



Report to Solent Transport

Date: 25 February 2015

Report by: Philip Marshall

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Subject: Sub Regional Transport Model Update

1. Summary

1.1 The following decisions are sought:

That the Joint Committee

- 1.1.1 Approves the confirmed and available funding for the Sub Regional Transport Model (SRTM) Evidence Base Upgrade from the Solent Transport budget in order to commence work on the Upgrade, including undertaking new data collection surveys and enhancements to the SRTM; and
- 1.1.2 Delegates to Officers to extend the SRTM contract for up to two years.

2. Reason

- 2.1 In order to ensure that the SRTM Upgrade work can progress and in particular that surveys can be undertaken during Spring 2015. This allows additional time to secure further contributions to complete the work.

3. Other Options Considered and Rejected

- 3.1 Taking no action – without upgrade work, the SRTM Evidence Base would be reliant on out of date data and would not be compliant with Government appraisal guidance, defined through WebTAG. Delaying the upgrade work until all contributions have been received would mean that data collection surveys could not be undertaken until Autumn 2015.

4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**
5. **Dispensation granted by the Conduct Advisory Panel – None.**
6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by: **Date:**

**Councillor Seán D T Woodward
Chairman
Solent Transport**



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Purpose of the Report

Recommendations

- 1. That the Joint Committee approves the confirmed and available funding for the Sub Regional Transport Model (SRTM) Evidence Base Upgrade from the Solent Transport budget in order to commence work on the Upgrade, including undertaking new surveys and enhancements to the SRTM.**
- 2. The Joint Committee delegates officers to extend the SRTM contract for up to two years.**

Introduction

1. At the previous Joint Committee, a report was presented to Members, which outlined the current position in relation to the need for the 2015 Sub Regional Transport Model (SRTM) Upgrade. This included defining the overall cost of the project of £452,000 and identifying existing funding of £194,000 within the Solent Transport budgets, which could be used towards the Upgrade work. The report noted that this left a shortfall of £258,000 to be found to complete the work, which would need to be secured through external contributions and / or additional partner contributions.
2. This report updates the position in relation to the 2015 SRTM Upgrade and seeks approval for available funding to start work on the Upgrade, including the necessary data collection surveys, which need to be undertaken during Spring 2015.

Background

3. The SRTM was developed during 2010 and 2011 by Systra, which was appointed to undertake this work through a competitive tender process. The work was funded by Solent Transport, Partnership for Urban South Hampshire, Department of Transport, South East England Partnership Board and the Highways Agency. The SRTM provides a comprehensive transport and land use evidence base for the Solent area, including the Isle of Wight, which has been added to the model more recently.
4. Since it has been developed, the SRTM has been used for a wide range of work, including:
 - Providing evidence for the business cases in scheme funding bids, which has secured significant transport funding for the Solent area;
 - Providing transport evidence in support of Local Development Plans; and
 - Providing transport evidence for individual major developments.
5. The previous report to Joint Committee on the 8 October 2014 provides more detailed information on how the SRTM operates, made the case for the Upgrade and provides detail on the recommended elements of the Upgrade. For ease of reference, this previous report is attached as Appendix 1.

Finances

6. The current total estimated cost of the upgrade is still £452,000, with £155,000 of this for data collection and £297,000 to cover the consultant's work to upgrade and enhance the model. As noted in the previous report, there may be scope to reduce the cost of the data collection work, if this is undertaken by the local authorities.
7. The 2014/15 budget already includes an allocation of £69,000 towards maintaining the SRTM. At the Joint Committee on the 8 October, a decision was taken to earmark a further £125,000 of Solent Transport funding towards the 2015 SRTM Upgrade. Since this decision was taken, a further £16,000 has been refunded to the Solent Transport accounts from the Solent Local Transport Body (LTB), for work commissioned by Solent Transport for the LTB. It is proposed to earmark this towards the 2015 SRTM Upgrade and this is included within the Budget report. This takes the Solent Transport contribution up to a total of £210,000, leaving a funding shortfall of £242,000.
8. Since the 8 October Joint Committee, officers have been seeking contributions from external partners towards the 2015 SRTM Upgrade, including the Highways Agency, Department for Transport,

Solent Local Enterprise Partnership and Network Rail. Many of these partners made financial contributions towards the original development of the SRTM. Whilst it was anticipated that a final position on these contributions would now be established, unfortunately this is not yet the case. However, officers are still confident that significant contributions will be secured.

Proposed Approach

9. Given the current position, where only part of the funding to deliver the Upgrade is confirmed, the proposed approach is to commence work on the 2015 SRTM Upgrade with this confirmed funding from the Solent Transport budgets, which is currently £210,000. Importantly, this provides sufficient funding to allow all the data collection surveys to be undertaken in Spring 2015 and will also allow work to progress on enhancements to the SRTM. In the meantime, officers will continue to work with external partners to secure contributions and there is a high degree of confidence that these will be at a significant level. It is intended to take a report to the next Joint Committee to approve these contributions and the remaining Upgrade work on the SRTM.

Risks

10. As this report is seeking to progress work on the 2015 SRTM Upgrade without a full funding package in place, it is important to understand the risks involved. This should be seen in the context of the work, which would take place with the confirmed available funding, including data collection surveys and enhancements to the SRTM.
11. A key risk is an inability to secure or a delay in receiving sufficient funding to complete the Upgrade, which would mean that any work taking place now could potentially be abortive. Whilst there is currently a significant funding shortfall of £242,000 to complete the Upgrade, officers are confident that they will be able to secure a significant proportion of this shortfall through external contributions. If this does not happen to the levels anticipated, the Upgrade work is a high priority for the Solent Transport authorities and the provision of further funding would be considered a high priority during the budget setting for 2016/17. Importantly, the data collected in Spring 2015 would still be valid, even if the work to incorporate this into the SRTM is delayed by a few months. In addition, planned enhancements to the SRTM would not be abortive work.
12. On this basis, it is judged the risks involved are low, as the Upgrade work to be undertaken within the currently available budgets would not be abortive and there is a clear commitment to secure the remainder of the funding package.

Other Issues

- 13. The current Evidence Base contract with Systra is due to expire on 31 March 2015. However, the OJEU notice does permit an extension of this contract for up to 10 years, subject to financial limits not being exceeded. The contract is administered by Hampshire County Council on behalf of Solent Transport and officers will liaise with relevant Procurement and Legal colleagues at the County Council to extend the contract for the duration of the upgrade work. The second recommendation gives officers the delegated authority to undertake this work.
- 14. There are increasing requests to use the SRTM, which is a reflection of the levels of transport investment being secured for the area and the levels of new proposed development requiring transport assessment work. The increasing levels of use do require consideration of more formalised arrangements to define how access to the model is prioritised. Officers will consider appropriate governance arrangements to address this issue and these will be presented for approval at a subsequent Joint Committee.
- 15. It is recognised that the cost of upgrade work is significant and will be required again in the future. The ongoing pressure on local authority budgets means that securing the necessary funding will become even more challenging. Therefore, officers will examine charging regimes for accessing the SRTM which provide a greater opportunity to build up a reserve of funding for future upgrades than has been the case to date. A proposal will be presented for approval at a subsequent Joint Committee meeting.

Summary

- 16. The proposed approach will ensure that work on the 2015 SRTM Upgrade can progress in a timely manner with low risks. Once a funding package is established to complete the Upgrade, a further report will be taken to Joint Committee. This will also consider appropriate governance to access the model and ways to build up a funding reserve for future upgrades.

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

To be completed