



Report to Solent Transport

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Subject: Local Sustainable Transport Fund – Final Monitoring Report

Purpose of the Report

This report sets out the findings of the evaluation of the 3 year Better Connected South Hampshire LSTF programme, delivered between July 2012 and March 2015. The evaluation was undertaken in partnership with the University of Southampton.

Recommendations

The following decisions are sought, that Members:

- Note the main findings of the project evaluation;
- Note the contents of the main *Monitoring and Evaluation Report 2014/15*;
- Approve publication and wide release of the *Highlights report 2014/15 and end of project summary 2012/15*;
- Congratulate 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.

Introduction

1. In June 2012, Solent Transport (then Transport for South Hampshire and Isle of Wight) was awarded £17.3m by the Department for

Transport for a programme of sustainable transport initiatives in Portsmouth, Southampton and South Hampshire.

2. The programme, called A Better Connected South Hampshire, aimed to reduce the negative impact of traffic, make it easier for people to get to local employment, and improve air quality.
3. The funding covered three financial years, from 1 April 2012 until 31 March 2015. As well as the £17.3m from Government, a further £13m was contributed locally (from both public and private sources), making the value of the whole programme more than £30m.
4. The six key aims of the programme were:
 - To boost economic growth by improving local employment opportunities;
 - To help businesses improve performance by providing a robust transport network that helps to reduce congestion;
 - To make it easier for people to get to work, school, shops and healthcare in our cities and towns;
 - To cut emissions by reducing people's reliance on the car, particularly for local journeys;
 - To reduce unemployment in areas of deprivation by making it easier for people to get to where the work is;
 - To improve people's health and wellbeing by encouraging more active ways to travel.
5. Nine transport corridors were identified at the outset, where connections to local employment opportunities could be improved for areas of high population through public transport, walking and cycling. These are shown on the map on Page 3 of the *Highlights report 2014/15 and end of project summary 2012/15*.

Overview

6. Comprehensive details are provided in the following documents:
 - *Monitoring and Evaluation Report 2014/15* - submitted by the University of Southampton; and
 - *Highlights report 2014/15 and end of project summary 2012/15* - prepared by Solent Transport officers
7. A summary of the key impacts identified by the University and measured against the project objectives is set out in the table below, extracted from the *Highlights report 2014/15 and end of project summary 2012/15*.

Objective	Impacts
Improve local employment opportunities	 <p>Since 2012 there have been some 23,000 extra jobs in the South Hampshire area. The programme has helped people access these jobs.</p>
Reduce Congestion	 <p>There has been a relative reduction of car traffic of two to three percentage points on corridors where LSTF measures have been concentrated compared to those that have not. In certain key corridors, such as the A32 in Gosport, there have been reductions in journey times.</p>
To make it easier for people to get to work	 <p>Since 2012 there has been an increase in the proportion of trips that are to work (from 15% to 20%). Workplace travel plans have reduced commuting as car driver by between 4% and 10% for those that participated.</p>
Reduce reliance on the car, particularly for local journeys	 <p>Since 2011/12, there has been a 7% increase in the number of rail trips and a 3% increase in the number of bus trips in South Hampshire. In areas where the programme has been implemented car driving has reduced by an average of 10 percentage points compared to those areas where it has not been fully implemented. Car's share of trips into central Southampton has reduced since 2012.</p>
Make it easier for people to get to where the work is	 <p>Through free public transport travelcards and information, the programme has helped some 700 young people into work.</p>
Improve people's health and wellbeing	 <p>The telephone surveys indicate that My Journey has encouraged people to travel more by active travel (as well as public transport). Increases in active travel have led to increases in physical activity. In areas where the programme has been implemented, passenger transport related carbon dioxide emissions by local residents have reduced by an average of around 5% compared to areas which have not had the programme implemented.</p>

Next Steps

8. With Member approval, it is recommended that both the *Highlights report 2014/15 and end of project summary 2012/15* and *Monitoring & Evaluation Report 2014/15* are published on the Solent Transport Website and widely distributed electronically to stakeholders and other interested parties who were involved in delivery of the project or may have an interest in its outcomes.
9. This would be accompanied by a targeted programme of talks/seminars as a means of disseminating the outcomes and key findings more widely. As well as the professional institutes such as Institution of Civil Engineers (ICE), Institute of Highways and Transportation (IHT) and Transport Planning Society (TPS), this could include other important organisations such as Department for Transport, Highways England, Network Rail and Local Economic Partnerships.

Conclusions

10. In a relatively short space of time, the Better Connected South Hampshire project delivered significant new infrastructure on the ground and, as can be seen from the evaluation findings, has made a noticeable impact in terms of attitudes and perceptions towards sustainable transport in the region.

11. The commitment shown at the outset of the project towards Monitoring and Evaluation and carried through in terms of the delivery will be invaluable in providing strong evidence for the effectiveness of these types of initiative, hopefully increasing the chances of success in future bidding rounds and building more support to incorporate these types of initiative as a standard part of all major projects in the future.

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