

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

Date of meeting: 27th April 2017

Subject: Solent Transport Business Plan 2017-18

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 The purpose of this report is to obtain agreement for the adoption of the Solent Transport Business Plan for 2017-18, known as the Solent Transport Work Plan. This is required by the Solent Transport constitution, and provides the direction for Solent Transport over the next financial year.

Appendix A (page 5): Solent Transport Work Plan 2017/18

2. Recommendations

2.1. That the Solent Transport Business Plan 2017-18, known as the Solent Transport Work Plan, is adopted by Portsmouth City Council.

3. Background

3.1 Solent Transport is a partnership led by the four highway authorities in the Solent sub region: Portsmouth City Council, Hampshire County Council, Southampton City Council, and Isle of Wight Council. By working collectively, Solent Transport provides a more powerful and effective strategic force for improving transport in the Solent sub region.

3.2 The overall vision of Solent Transport is 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 To focus the direction of Solent Transport a Business Plan is developed, and appendix A outlines the work plan for 2017/18. This builds on past successes and relationships, however it must be considered as a live document, due to new emerging policies.

- 3.4 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.
- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 Solent Transport's main areas of work over the last two years have focused on:
- Management of the Sub Regional Transport Model (SRTM). 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.

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 Solent Transport Business Plan (2017-18), known as the Solent Transport Work Plan, highlights priorities for the area. Many of these would benefit Portsmouth considerably.
- 4.3 The aims and objectives of Solent Transport and the Solent Transport Business Plan 2017/18 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

- 5.1 It is not considered necessary to undertake a full Equality Impact Assessment at this stage as each aspect of the work plan will be developed further following agreement of the work plan by local authorities. Once the local authorities have agreed the work plan this will release associated funding streams necessary for consultations and the EIA process will be followed fully.

6. Legal Implications

- 6.1 There is a statutory duty to ensure that PCC has an up to date LTP policy base. Further the Local Transport Act 2008 requires that an LTP contains an implementation plan to deliver the LTP strategy.
- 6.2 Under the Transport Act 2000, as amended by the Local Transport Act 2008, all local transport authorities are required to produce an LTP relating to transport to, from and within their area. In considering this duty authorities should bear in mind that patterns of transport use are not necessarily restricted by local authority boundaries. It is important that an LTP is a practical document, and provided that cross-boundary travel is

particularly important to users, a joint Local Transport Plan should be considered by neighbouring authorities.

- 6.3 Under the joint agreement of the Solent Transport Partnership, all members are called upon to decide whether policies and decisions in relation to Solent Transport should be adopted. Accordingly, the Council, is asked to decide whether to adopt the Business Plan, or to reject it.

7. Director of Finance's comments

- 7.1 PCC's 2017/18 contribution of £40,000 has been set aside within the Transport Policy revenue budget.
- 7.2 Solent Transport is predicting a £76,000 surplus for the financial year 2016/17 as a result of Sub Regional Transport Model commissions. The Committee has previously agreed that this surplus be set aside and ring-fenced 'to fund the next major upgrade in 2021.

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

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:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendix A: Solent Transport Work Plan for 2017-18

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.
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. 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 expert transport advice and support to partner authorities in dealing with potential emerging major developments in the Solent area , e.g. Fawley, Welborne, Eastleigh.



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.
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.
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.