



Item 9

Report to Solent Transport

Date: 24 June 2015

Report by: John Rider

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Subject: Local Sustainable Transport Fund Update

1. Summary

1.1 The following decisions are sought:

That the Joint Committee:

- Notes the final outturn expenditure for the Local Sustainable Transport Fund programme, in particular the fact that Solent Transport was successful in claiming all the available grant;
- Notes the final position with regards delivery and the comparison between the original and outturn programmes;
- Commends the partner authorities in managing and delivering a £17million programme within 0.5% of the original budget; and
- Encourages the Solent Transport Senior Management Board to take action in discussion with the Programme Manager to identify the necessary resources to undertake a final set of telephone interviews in Autumn 2015 to complete the monitoring programme.

2. Reason

2.1 The Solent Transport Authorities are required to deliver a large and comprehensive programme of sustainable transport initiatives in accordance with Local Sustainable Transport Fund grant conditions.

3. **Other Options Considered and Rejected**
 - 3.1 Taking no action.
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 Jacqui Rayment
Vice Chairman
Solent Transport**

On behalf of

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



Agenda Item 9

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Subject: Local Sustainable Transport Fund Update

Purpose of the Report

To update Members on progress in delivering the large Local Sustainable Transport Fund (LSTF) funded project A Better Connected South Hampshire. The report builds on updates provided at previous Joint Committee meetings.

Recommendations

1. That the Joint Committee:
 - Note the final outturn expenditure for the Local Sustainable Transport Fund programme, in particular the fact that Solent Transport was successful in claiming all the available grant;
 - Note the final position with regards delivery and the comparison between the original and outturn programmes;
 - Commend the partner authorities in managing and delivering a £17million programme within 0.5% of the original budget; and
 - Encourage the Solent Transport Senior Management Board to take action in discussion with the Programme Manager to identify the necessary resources to undertake a final set of telephone interviews in Autumn 2015 to complete the monitoring programme.

Introduction

1. Since the last update in October, progress has been made across all the key delivery areas:
 - a) Scheme delivery (including Smart Ticketing);
 - b) Marketing and communications;

- c) Monitoring and evaluation;
 - d) Legacy planning; and
 - e) Budget and finance.
2. As of 31 March 2015, funding for the programme ceased. The final grant claim was submitted to DfT on 29 April 2015.

Scheme Delivery

3. Table 1 compares the original and outturn programme delivery by major workstream.

	Capital		
	Outturn	Bid	Variance
Real Time Information	£ 2,086,998	£ 2,089,377	-0.11%
Legible Cities/Wayfinding	£ 562,655	£ 600,000	-6.22%
Physical Interventions	£ 5,656,410	£ 4,064,313	39.17%
Smart Ticketing	£ 3,450,168	£ 5,000,000	-31.00%
	£ 11,756,231	£ 11,753,690	0.02%

	Revenue		
	Outturn	Bid	Variance
Behaviour Change	£ 5,615,684	£ 5,640,666	-0.44%
Monitoring & Evaluation	£ 340,727	£ 313,500	8.68%
Programme Management	£ 143,994	£ 130,654	10.21%
	£ 6,100,405	£ 6,084,820	0.27%

Table 1 – LSTF Programme Delivery by workstream (Bid -v- Outturn)

4. Overall, the programme was delivered broadly in line with the bid, which is both (i) a reflection of how well developed the original bid was and (ii) how effectively the partner authorities managed and delivered the programme.
5. The only significant change to the programme was in relation to a transfer of funds from Smart Ticketing to Physical Interventions. The Solent Go card was delivered significantly under budget, which allowed greater expenditure on physical schemes, many of which supported the Solent Go investment (bus priority measures, public realm improvements).

6. Table 2 presents outturn delivery by Authority, again comparing the bid and outturn positions.

Capital			
	Outturn	Bid	Variance
HCC	£ 3,623,494	£ 3,134,797	15.59%
PCC	£ 1,914,583	£ 1,426,020	34.26%
SCC	£ 6,218,153	£ 7,192,873	-13.55%
	£ 11,756,230	£ 11,753,690	0.02%

Revenue			
	Outturn	Bid	Variance
HCC	£ 2,335,153	£ 2,853,266	-18.16%
PCC	£ 1,206,306	£ 1,089,837	10.69%
SCC	£ 2,558,945	£ 2,141,717	19.48%
	£ 6,100,405	£ 6,084,820	0.27%

Table 2 – LSTF Programme Delivery by Authority (Bid –v- Outturn)

7. Variations between bid and outturn capital expenditure are solely accounted for by the reduction in Smart Ticketing budget (delivered by Southampton City Council), which was re-distributed evenly across the three partner authorities.
8. Variations in revenue expenditure between the bid and outturn position are more difficult to ascribe. There are three principal reasons for the change between bid and outturn expenditure:-
- (i) Delivery of the My Journey marketing campaign was shared more evenly rather than all delivered through Hampshire as originally planned;
 - (ii) Southampton City Council led on delivery of the full Sustrans support package rather than each Authority procuring its share; and
 - (iii) The majority of the monitoring programme was delivered by Southampton City Council rather than through Hampshire County Council.

Marketing and Communications

9. Solent Transport delivered a comprehensive marketing strategy across the three years of the programme. Campaign highlights include:-
- The base level of no joined up information about sustainable travel in the area has progressed to a popular and recognised brand with awareness levels in Southampton at 57%, Portsmouth 45% and the smaller towns of Hampshire 23%. Having just one brand across these authorities has made it easier for people to engage with Solent Transport and this may ultimately lead to a change in travel behaviour;
 - Around 200,000 people have visited the sustainable travel website throughout the duration of the programme;
 - 34,515 people have pledged a journey or regular journeys, resulting in a estimated saving of 550,429 miles of car travel;
 - 36% of people who complete the online poll tell us My Journey has helped them use their car less;
 - Solent Transport has talked to 60,000 people at events about sustainable travel and how it can work for them;
 - Solent Transport's work has been recognised by the marketing industry:-
 - Silver award from the Chartered Institute of Public Relations for best public sector campaign;
 - Finalist for the Best Marketing campaign 2014;
 - Three of its marketing campaigns are shortlisted for best Public Sector Marketing Campaign of the Year 2014;
 - The Pledge campaign was shortlisted for the best marketing campaign by the Local Sustainable Transport Fund 2014;
 - Solent Go was shortlisted for Best Product Innovation by the National Transport Awards and Southampton was Transport City of the Year 2013 and Portsmouth Highly Commended in 2014.
10. A final video has been prepared highlighting the main programmes and activities:-

https://www.youtube.com/watch?v=z3e_E9eeYXM

Monitoring and Evaluation

11. A presentation on the 2013/14 delivery programme and emerging evaluation outputs was made at the last Joint Committee meeting.
12. The final output report needs to be delivered online by the end of June and the final evaluation report will be prepared by the end of the year, following completion of the final set of telephone interviews scheduled for Autumn 2015.

13. Members should be aware that due to problems in securing financial agreement around procurement and the desire to claim the full amount of LSTF grant, funding for the final set of telephone interviews was diverted to other behaviour change projects. Consequently there is no funding currently available to deliver the final set of telephone interviews.
14. There remains a strong need to undertake the surveys in order to complete the evaluation of the LSTF project. The main change we anticipate is a behavioural one i.e. people more willing to consider walking and cycling and saying that they intend to do so. This is a crucial first step in actually affecting a modal shift and these surveys will provide us with quantitative evidence to show that the change in attitudes has taken place.
15. A variety of options are being progressed to secure funding and members are encouraged to ensure that everything possible is done to make sure the survey programme is completed.

Legacy Planning

16. A Lessons Learnt report has been prepared and is included with this report along with the full Lessons Learnt log.

Budget and Finance

17. Table 3 presents the final outturn expenditure by year:-

Capital				
	2012/13	2013/14	2014/15	Total
HCC	£ 981,732	£ 800,592	£ 1,841,170	£ 3,623,494
PCC	£ 213,430	£ 275,141	£ 1,426,012	£ 1,914,583
SCC	£ 757,710	£ 1,954,915	£ 3,505,528	£ 6,218,153
Total	£ 1,952,872	£ 3,030,649	£ 6,772,710	£ 11,756,231
Grant	£ 1,953,204	£ 5,784,547	£ 4,016,249	£ 11,754,000
Variance				£ 2,231

Revenue				
	2012/13	2013/14	2014/15	Total
HCC	£ 447,625	£ 1,038,781	£ 848,747	£ 2,335,153
PCC	£ 108,334	£ 401,415	£ 696,557	£ 1,206,306
SCC	£ 464,345	£ 1,041,158	£ 1,053,443	£ 2,558,945
Total	£ 1,020,304	£ 2,481,354	£ 2,598,747	£ 6,100,405
Grant	£ 1,020,137	£ 3,117,724	£ 1,946,139	£ 6,084,000
Variance				£ 16,405

Table 3 Better Connected South Hampshire LSTF programme - Outturn expenditure by year

18. The final programme was delivered within 0.02% of the capital budget and 0.27% of the revenue budget. This outcome is no doubt a reflection of (i) how well developed the original bid was and (ii) how effectively the partner authorities managed and delivered the programme.
19. A key legacy of this project will be to demonstrate to DfT and others the capability of Solent Transport as a body able to deliver large and complex programmes of work across authority boundaries on time and on budget.

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

Lessons Learnt Report

Report included with papers