

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

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Subject: Transport for South Hampshire Public Transport Delivery
Plan – Scoping Paper

Purpose of the Report

The aim of this proposed work is to provide a high-level plan for the development of public transport policy in South Hampshire over the next five years to 2017 when potential schemes funded by Local Sustainable Transport Fund (LSTF) and successful Better Bus Area Fund (BBAF) funding on current projects will be complete. The strategy will identify the nature of the network, main infrastructure requirements and what the level of service quality expected.

The objective is to highlight improvements required to public transport services at a high level and define a clear strategy to inform future policy and bidding documents, not just related specifically to transport. The plan will also highlight future areas for joint Local Authority working.

The work aims to highlight public transport solutions to key decision makers to facilitate economic development, reduce carbon and contribute to modal shift targets in the area.

The plan applies to bus, rail and ferry within the Transport for South Hampshire (TfSH) area.

Recommendation

- 1. Approve the commissioning of a report into a public transport delivery plan to report back to the Committee later in the financial year that delivers the vision of making the public transport, and the bus in particular, the mode of choice for transport in South Hampshire.**

Introduction

1. It is proposed that a Public Transport delivery plan be developed to complement existing strategies which specifically sets out how the public transport network will look in 2017 with a view to enabling future economic development, reduced carbon outputs and transport system development to unlock demand and be an enabler to development.
2. The plan will propose a range of possible measures that will enable improved journey time reliability by public transport, improved accessibility and reduced dependence upon the private car.
3. The policy should highlight ways to improve reliability of bus services on the network, how this might be achieved and to what level. The work should identify and promote major public transport hubs and multi-modal interchanges – making multi-modal trips easier.
4. In addition the report will aim to:
 - (i) identify levers to enable increased commercial viability of buses along main corridors and between identified major nodes as well growing the bus market within the TfSH area;
 - (ii) make Public Transport the “mode of choice” through enabling a healthy balance between public and private Public transport provision;
 - (iii) ensure the appropriate deployment of technology to make buses easier to use as well as identify legible public transport networks that make it easy to use for passengers with improved Information;
 - (iv) identify best practice that enables both modal shift and economic development, including identifying best ways to make evening and weekend bus services more viable;
 - (v) identify how Local Authority funding could be used to reduce barriers to public transport operation as well as reduce overall subsidy;
 - (vi) deliver the Local Authority side of the journey through further joint working arrangements between local authorities reflecting government guidance including “Green Light for Better Buses”;
 - (vii) identify how passenger transport providers and local highway authorities can continue to work together to improve services;
 - (viii) identify efficiencies downstream for the Local Authorities though potential procurement paths and delivery options (including the role of any Local Transport body) whilst recognising and growing existing joint working patterns.
 - (ix) assist in delivering the BRT Vision for South Hampshire;
 - (x) promotion and marketing of buses in the area.

Approach to Study

5. It is proposed that existing policies are reviewed as well as identifying potential future commercial public transport development, how this can be supported and potential external funding sources assessed to assist delivery.
6. The project will canvas the industry stakeholders – principally local Government, transport operators, Local Enterprise Partnership (LEP) representatives and Chambers of Commerce as well as review the outputs of the regional LTSIP transport model and emerging governance, including benefits and risks of a Better Bus Area approach.
7. The report aims to identify the nature of the network in 2017 in terms of quality, provision and image of public transport as well as highlighting how delivery can be achieved.

Governance

8. The report will be undertaken by officers from all three TfSH authorities. It will be led by a client group of TfSH Directors from each Local Authority and a Partnership for Urban South Hampshire (PUSH) representative as well as a stakeholder group comprising of District Councils, transport operators, passenger transport teams and other stakeholders as well as the LEP and wider business community.

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
<i>Green Light for Better Buses</i>	www.dft.gov.uk
Southampton Local Transport Plan (2011)	http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/
South Hampshire County Council Local Transport Plan – South (2011)	http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/local-transport-plan3.htm
Portsmouth Local Transport Plan (2011)	www.portsmouth.gov.uk/media/LTP3_Strategy.pdf
Local Sustainable Transport Fund Bid (2011)	http://www3.hants.gov.uk/tfsh
TfSH Rail Strategy (2011)	http://www3.hants.gov.uk/tfsh
South Hampshire Bus Agreement (2010)	http://www3.hants.gov.uk/tfsh
South Hampshire MoU Smartcards (2011)	http://www3.hants.gov.uk/tfsh