

Report to the Transport for South Hampshire Joint Committee

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Subject: Transport Delivery Plan

Purpose of the Report

This report recommends that the appended Transport Delivery Plan (TDP) is adopted by Transport for South Hampshire (TfSH) and replaces *Towards Delivery*.

Recommendations

- (a) That the Transport Delivery Plan, as attached as Appendix 1, be adopted by Transport for South Hampshire and supersedes Towards Delivery as the Transport for South Hampshire Delivery Plan.**
- (b) Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council be invited to ratify this adoption, through their own decision-making processes.**
- (c) That the use of an augmented Early Assessment and Sifting Tool be used to inform decisions on scheme entry into the Transport Delivery Plan.**
- (d) That authority to periodically update the Transport Delivery Plan be delegated to the Transport for South Hampshire Senior Management Board.**

Introduction

1. The TfSH TDP, attached as Appendix 1, represents the final output of the TfSH Evidence Base workstream. Part one of this workstream delivered the Sub-Regional Transport Model (SRTM), which has subsequently proved to be an excellent investment, following its role in supporting the successful funding applications to the Local Sustainable Transport Fund (£18 million) and the Better Bus Area Fund (£4.5 million) amongst other uses.

2. Workstream two emerged out of the former Delivering A Sustainable Transport System (DaSTS) process, in which TfSH was asked by the former Regional Transport Board to identify a programme of transport investments for the 2014-19 period. Whilst the DaSTS workstream was aborted by the in-coming coalition government, TfSH felt it important to utilise its new evidence base to inform a clear and robust delivery plan that was both grounded in evidence but also reflective of the significantly changed context, to position the area well for future funding opportunities.
3. The curtailment of public funding has meant that the imperative to demonstrate value for money to secure public funding is now more critical than ever. Furthermore, the focus has shifted – almost exclusively – to facilitating economic growth and employment creation.
4. The TDP responds to these changed circumstances and is grounded in robust and objective evidence. If adopted the TDP will replace the current TfSH delivery statement, *Towards Delivery*.
5. The TDP provides a clear statement of the transport scheme priorities to be progressed by TfSH and its constituent authorities and provides a robust starting point from which to take forward scheme development and funding bid preparation. It also provides partners with a clear view of TfSH scheme priorities.
6. Whilst the Isle of Wight Council is not formally a member of the TfSH Joint Committee at this stage, this Delivery Plan includes schemes within the Isle of Wight area to provide a single strategic transport delivery plan for the Solent Local Enterprise Partnership (LEP) area. This will support Local Transport Body (LTB) prioritisation. LTBs are the new bodies through which devolved local major transport scheme funding will be distributed. The funding is ring-fenced for expenditure on capital transport schemes.

Developing the Transport Delivery Plan

7. The SRTM has been used to model current and future transport constraints as a consequence of growth and forecast changing travel patterns. Those transport constraints were then considered within the context of a set of five Outcomes, which followed a review of the key priorities for the area and have been validated through consultation. These Outcomes are presented in table 1, below. The Outcomes are the things we want to happen in the area and where transport has a role to play.

Table 1: Transport Delivery Plan Outcomes

Core Outcomes

01	Strengthened international gateways in Solent Area, fulfilling their role in supporting the local and national economy.
02	Delivering planned housing and employment growth in existing economic centres first.
03	The transport sector contributing to the area achieving its commitment to reduce greenhouse gas emissions (especially Carbon).
Supporting Outcomes	
04	Reduced social disparities, supporting cohesive and inclusive communities and improving the quality of life for Solent Area residents.
05	Delivering continuous economic growth through the implementation of the strategic and major development areas in the region that will ultimately deliver the housing and employment targets.

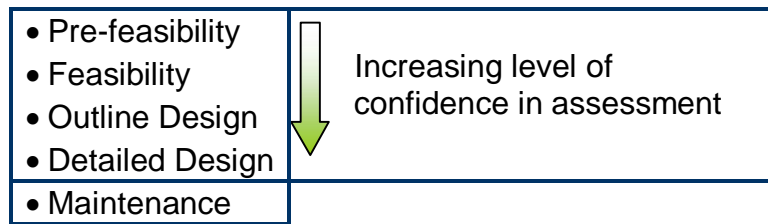
8. The transport constraints that emerged from our analysis provided the basis for the generation of options to tackle those transport problems. Following a sifting process to remove infeasible, unaffordable and undeliverable schemes, the SRTM was used to assess the majority of schemes included within the TDP and identify their impact against the outcomes and whether they represented value for money.

The Delivery Plan

9. The TDP is not a transport strategy document; the transport strategy for the area is set out in the [Joint Strategy for South Hampshire](#) and in the [Isle of Wight Local Transport Plan](#) and the TDP is consistent with both.
10. The TDP is a strategic delivery plan and as such does not include the full range of transport schemes that are being taken forward by Local Transport Authorities (LTAs). The Local Transport Plan implementation plans of Hampshire County Council, Isle of Wight Council, Portsmouth City Council, and Southampton City Council set out the full range of transport schemes being progressed by each of the LTAs. In respect of the Hampshire County Council area, all schemes – local and strategic – will be included within Borough/District Transport Statements.
11. It is important to recognise that the TDP represents where we are now based on forecast growth. However, things change, and this plan should be seen as a live document that will be reviewed as evidence changes and as opportunities present themselves. It is requested that authority to amend the TDP is delegated to the TfSH Senior Management Board (SMB). The rationale for this is to ensure no delay in the promotion of schemes.
12. Section 8 sets out those schemes that have been delivered, are being delivered or are committed for delivery. These represent early deliverables and support future schemes.
13. The set of schemes presented in section 9 of the TDP are framed by an overall approach to delivery that seeks to:

- (a) strengthen existing urban areas through supporting the 'Cities First' approach by encouraging sustainable patterns of living and working within existing urban areas;
 - (b) raise the quality of public transport and other alternatives to the car;
 - (c) increase promotion of travel options, to make sure maximum use is made of public transport and active modes;
 - (d) target improvements to the highway network where these can bring the biggest economic gains. These are important to accommodate the implementation of development sites to support housing and employment growth, and strengthen the performance of the international gateways.
14. Section 9 is the core section of the TDP and presents those schemes that have been identified as most likely to be effective in supporting the achievement of the outcomes and provide value for money for the period to 2026. This has been informed through a mix of assessment using the SRTM and other assessment tools (as explained in section 3 of the TDP) and experience of the delivery of similar schemes elsewhere. When identifying the proposed measures to take forward it is imperative that they accord with the approach to delivery as outlined in paragraph 12 (above) and whilst some schemes have the potential to perform well in their own right, they may have unintended consequences that detract from the desired outcomes.
15. Each scheme in section 9 is assigned a status, as presented below in Figure 1, which identifies how far each scheme is progressed in its development. The greater the level of work that has been undertaken the more confident we can be of the benefits and value for money that schemes will realise. There is an inherent danger in reporting benefits and costs at an early stage as these can vary considerably as more detailed work is undertaken. Furthermore as schemes are at different stages of their development we would not be comparing like with like (in terms of level of confidence) and this could misinform decision-making.

Figure 1: The Status Range Assigned to Schemes in Section 9 of the TDP



16. 'Maintenance' relates to those measures that have already been delivered but may require a level of maintenance funding to make best use of that investment and to ensure that associated benefits continue to be realised in the future – this is particularly the case with regard to travel choice interventions.
17. It is important to note that the options tested are indeed options, and variations on proposals will exist and are likely to emerge through more detailed work. The TDP identifies the schemes for which there is evidence that they can solve current and/or forecast transport problems and provide value form money. Each scheme will need to be considered in greater detail before funding can be secured, as would be the case through the development of a Transport Business Case.
18. Section 10 of the TDP provides a summary of the key strategic developments that are being delivered or are planned to be delivered for which transport intervention will be required. The transport interventions to support these developments are being identified – in the main – by the relevant Local Planning Authorities and/or developers. These proposals will feed into the TDP in future reviews.
19. Section 11 summarises the schemes presented in section 9 in table format, and links the TDP schemes back to the Outcomes that they seek to achieve.

Consultation

20. The role of consultation has been an important part of the development of the TDP and is documented within section 3 of the TDP.
21. A final consultation period on a draft of the TDP was approved at the December TfSH Joint Committee, and ran from 14 December to 14 January. This built on earlier engagement activity in October at well-attended stakeholder workshops.
22. The consultation draft was made available on the TfSH website from 14 December and emails were sent directly to a large number of stakeholders including businesses and business groups, local and central government, health, education and transport sectors, as well as to specific interest organisations/groups, amongst others, to advise them of the consultation and to encourage responses.

23. In support of the final consultation, TfSH presented to the Hampshire Chamber and to the PUSH Planning Officers Group and used the 'Transport for Economic Growth Event' (held on the 13 December 2012) to promote the consultation and explain the methodology employed by the TDP.
24. The consultation questions are shown in Appendix 2, and focussed on those areas where we were particularly keen to understand stakeholder views. Respondents, were also free to respond on any aspect of the TDP. The questions were available via an e-consultation accessible from the TfSH website.
25. Whilst the e-consultation received a reasonable number of responses a slightly higher number of responses were received by email. The responses were largely supportive of the rationale for the TDP, its scope and its focus on economic growth and carbon reduction. The delivery strategy of targeting existing urban areas and access to the international gateways was also supported.
26. A number of responses focussed solely on a single scheme – Newgate Lane (which was set out in section 8 of the consultation draft). The consultation draft of the TDP was reasonably explicit as to the nature of the scheme. However, the scheme is currently at a preliminary stage of development and a preferred route alignment and junctions option will be published by the County Council during late spring or early summer 2013 for information and consultation with local residents and other stakeholders. This is now reflected in the attached TDP.
27. A number of responses made reference to a lack of provision for cycling schemes within the TDP. This may partly have resulted from a lack of understanding of the scope of the TDP and the role of LTP Implementation Plans, local capital programmes and District/ Borough Transport Statements. However, additional strategic cycle links and provision for cycling in highway improvements has been included.
28. There was also a useful comment regarding the dual focus on economic growth and carbon reduction, and how reference to the four delivery strands generated confusion. That is accepted and has been rectified in the final TDP.
29. Finally, there were also a number of useful points of correction that were identified by respondents. These are appreciated and have been corrected within the final TDP.

Adding New Schemes to the TDP

30. Whilst it is important to ensure that the TDP remains up to date such that it captures all transport scheme priorities, it will also be important to ensure a sound process for adding new schemes is in place so that the robustness of the TDP is not watered-down.

31. It is, therefore, proposed that all new schemes proposed for inclusion within future iterations of the TDP should be assessed using the Department for Transport's Early Sifting and Assessment Tool (EAST). EAST is a decision support tool that quickly summarises and presents evidence on options in a clear and consistent format. It provides decision-makers with relevant, high level, information to help them form an early view of how options perform.
32. EAST has been designed so that it can be applied without having to obtain detailed evidence. This flexibility allows options to be considered at an early stage of development, which would be the case for schemes seeking entry within the TDP. Furthermore, EAST is consistent with Transport Business Case principles in that the issues respondents are asked to consider when assessing the economic impact of schemes are the same as those they will need to address in a more detailed way in a full Transport Business Case.
33. The areas assessed within EAST are presented in Appendix 3. Assessment generally uses a *scale of impact* (for example, low to high or red to green, or cost thresholds) and also provides for supporting text to be input. Within the Strategic Case element of the EAST assessment (Appendix 3) there is an opportunity to assess fit with "other objectives" and it is here where a schemes fit with TDP objectives can be assessed.
34. An area that is lacking from the Economic Assessment of EAST and which is recommended to be included as a local augmentation to EAST is employment growth. Recent years have seen a number of new funds created that identify employment creation as a key criteria in bid assessment (e.g. Regional Growth Fund, Local Sustainable Transport Fund, Highways Agency Pinch Point Fund, Local Pinch Point Fund). It is proposed that employment growth is added as a new assessment line within the Economic Assessment, with the number of directed and indirect jobs expected to be created as a consequence of the scheme identified.
35. EAST assessments of schemes will be reported to the TfSH Joint Committee recommending scheme for inclusion within the TDP.

Conclusion

36. The attached TDP sets out a clear programme of transport schemes that have been identified and assessed through a robust evidence-based process, underpinned by a clear approach to delivery focussed on strengthening our urban areas, the role of our international gateways and supporting our economic assets.

37. The process demonstrates a strong role for consultation across sectors, which has helped shape the final TDP proposed for adoption here.
38. As the interventions selected respond to transport constraints that have been identified within the context of supporting economic growth, and as the emerging schemes that will be taken forward show the potential to provide value for money, the delivery plan can also be seen as an investment plan, which will provide a return on that investment.
39. This plan and the work that has fed into it provides TfSH with a strong position from which to make a compelling case for investment in the area, and provides TfSH and its partners with clarity on the delivery priorities moving forward.
40. This delivery plan provides TfSH with the flexibility and agility to pursue funding opportunities, as they emerge. We are able to demonstrate a clear understanding of current and future transport constraints within the context of planned growth and evidence a robust process that has identified solutions.

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.