

## Agenda Item 8

### Report to the Transport for South Hampshire Joint Committee

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Subject: TfSH Business Plan 2011-13

#### Purpose of the Report

This report proposes a 2011-13 Business Plan (provided in the Appendix to this report), as required by the TfSH constitution and as required to provide the direction for TfSH over the next Business Planning cycle. The Business Plan is reflective of a significantly changed policy and funding context, and of a linked resource curtailment to the core TfSH project team.

#### Recommendations

1. That the TfSH Business Plan 2011-13 be approved.
2. That the proposed TfSH Business Plan 2011-13 be reviewed mid-term.

#### 1. Introduction

- 1.1 The first TfSH Business Plan (2007-09) set the direction for what was the newly constituted TfSH partnership and sought to establish and strengthen relationships with national and local strategic partners including the Department for Transport, Highways Agency, Network Rail and Partnership for Urban South Hampshire (PUSH). A significant output of the Plan was the publication of *Towards Delivery*, which set out the issues and priorities for the area in the context of planned growth and provided the foundation for applications to the (now cancelled) Regional Funding Programme.
- 1.2 The second Business Plan (2009-11) sought to coordinate the delivery of the strategies and schemes that were seen as necessary for South Hampshire to successfully overcome the challenges of growth in demand for travel, planned housing and economic growth – as outlined in *Towards Delivery*. It also defined the core activities of TfSH at that time as centred around bidding, development of an evidence base, influencing national and regional decision making and co-ordinating a joint Local Transport Plan 3 for the TfSH area.

1.3 This third Business Plan needs to build on past successes and relationships, but within a significantly changed context. Since taking office a year ago, the coalition Government has set out its agenda on public sector funding, local governance and transport policy through a series of statements, policy documents and funding decisions. These policy shifts are having a significant impact across the local government sector and more widely. Of particular significance has been the Local Growth White Paper (2010), which set out the Government's intention to introduce a number of Local Enterprise Partnerships (LEPs). In South Hampshire the Solent Local Enterprise Partnership was established in the initial tranche of LEPs.

## **2. TfSH Business Plan 2011-13**

2.1 Whilst this Business Plan is reflective of the new landscape outlined above, it must be considered a live document, as the exact profile of this new landscape – particularly with regard to the Solent LEP – is still being shaped.

2.2 In previous years the budget planning within the Business Plan has covered the full two year period of the Business Plan. However, given the changing landscape TfSH is operating in, it seems pertinent to present a budgeted work programme for the first year of this Plan with the work programme for 2012-13 to be included within a mid-term Business Plan review next year.

2.3 The composition of the TfSH team has also undergone significant change since the writing of the last Business Plan, in line with restructuring across the Public Sector. The Project Director role has been diluted, which means that the role of the Senior Management Board, in providing the strategic direction of TfSH is now more important than ever. The strategic leadership has, in the past, been initiated by the Project Director, but this must now be a key function of the monthly Senior Management Board meetings, for presentation to the Joint Committee.

2.4 In response, the TfSH project team needs to become more of a coordinating body focussing on strengthening existing partnerships and developing new ones, and identifying, initiating and coordinating those strategic projects where partnership working provides efficiencies and a more powerful case.

2.5 Department for Transport colleagues have informed TfSH that they are beginning to consider how it will prioritise its Major Scheme Programme from 2015. Given that bidding will be invited well in advance of 2015 and, given the significant work required in preparing bids, the coordination of this work should form a core activity of TfSH over this Business Plan period. This will be supported by the development of a Long Term Strategic Implementation Programme

(LTSIP) for South Hampshire, underpinned by the Sub-Regional Transport Model (SRTM). The LTSIP will form a key activity for TfSH over the current year.

- 2.6 An Initial Proposal for a Large Joint Project Package bid to the DfT's Local Sustainable Transport Fund (LSTF) was submitted on 6 June 2011. A decision on short-listing for major scheme business case development will be made by DfT by the end of July 2011, with subsequent full bids required by 20 December 2011. Successful applicants will be notified in June 2012. The total cost of the project is £24.17 million, requiring a £17.85 million call on the LSTF, after local contributions. Should TfSH be successful with this bid, the project will be coordinated throughout 2012-15 by TfSH, with delivery by the partner authorities as well as external partners.
- 2.7 The staff resources of the TfSH core project team comprise 3.0 FTEs with 1 of these FTE posts currently vacant. However, to deliver the Action Plan a requirement for 3.5 FTEs has been identified. Should TfSH be successful in being shortlisted for major scheme business case development through the LSTF, a review of the Action Plan will be required or additional resources acquired.
- 2.8 In order to drive forward a number of actions there will be a requirement for additional resource to be provided by the partner authorities on a project-by-project basis.

### **3. Conclusion**

- 3.1 This report has introduced the TfSH Business Plan (2011-13) for approval by the TfSH Joint Committee. The report has summarised the changed landscape within which the Business Plan has been written and, as a result of the continuing changing landscape, has proposed that the Business Plan is considered a live document and that a mid-term review is undertaken next year. The primary task for TfSH over the course of the Business Plan is proposed as ensuring readiness for the next DfT Major Scheme funding round, supported by the Long Term Strategic Implementation Programme.

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