DECISION-MAKER:		**SOLENT TRANSPORT JOINT COMMITTEE**		
SUBJECT:		**SOLENT TRANSPORT BUSINESS PLAN 2018/19**		
DATE OF DECISION:		**12 JULY 2018**		
REPORT OF:		**ANDREW WILSON, SOLENT TRANSPORT MANAGER**		
CONTACT DETAILS				
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STATEMENT OF CONFIDENTIALITY		
NOT APPLICABLE		
BRIEF SUMMARY		
This report proposes a 2018/19 Business Plan as required by the Solent Transport constitution and provides direction and focus for Solent Transport over the 2018/19 financial year. The Business Plan takes account of the current funding situation and the political context in which Solent Transport operates. The Business Plan identifies the key areas of work for Solent Transport over the coming year.		
RECOMMENDATIONS:		
	(i)	That the Joint Committee approves the Solent Transport Business Plan 2018/19.
	(ii)	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.
REASONS FOR REPORT RECOMMENDATIONS		
1.	The Solent Transport constitution requires that a Business Plan is in place to guide and prioritise the work of Solent Transport. This report proposes a Business Plan that will be in place for the 2018/19 financial year	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED		
2.	Should Solent Transport not have an approved Business Plan in place, the member organisations would be in breach of the Solent Transport constitution. Therefore this option was rejected.	
DETAIL (Including consultation carried out)		
3.	**Introduction/background** Since the adoption of the 2017/18 Solent Transport Business Plan, Hampshire and the Solent area have continued to be the subject of discussion around the optimum governance arrangements, decision-making and funding priorities for the Solent sub-region, including for transport. These discussions are likely to continue through the 2018/19 financial year as pressures continue on local Government funding.	

	The proposed Sub-National Body for the South East region continues to evolve in the form of Transport for the South East (TfSE), a body seeking to set priorities for transport investment at a regional level and lever in funding for those priorities. It will be important through 2018/19 that there is a strong and consistent message from the four Solent Highway Authorities and the Solent LEP about the transport investments required to facilitate sustainable growth in the Solent area, and that this message is relayed on to TfSE. This process will be made easier as the Chair and Vice Chair of Solent Transport are members of the shadow TfSE Board. In a similar vein, Solent Transport needs to continue to build its working relationship with the Solent LEP. We need to work together in particular to define the 'Solent Metro' concept and phasing, be it heavy rail, light rail or Bus Rapid Transit, or a balance of the above solutions where each potential intervention fits the local area's needs. The funding mechanism for transport schemes also continues to evolve, with funding predominantly available through the Local Enterprise Partnerships' Growth Deal and funding competitions from the Department for Transport (DfT) and other Government Departments. Examples include the National Productivity Investment Fund for Roads, Housing Infrastructure Fund, Transforming Cities Fund and the Clean Bus Technology Fund. Authorities in the Solent have enjoyed recent successes with transport schemes in our area. Funding opportunities are also coming forward with a focus on improving air quality in our towns and cities. Significant Investment in the Solent's transport network has been confirmed through a number of Highways England projects, the most prominent of which during 2018/19 is likely to be the work scheduled to start on the Smart Motorway Project on the M27 between junctions 4 and 11. This is likely to be followed by the section of the M3 between junctions 13 and 9 (Eastleigh to Winchester), with Highways England currently developing a business case for major improvements to the M3 junction 9/A34 interchange, a significant project with the potential to provide major economic benefits for the sub-region. On top of this, there is additional investment planned for the motorway network on and around other M27 junctions including J7, J8 and J9. On the rail network, the Solent's main rail franchise (South Western) has changed operator to a consortium of First and MTR called South Western Railway (SWR), who since their appointment have consulted widely on proposed substantial changes to the timetable from December 2018. Solent Transport and its member authorities have continued to push for our two main priorities, i.e. quicker, more frequent journeys with less overcrowding on routes from the Solent to London Waterloo; and quicker, more frequent services between Portsmouth, Southampton and the stations in between, building on the Metro concept. These priorities have been recognised by SWR in their proposals and we look forward to confirmation of their proposals when the December 2018 timetable is published.

	Under the instruction of DfT Rail, SWR has also embarked on a project to develop proposals to put the Island Line on a more sustainable financial footing and identify options to secure investment in the line to make it fit for purpose in the future. Solent Transport has been engaged in this process and will continue its support for this project through 2018/19. A further commitment on SWR through its franchise focuses on the Solent Go multi operator bus and ferry smartcard. SWR has a commitment to work with Solent Transport and the South Hampshire Bus Operators Association to extend Solent Go to include rail products by the summer of 2019. This is likely to be a key focus for Solent Transport during 2018/19.
4.	**Review of 2017/18 Business Plan** 2017/18 has been a year of consolidation for Solent Transport, primarily due to running with a reduced staff resource for much of the year. The focus has been on finalising the upgrade of the Sub Regional Transport Model (SRTM) and ensuring its compatibility with DfT's WebTAG standards. With this upgrade in place, demand for the model has been strong. Frequent customers have included Highways England and the PUSH Planning Authorities working on their Local Plans. As air quality is becoming more of an issue in the Solent, the SRTM is now being used to assist with air quality modelling. A push to improve the visibility and understanding of the model to existing and potential customers is underway including a workshop for decision-makers that was held in February. This work is set to continue in 2018/19. A noteworthy point is that through the commissioning process, the fund in place that will provide funding towards the next model upgrade is growing. There have been a significant number of DfT, Highways England and Rail Industry consultations run over recent months including Highways England's Major Road Network and RIS 2 consultations. In respect of Rail, Solent Transport has taken the opportunity to lobby for improved journey times, connectivity and better frequencies through the SWR Timetable consultation and DfT Rail's consultation on the Great Western Franchise. A significant piece of work in 17/18 was to start the process of reviewing the Solent Transport 'Transport Delivery Plan' (TDP). This review looked into the existing TDP published in 2013 and included detailed consultation with major stakeholders. Over 50% of schemes in the TDP have either been delivered or are committed and there is a changing policy background with a greater focus on economic growth, housing numbers and Air Quality. A number of important new local policy documents have emerged e.g. Solent LEP's Strategic Transport Investment Plan and the PUSH Spatial Strategy Position Statement, so the time is right to refresh the TDP. The review also considered other important policy documents and investment plans including those published by Network Rail and Highways England, Local Plan documents published by the Local Planning Authorities and rail franchise renewal information. This review resulted in a long list and map of existing and new transport schemes. The next stages of this work during 18/19 will include business case development and prioritisation. The final version will provide a fully evidence-based, up to date Transport Implementation Plan for the Solent.

	Solent Transport has continued to support the work of the Solent LEP through the Solent Metro Steering Group, and the Land, Property and Infrastructure Delivery Panel. We now await the next steps to be taken by the LEP regarding Solent Metro. We continue to oversee the administration and promotional aspects of the Solent Go bus and ferry Smartcard and App working closely with SHBOA. This will take on renewed vigour in 2018/19 as we work with South Western Railway to extend Solent Go to include rail. We have also continued to run the Solent Transport Strategy Working Group, bringing together DfT, Network Rail, Highways England, SHBOA, Solent LEP, South Western Railway and the Solent Transport authorities to ensure on-going dialogue and create where possible, a joined-up approach to transport delivery in the sub-region. We have also continued to support Highways England in its attempts to secure funding for Travel Demand Management aspects of the M27 Smart Motorway project, which will help to offset the impacts of the extensive planned roadworks. During 2017/18, Solent Transport continued to work with the Isle of Wight Transport Infrastructure Task Force and the subsequent Cross-Solent Partnership Board. This includes improvements to cross-Solent connectivity through real time passenger information, journey planning and ticketing initiatives. This work sits alongside the work of SWR and Isle of Wight Council to propose a sustainable method of operation for the Island Line beyond the life of the current franchise.
5.	**Work Plan for 2018/19** **1. Transport Implementation Plan** Building on the initial work carried out by Atkins during 2017/18 to review the existing Solent Transport TDP and renew the current policy background, the next phases of work will be undertaken during 2018/19. This will focus on scheme prioritisation and will include SRTM data to identify the strongest candidate schemes for investment. There is funding for studies/consultancy available in the 18/19 revenue budget to support this work. The output will be an evidence-based Transport Implementation Plan for the Solent. There are opportunities in this work strand to work closely with the Partnership for Urban South Hampshire (PUSH) in setting out the strategic transport investments required to accommodate the significant levels of housing growth coming to the area. **2. Sub Regional Transport Model**. A high priority for 2018/19 is to oversee the smooth operation of the SRTM (particularly in terms of timeliness and accuracy of outputs) and to improve customer engagement processes. Having embarked on this work with a workshop for decision-makers in February 2018 which provided valuable feedback from current users, we will continue to improve the availability of information about the model particularly through the Solent Transport website. Along with Systra we will seek to provide a more comprehensive ‘hand-holding’ service for customers.

	We are also mindful that the next SRTM upgrade will be due around 2021 and work needs to be carried out to explore how the next iteration of transport models will function and what data they will use. During 2018/19 we will scope out opportunities for innovation through the next upgrade and consider whether Solent Transport could become a pilot for testing new modelling techniques. **3. Funding Opportunities and Consultations** Solent Transport will continue to respond to funding opportunities, with the ability to support or co-ordinate bids where appropriate. As and when requested by the local highway authorities, we will respond to Government, Highways England, Bus and Rail Industry consultations to lobby for improvements to the sub-region's transport infrastructure, service improvements and opportunities for new transport links with neighbouring areas. **4. Rail Strategy for the Solent** During 2018/19 Solent Transport will work with Network Rail and the wider rail industry to develop a 'Route Utilisation Strategy' (RUS) for the Solent area. This RUS will seek to define the ability of the rail network to play a leading role in meeting the challenges of increasing housing development, economic under performance, air quality problems and traffic congestion. A major focus will be to identify the investments required that can deliver quicker rail journey times between the two cities alongside quicker and more frequent services from the suburbs into the cities, as well as better connectivity to major destinations in neighbouring areas and to London. In effect, we are seeking to deliver a 'Rail Strategy for the Solent.' **5. Solent Go Extension to Rail**. A long term aspiration for Solent Transport has been to extend the Solent Go Smartcard and App to include rail. 2018/19 presents a real opportunity to take this forward. SWR has a franchise commitment to work with Solent Transport to deliver a rail product as part of Solent Go, so we will work with SWR and SHBOA to develop proposals for how this rail product could operate, with delivery during the summer of 2019. **Other Areas of Work in 2018/19.** We will continue to support the **Solent LEP** through participation in the Land, Property and Infrastructure Delivery Panel; support the development of the Industrial Strategy to 2050, and assist with the LEP's development of a Heat and Power Strategy for the Solent. If the LEP moves forward with its Strategic Transport Investment Plan and particularly Solent Metro, Solent Transport will seek to work closely in partnership with the LEP, providing transport input as requested. As described in section 2 above, Solent Transport will continue to build its relationship with the LEP, seeking opportunities for collaboration and mutual support for strategy development and funding opportunities, but in particular in defining the Solent Metro concept and developing a Transport Implementation Plan for the sub-region. **My Journey** The My Journey brand is now several years old and work is underway to refresh the brand. It is anticipated that the new brand will be relaunched during 2018/19 with an accompanying promotional campaign.

The growing focus on air quality issues in the Solent may well provide an opportunity for a joint clean air brand in a similar vein to My Journey. We will explore opportunities for a joint initiative during 18/19.

Cross-Solent Connectivity Solent Transport will continue to support the Cross-Solent Partnership Board and the SWR's work to identify the optimum solution to deliver a sustainable future for the Island Line.

At the time of writing it is not known whether Highways England have secured internal funding for a **Travel Demand Management** programme to support the implementation of Smart Motorways on the M27. Solent Transport could potentially play a co-ordinating role in these activities through an extension to the SCC and HCC Access Fund programme.

We will administer and co-ordinate the Solent Transport Joint Committee meetings, Member briefings and the Strategy Working Group, bringing together our major stakeholders.

6. **Staff and Financial Resources**

The Solent Transport staff establishment stands at 2.4 FTEs.

The proposed financial contributions for 2018/19 from the four partner authorities remain unchanged from 2017/18 at:

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

The proposed breakdown of the spend is shown in the separate Finance report on the agenda at this meeting.

7. **Conclusion**

The Solent Transport Partnership continues to evolve against a backdrop of a changing environment – further constraints on local authority funding and potentially new governance arrangements for the Solent and Hampshire areas. However, the challenges remain of delivering sustainable economic growth and accommodating approximately 4,000 new dwellings per annum across the Solent with minimal impact on journey times, air quality, congestion and quality of life for residents and visitors. Solent Transport can continue to play a significant role through the SRTM, the sub-region's transport evidence base, which has already levered in tens of millions of pounds in investment, and will continue to do so.

Solent Transport will also continue to bring together the area's key transport infrastructure providers, transport operators and local authorities, seeking opportunities to co-ordinate efforts, lobby for improvements, provide vital intelligence through the SRTM and support funding bids.

RESOURCE IMPLICATIONS	
Capital/Revenue	
8.	Nil- no capital or revenue costs associated with this decision
Property/Other	
9.	Nil- no property considerations associated with this decision
LEGAL IMPLICATIONS	
Statutory power to undertake proposals in the report:	
10.	N/A
Other Legal Implications:	
11.	N/A
RISK MANAGEMENT IMPLICATIONS	
12.	No tangible risks attached to this decision.
POLICY FRAMEWORK IMPLICATIONS	
13.	Not directly applicable.

KEY DECISION?	N/A	
WARDS/COMMUNITIES AFFECTED:		Affects all parts of Solent area as the four local Highway & Transport Authorities make up Solent Transport.
SUPPORTING DOCUMENTATION		
Appendices		
1.	None.	

Documents In Members' Rooms

1.		
2.		
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		**No**
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		**No**
Other Background Documents **Other Background documents available for inspection at:**		

Title of Background Paper(s)		Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.		
2.		