



Report to Solent Transport

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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

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