, Solent LEP, Isle of Wight Council, Isle of Wight business stakeholders, IoW Chamber of Commerce & Tourism and the IoW tourism industry.
 - 2.2 The Task Force was in gestation during a time when the Island rail line was being considered by DfT as part of the South Western Franchise renewal process. DfT were keen to work with local stakeholders to seek a financially more sustainable operating model for the Island Line as it deemed that the current operating losses were too great. After much consultation, the decision was made by DfT to include the line in the next franchise award, with a requirement that a

viable operating model can be developed with IoW Council during the life of the next franchise, likely to be approximately seven years.

3. Task Force Terms of Reference and Mode of Operation

3.1 The Task Force's vision is for a multi-modal transport system for the Isle of Wight that is safe, secure, accessible and affordable, and which promotes economic development and underpins the social and environmental wellbeing of the Island.

3.2 A main objective of the Task Force is to assist the IoW Council in preparing an integrated Island-wide Transport Infrastructure & Services Development Plan that will optimise the Island's transport network, both on, and to and from the Island.

3.3 The scope of the work undertaken by the Task Force includes:

- An assessment of the current and historical provision of cross-Solent travel, to analyse challenges and identify opportunities
- Analyse current plans and growth patterns in cross-Solent travel and the likely impact on the Island community
- Assess the impact of the Island Line on the Island's economy and examine the scope for extending the service
- Consider the role played by buses in the transport system and identify challenges and opportunities
- Assess the current demands on the highway network, identify pinch points, identify times when the network is operating at over capacity and consider the impact of road works. Consider interventions to improve capacity such as Park & Ride
- Identify the gaps in planned investment in transport infrastructure and services
- Identify funding streams and business models that could be used to support development of the network. Quantify the economic benefits that could be generated by investments
- Ensure that proposed changes to infrastructure positively impact the visual environment and maximise the opportunity to improve the Island's carbon footprint

3.4 The Task Force is led by the independent Chair who has selected the members to ensure a strong balance of skills and experience. The Isle of Wight Council is providing on-going administrative support. The Task Force meets approximately once a month and generally holds evidence hearings with stakeholders weekly.

- 3.5 The mainland Highway & Transport authorities (Hampshire County Council, Portsmouth City Council and Southampton City Council) have attended one Task Force meeting each in order to understand the work of the group. As the work of the Task Force progresses, it will be important that these authorities have further opportunity to work with the group in more detail, particularly given the importance of cross-Solent travel to the Island economy.

4. Funding

- 4.1 The group has to date received a small amount of funding from IoW Council for consultancy support which is being used to collate the evidence from the hearings and prepare a draft report.
- 4.2 The Solent LEP has committed £20,000 to commissioning a potentially linked, but separate piece of consultancy work using funding it secured from the DfT's Transport Delivery Excellence fund. This will be an Island Infrastructure Plan focusing on economic growth initiatives which may include transport infrastructure.

5. Progress to date

- 5.1 The Task Force has met regularly since May 2016 and continues to do so. A significant portion of the work to date has involved individual hearings with stakeholders. Approximately forty organisations have given evidence, including ferry and Hovercraft operators, bus operators, IoW Council, supermarkets, major businesses and employers, cycle groups, NHS, tourism representatives, Pro-link fixed link campaign, Island Roads, Visit Isle of Wight and the IoW Quality Transport Partnership amongst many others.
- 5.2 In addition to the evidence from the hearings, the Task Force is also gathering significant amounts of background data to be able to compare the current transport offer with that of previous years, in order to establish trends in transport supply, use and costs of travel. Data is also being collected on the current offers of discounted travel available from all transport operators, so that a baseline for assessment can be set.

6. Next Steps

- 6.1 As the hearings come to an end during March 2017, the next steps are for all the evidence to be collated along with the historical travel cost and supply data, passenger flows and other relevant transport and economic statistics. In turn this will lead to the preparation of a draft report during the Spring of 2017 which will identify the initial findings of the Task Force, along with recommendations.

Section 100 D - Local Government Act 1972 - background papers

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2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

None



Report to Solent Transport

Date: 21 March 2017

Report by: Andrew Wilson

tel: 01962 846984

email: andrew.wilson@hants.gov.uk

Subject: Solent Transport Business Plan 2017-18

Purpose of the Report

This report proposes a 2017-18 Business Plan as required by the Solent Transport constitution and provides direction for Solent Transport over the 2017-18 financial year. The Business Plan is reflective of the funding and political context, which continues to evolve.

Recommendations

- 1. That the Joint Committee approves the Solent Transport Business Plan 2017-18.**
- 2. That Hampshire County Council, Isle of Wight Council, Southampton City Council and Portsmouth City Council be invited to ratify this adoption, through their respective decision-making processes.**

1. Introduction

- 1.1 Since the previous Solent Transport Business Plan was adopted, change has been a continuing theme. Central Government began to implement its plans for the devolution of funding and decision-making to the UK's regions and cities. Hampshire and the Solent area have been the focus of much debate about what would represent the optimum devolution arrangements for area. At the time of writing this report, no local devolution agreements have been signed.
- 1.2 The funding mechanisms for transport schemes have also evolved over recent years. A significant proportion of transport funding is now

devolved through Local Enterprise Partnerships (LEPs) via Local Growth Deals. Funding has also been made available by the Department for Transport (DfT) for Large Local Major Transport Schemes, both for scheme development costs and implementation. Other funding streams have included the Sustainable Travel Transition Year, Low-Emission Bus Scheme and the Access Fund. There has been a reasonable level of success in securing funding for the Solent's transport network during the life of the previous Business Plan.

- 1.3 Other recent changes to the transport landscape include a major review carried out into Network Rail's investment programme to 2019 after several major issues were experienced with the delivery of major rail infrastructure projects nationally. This review has meant that a number of projects have been pushed forward beyond 2019. More locally-focused, ABP has consulted on its twenty year Masterplan to 2035, setting out its strategy for growth and identifying the future development and infrastructure requirements (on site only) needed to maintain and enhance the role of the port as a major international gateway. This has implications for transport across the Solent area and beyond. In 2016, the Solent LEP published its Strategic Transport Investment Plan in support of its Strategic Economic Plan, highlighting the requirement from the business community for significant transport investment in light rail, ferry, Park & Ride and Bus Rapid Transit and highway networks towards 2040.
- 1.4 The Highways England Road Investment Strategy (RIS 1) has been under development and has made extensive use of the Sub Regional Transport Model (SRTM). These RIS 1 schemes are now coming to fruition and we are likely to see significant improvements to the Solent highway network as part of RIS 1 to 2021.
- 1.5 Over the last twelve months, the Solent area has taken the opportunity to influence the next South Western Rail Franchise. DfT consulted widely on stakeholders' aspirations for the next franchise, with Solent Transport co-ordinating the responses of the four partners. The focus has been on three main areas: quicker journey times from Southampton and Portsmouth to London Waterloo, quicker east-west journey times across the Solent area and the importance of securing the future of the Island Line.

2. Review of the Previous Business Plan

- 2.1 Solent Transport's main areas of work over the last two years have focused on:
 - Management of the Sub Regional Transport Model. Securing funding and managing the upgrade of the model to a 2015 base year and dealing with the commissioning of model runs. A major customer of the SRTM over this period has been Highways England, making use of the model for various motorway

improvement schemes e.g. M27 J3/M271 & M27 J5, and to plan its M27 Smart Motorway project.

- Providing strategic transport intelligence to the Partnership for Urban South Hampshire (PUSH) for the PUSH Spatial Strategy Review to 2034.
- Responding to emerging funding opportunities by co-ordinating, supporting and submitting bids, e.g. Sustainable Travel Transition Year, Low-Emission Bus Scheme, Access Fund, Local Growth Deal and the Large Local Major Transport Schemes fund.
- Supporting the Solent LEP through the work of the Solent Strategic Land, Property & Infrastructure Board; the LEP's Strategic Transport Investment Plan and the Large Local Major Transport Schemes Steering Group (Solent Metro and Southampton Airport Economic Gateway).
- Administration, retail and promotional responsibilities for the Solent Go smartcard, working closely with SHBOA – the South Hampshire Bus Operators Association. Delivered the renewal of the Solent Transport website www.solent-transport.com
- Co-ordinating responses to consultations, e.g. South Western Rail Franchise; Network Rail's Hendy Review; ABP Southampton Port Masterplan; Western Access by rail to Heathrow; Network Rail's Freight Study.
- Running the Solent Transport Strategy Working Group, regularly bringing together Highways England, DfT, SHBOA, the Solent LEP, Network Rail, South West Trains and the Solent Transport authorities to ensure a joined-up approach to transport delivery in the Solent across multiple agencies.

3. Work Plan for 2017-18

3.1 For the 2017-18 year, the proposed main areas of work will be as follows:

1	Manage and maintain the SRTM , overseeing the completion of the 2015 base year upgrade. Continue to market the use of the SRTM amongst stakeholders and developers, in order to build up funding for the next upgrade in 2021.
2	Play a co-ordinating role in the 'Travel Demand Management (TDM) aspects of the Highways England Smart Motorway project, bringing together Highways England, SHBOA, train operators, the local highway authorities and businesses to promote alternative means of travel along the M27 corridor during the construction period. This TDM project will expand to co-ordinate activities during all the major highway works planned in the sub-region over the next four years, e.g. Redbridge roundabout and Northam rail bridge.
3	To run the Solent Transport Strategy Working Group , bringing together the sub-region's key transport stakeholders Highways England, DfT, SHBOA, the Solent LEP, Network Rail, South West Trains and the Solent Transport authorities every two months to

	ensure a joined-up and co-ordinated approach to transport delivery in the Solent across multiple agencies.
4	To continue to contribute to the work of the Isle of Wight Infrastructure Task Force , taking evidence from multiple stakeholders with a view to identifying the transport interventions required to deliver an effective integrated transport network for the Isle of Wight that will enable the island to achieve appropriate levels of economic growth and development.
5	Finalise and adopt the Solent Transport Public Transport Vision and work with public and private sector partners to carry out further study and feasibility work to take forward the development of deliverable schemes, e.g. Bus Rapid Transit expansion in South East Hampshire & Portsmouth, and Gosport Bus Interchange.
6	Provide strategic transport intelligence and support to PUSH as part of the Spatial Strategy to 2034.
7	Work with SHBOA on the Solent Go (travel smartcard) Management Committee to deliver new Solent Go products and joint marketing activities. The first is likely to be the launch of the 'M-ticket' version of Solent Go which will be supported by the Solent Transport marketing budget. Work with the new South Western rail franchisee to plan for the expansion of Solent Go to include rail products. Continue administration and retail responsibilities for Solent Go.
8	Respond to emerging funding opportunities to co-ordinate, support and submit funding bids for the Solent area.
9	Continue to support the Solent LEP through the Solent Strategic Land, Property & Infrastructure Board; the Land, Property & Infrastructure Delivery Panel; as a member of the Solent Metro and Southampton Airport Economic Gateway Steering Group; and further development of the LEP's Strategic Transport Investment Plan.
10	Provide transport advice and support to partner authorities in dealing with potential emerging major developments in the Solent area, e.g. providing transport modelling advice and use of SRTM.
11	Work across the Solent Transport authorities and share expertise to help develop and co-ordinate strategies to improve Air Quality Management Areas , with an initial focus on public awareness and behaviour change as part of the Southampton Clean Air Strategy and delivery of the Clean Air Zone.
12	Support the implementation of local sustainable transport projects , sharing learning experiences across the Solent Transport partners and stakeholders, e.g. the Southampton CC & Hampshire CC and Isle of Wight Access Fund projects from 2017-2020; Travel Demand Management; My Journey and air quality projects.
13	Administer and co-ordinate the Solent Transport Joint Committee meetings , the Senior Management Board and Strategy Working Group, maintain and update the Solent Transport website. Promote the work of Solent Transport and its partners in various local and national forums, e.g. Hampshire Chamber of

	Commerce, Business South, BRT UK and Passenger Focus.
14	Work in an increasingly coordinated way with our partners, in particular the Solent LEP and PUSH to establish a single Transport Investment Plan for the Solent that will meet the needs of the business community through the LEP, the PUSH Spatial Strategy to 2034 and of the four highway authorities. Where joint funding will allow, this will include technical development of proposals to improve rail connectivity between Portsmouth and Southampton (and settlements in between), quicker journey times to London from the Solent, and to develop a secure future for the Island rail line.

4. Staff and Financial Resources

- 4.1 In 2017-18 the Solent Transport staff establishment stands at 2.4 FTEs, 1 FTE of which is vacant at the time of writing.

The proposed financial contributions for 2017-18 from the four Solent Transport authorities remain unchanged from 2016-17, at:

Isle of Wight Council	£20k
Hampshire County Council	£90k
Portsmouth City Council	£40k
Southampton City Council	£40k
 Total	 £190k

The breakdown of this spend is shown in the separate Solent Transport Budget Report, elsewhere on the agenda at this meeting.

5. Conclusion

- 5.1 The Solent Transport Partnership has continued to adapt over recent years and needs to continue to evolve to reflect the changing funding and political environments. Despite these background changes, the need to consider land-use and transport issues strategically across local authority boundaries remains of vital importance to the delivery of sustainable economic growth and increased housing numbers in the Solent. Solent Transport continues to play a key role in providing strategic transport and land-use intelligence through the vitally important SRTM. The SRTM has contributed to bringing in significant amounts of transport funding to the Solent, and continues to do so.
- 5.2 Solent Transport also plays a major role in bringing together the area's key transport infrastructure providers and transport operators, sharing information and keeping key channels of communication open. This open approach contributes to an on-going constructive and positive dialogue when multiple agencies are tackling strategic transport issues together in the Solent.

5.3 The Solent Transport Senior Management Board is confident that the work plan at 3.1 above is deliverable within the proposed resources.

Section 100 D - Local Government Act 1972 - background papers

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Report to Solent Transport

Date: 21 March 2017

Report by: Andrew Wilson

tel: 01962 846984

email: andrew.wilson@hants.gov.uk

Subject: Solent Transport Working in Partnership

Purpose of the Report

The purpose of this report is to highlight the contribution that Solent Transport and its predecessor Transport for South Hampshire have made and continue to make to transport investment in the Solent. It also considers how Solent Transport needs to evolve in the future as the local and national political situations change and funding streams become more diverse.

Recommendations

- 1. It is recommended that, in the light of the changing local and national political picture, as well as the changing nature of funding opportunities, the Joint Committee begins work to further develop its relationships with its partners and stakeholders and to consider how a single Transport Delivery Plan for the sub-region can be delivered.**

Introduction

- 1.1 Solent Transport and its predecessor Transport for South Hampshire (TfSH) have a strong track record of working collaboratively across the four local transport authorities in the Solent area. As a result of this collaboration, and of the extensive partnership working with regional and governmental stakeholders and transport operators, significant amounts of external funding from both the public and private sectors have been levered into the area for the benefit of residents, businesses and visitors.**

- 1.2 A particular asset of Solent Transport has been its Sub Regional Transport Model (SRTM) which is a high quality, multi-modal, transport, land use and economic impact evidence base. The SRTM has been instrumental in securing over £60m of funding for transport projects in the Solent through the provision of transport evidence to support the development of high quality business cases for funding bids.
- 1.3 Another particular strength of Solent Transport is its ability to bring together the major transport stakeholders in the sub-region. Through Solent Transport, infrastructure owners such as Network Rail and Highways England, transport operators including South West Trains and the area's bus operators regularly sit alongside the local highway authorities, the DfT, the Solent LEP and the Partnership for Urban South Hampshire (PUSH) to plan projects, align investments and strategies, and to prepare funding bids.
- 1.4 Over recent times, there have been changes to funding arrangements for transport projects as well as to the national and local political landscape. There is an increasing number of actors involved in transport funding, including Local Enterprise Partnerships and a range of Government sources e.g. Department for Transport, Department for Communities and Local Government, Homes and Communities Agency. Much of the current funding available is secured through a competitive process.
- 1.5 Solent Transport has been successful over recent years in securing funds through the Local Sustainable Transport Fund, Better Bus Area Fund and has supported successful Travel Transition Year, Access Fund and Local Growth Deal bids. The majority of these projects are delivered by Solent Transport's constituent highway authorities. Highways England has delivered capacity improvements to junctions 3 and 5 of the M27 and has significant investment committed to the Solent area through its Road Investment Strategy, including Smart Motorways on the M27, eastern access to Southampton, Redbridge roundabout and M3 capacity improvements. Through the Local Growth Fund, the Solent LEP has secured funding for transport projects including road capacity improvements in Fareham and Gosport. The LEP has also commissioned its Strategic Transport Investment Plan which focuses on the business community's aspirations for 'transformational' transport investments towards 2040.
- 1.6 Central Government ambitions for devolution have been echoed in the local landscape, with competing proposals submitted to Government from the Hampshire and Solent areas. Whilst the picture is still not clear on future local government arrangements in the Solent and the wider Hampshire area, there remains the strong need for transport, land-use and infrastructure planning in the area to be coordinated across local authority and LEP boundaries. Transport

movements do not take local authority boundaries into account so planning on a wider geographical basis has a vital role to play in the continued growth and development of the sub-region.

- 1.7 A further important recent development is the potential emergence of a Sub-National Transport Body for the South East. This would see major transport investments of national importance coordinated across the South East of England. It is anticipated that this body would enable the South East region to compete more effectively for national funding. The role of Solent Transport in the context of this new body is yet to be determined at a local level.

2. Discussion, Challenges and Opportunities

- 2.1 As the political and funding backdrop continues to evolve, Solent Transport needs to retain and develop its important role as a strategic body across the four Solent transport authorities. Solent Transport's positive relationships with transport infrastructure owners, DfT and transport operators have delivered significant investment in a variety of transport schemes. This impressive track record needs to continue into the future with a number of major projects due to be delivered, notably the significant Highways England investment in the Strategic Road Network.
- 2.2 A major opportunity for the Solent area in the short term would be to develop a renewed Solent Transport Delivery Plan. The current Transport Delivery Plan and the Local Transport Plan 3 Joint Strategy for South Hampshire date to 2013. Much has changed since their publication, including publication of the Solent LEP's Strategic Transport Investment Plan and the position statement developed by PUSH setting out the overall need for, and a distribution of development in South Hampshire to 2034 to meet the objectively assessed need of approximately 100,000 new homes by 2036, which however will need to take into account the recent Government White Paper – Fixing Our Broken Housing Market. Significant transport investment will be required to enable and mitigate this level of development, and there is a good opportunity for Solent Transport, bringing together the strategic planning and delivery agencies, to lead on the development of a combined Transport Delivery Plan to produce a combined Transport Plan that meets the needs of all communities within the sub-region. This Plan would require funding for studies, staff resource and model runs of the SRTM. This funding is not currently in Solent Transport's budget.
- 2.3 This combined Transport Delivery Plan would be fully evidence-based through the SRTM, and would be the opportunity for the Solent to set out its vision for transport, and to lobby effectively for the major transport investments that are required to deliver approximately 100,000 new homes by 2036, sustainable economic growth, improved

labour mobility, cleaner air and improved productivity. Specific examples of 'deliverables' include faster rail journey times to London, better rail services across the Solent between Portsmouth, Southampton and the stations in between, the development of Solent Metro, Park & Ride, Park & Rail, securing the future of the Island rail line, expansion of Bus Rapid Transit, highway capacity improvements to deal with congestion hot spots, active travel investment, all supported by comprehensive promotional activities encouraging modal transfer to sustainable transport .

- 2.4 In order to deliver a single Transport Delivery Plan for the Solent, the Joint Committee needs to consider the future direction of Solent Transport and how it can work most effectively with its partners, particularly the Solent LEP to maximise the sub-region's ability to present a coordinated and unified approach to transport funding bodies.

3. Conclusions

- 3.1 Solent Transport and TfSH have been successful in securing major transport funding and building strong relationships with the Solent's transport stakeholders as well as with Government. Solent Transport now needs to consider how it engages into the future with these organisations as the local political and transport funding situation is evolving. The delivery of a single Transport Delivery Plan for the Solent should be considered as a positive step forward in this process.
- 3.2 The Joint Committee needs to be aware that whilst considering its future relationships with its partners and stakeholders, and proposals for a single Transport Delivery Plan for the area, there is currently insufficient funding and staff capacity within Solent Transport to deliver the required studies, model runs and reports. The Joint Committee therefore needs to consider how it could work with the Solent LEP and its constituent Local Transport Authority members to fund and coordinate this work.

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