

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member – Environment and Transport |
| Date: | 11 September 2012 |
| Title: | North Hampshire Transport Evidence Base |
| Reference: | 4212 |
| Report From: | Director of Economy, Transport and Environment |

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1. Executive Summary

1.1. The purpose of this paper is to outline the proposed approach to developing a transport evidence base to support transport scheme development within the Enterprise M3 LEP area.

1.2. This paper seeks to

- set out the background context to the proposed study work;
- outline the proposed further that is considered necessary to ensure a comprehensive transport evidence base is in place to support development of major transport schemes within the Enterprise M3 Local Enterprise Partnership area;
- consider the finance for the project and the impact on the budget;
- outline the proposed stakeholder engagement for the work;
- outline the proposed way forward for this work.

2. Contextual information

2.1. The current government has placed an increasing emphasis at a national and more local level on supporting economic growth and job creation. As part of this agenda, new partnership arrangements between the public and private sectors have been promoted, most notably Local Enterprise Partnerships (LEPs). This is facilitating a new framework for transport scheme funding and prioritisation, particularly for major transport improvements, which are seen as integral to support opportunities for development and economic growth.

2.2. In line with this process, central government is intending to devolve funding for major transport schemes to the local level, through the formation of democratically accountable Local Transport Bodies (LTBs). As transport

infrastructure is seen as a key facilitator of economic growth, the Government is seeking to ensure that local major transport schemes are supportive of, and that transport funding and decision-making are aligned with, local economic growth ambitions as set by Local Enterprise Partnerships (LEPs). For the central and northern area of Hampshire, the relevant LEP is the Enterprise M3 LEP, which also covers western Surrey.

- 2.3. The primary role of LTBs would be to agree, manage and oversee the delivery of a programme of transport schemes beyond 2015 and up to, as a minimum, 2018-19. The area covered by the LTB is to be agreed locally, but government envisage they will cover a single LEP as a minimum.
- 2.4. The process will involve agreeing a programme of schemes within an indicative range of devolved funding, involving scoping, prioritising and then agreeing with Government. The LTB will need to prioritise schemes on a clear basis that is agreed locally. This will need to be well-evidenced, robust and transparent. The programme will need to demonstrate a fit with strategic growth, promote sustainable development, reduce carbon emissions, and be consistent with relevant Local Transport Plans. It is understood that the forward programme of schemes would need to be agreed by the LTB early in 2013, before submission to the Department for Transport (DfT) in April 2013. Once a programme has been agreed, there will also be a need to further develop robust business cases for prioritised transport schemes.

Short-term work priorities, 2012/13

- 2.5. The current transport modelling capability for the Enterprise M3 LEP area of Hampshire is not comprehensive, with models currently only developed for particular schemes, or in relation to local plan development. A comprehensive and consistent evidence base for the area is required in order to develop a prioritised programme of schemes, and the accompanying robust business cases. However, there is a more immediate need to help inform LTB decisions on scheme priorities in advance of submission to DfT in April 2013. Within this timescale, it will not be possible to develop the comprehensive transport and economic model covering the whole LEP area. In this context, a study to help inform the Hampshire major Scheme prioritisation process has been initiated.
- 2.6. The study, being carried out over the next 6 months, focuses on developing a prioritised programme of major transport schemes for the Hampshire area of the Enterprise M3 LEP that can be delivered from 2015. In particular it is:
 - assessing the currently available transport evidence base;
 - identifying current barriers to economic growth;
 - appraising and prioritising proposed major transport schemes against a common framework; and
 - engaging with key stakeholders on aspirations and proposals.
- 2.7. In order to meet the tight timescales for delivery of the study by January 2013, and to ensure that an appropriate level of technical expertise is available, the resources of an external consultant have been secured through the IESE

procurement framework to deliver this study. The study is being managed by the Strategic Transport Team, with relevant input from Economic Development colleagues.

Medium-term work priorities, 2013-15

- 2.8. In parallel with the Major Scheme Prioritisation Study, and in partnership with Surrey County Council and the Enterprise M3 LEP, it is intended that a more comprehensive and consistent evidence base shall also be scoped and further developed for the whole LEP area. This will allow for the preparation of future detailed transport business cases, and help secure new funding opportunities. Outputs from the Major Scheme Prioritisation study, together with existing information in Surrey, will help to scope work on this more comprehensive evidence base, currently planned to be a strategic transport and local economic impact model. This would build on best practice and lessons learnt from elsewhere, including the development and use of the Transport for South Hampshire Sub-regional Transport Model (SRTM).
- 2.9. In order to achieve best value for money, existing transport and economic data will be used where possible to feed into this work. However, to develop a comprehensive evidence base that meets appropriate best practice standards (including Department for Transport WebTAG standards), new transport survey work will most likely be necessary. It is proposed that this would be undertaken in Spring and Autumn 2013. Development of the base models would follow this survey work, with the model ready for use in testing of major schemes from mid 2014.
- 2.10. Given the scope of work and expertise required, it is proposed that external consultants are procured for delivery of the survey and model work. This process would be managed in partnership with key funding partners.
- 2.11. In developing the evidence base, it will be necessary to recognise that transport planning being carried out for other LEP areas will also have an influence. For example, in the eastern area of the New Forest, there is cross over in the boundaries between the Enterprise M3 LEP and the Solent LEP in the Waterside area. Also, the southern areas of Test Valley, Winchester, and East Hampshire are within the Solent LEP, whilst the northern areas of these districts are within the M3 Enterprise LEPs. There are also linkages to the Dorset LEP area. In these instances, there will need to be an understanding of the transport evidence base development of relevance to the Enterprise M3 LEP area, and appropriate liaison on emerging transport priorities.

3. Finance

- 3.1. The costs for undertaking the Major Scheme Prioritisation Study, and scoping for development of a more comprehensive evidence base, are being met from the Major Studies budget for the 2012/13 financial year. The forecast cost for development of the more comprehensive strategic transport evidence base will be further developed over the next six months. However, based on

experience from elsewhere, particularly the development of the SRTM, the outline cost is in the order of £1 million for development of relevant strategic models, with the majority of this cost falling within the 2013/14 and 2014/15 financial years. This would include costs associated with model development – among them the cost of comprehensive survey data. It is proposed that early engagement with the LEP, Highway Agency, Network Rail, Surrey County Council, and other key stakeholders is sought to determine the funding contributions for this work stream. These discussions will confirm the level of funding required from Hampshire study budgets for 2013/14 and 2014/15 to progress this work, and inform the programming between these two financial years.

- 3.2. It is expected that development of a comprehensive transport evidence base for North and Central Hampshire will put the County in a stronger position to bid for monies for major transport schemes in the area. This is in a similar way to that which has happened in South Hampshire, where the SRTM has been key in securing significant new funds, including £18 million for transport improvements from the Department for Transport's Local Sustainable Transport Fund. In this context, the initial proposed outlay of funds is seen as good value, especially given that it will allow for effective business case development, which in turn will help to secure funds for major transport schemes supporting Hampshire's economic growth.

4. Stakeholder Engagement

- 4.1. In order to secure strategic transport investment of benefit to the Hampshire economy, there is a need to work closely with both transport infrastructure providers, and those users that are to benefit from any improvements.
- 4.2. For the Major Scheme Prioritisation Study, stakeholder workshops have been organised, with invitations being made to key transport infrastructure providers, including Network Rail, Highways Agency, and representatives of the bus industry, as well as representatives from Hampshire business through the Enterprise M3 LEP, district/borough councils, and public transport user groups. The workshops will be chaired by the Executive Member for Environment and Transport.
- 4.3 For the evidence base development, it is proposed that a technical working group is set up to develop the study. This will ensure buy-in from key partners and ensure that relevant data is fed into the work. It is proposed that representatives of key partner organisations including the Highways Agency, the public transport industry, and Surrey County Council are invited onto the working group. It is also proposed that regular updates are given to relevant LEP groups on progress, with the outline scope to be presented to the LEP Transport Group this Autumn.

5. Future direction

- 5.1. it is recognised that the detailed scope for development of the comprehensive evidence base will need to be further refined over the next 6 months. In

particular, it will need to be responsive to final central government guidance on the formation, role and powers of LTBs, including confirmation on the geographical extent of their areas. The scope of work will also need to take account of the further engagement with key stakeholders, particularly on funding contributions.

6. Recommendations

- 6.1. That approval be given to the outline scope and timescales for the development of a more strategic transport evidence base covering the Enterprise M3 LEP area.
- 6.2. That authority be given to undertake early engagement with key stakeholders on the more detailed scoping and funding required to develop the evidence base.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

| | |
|---|-----|
| Hampshire safer and more secure for all: | Yes |
| Corporate Improvement plan link number (if appropriate): | |
| Maximising well-being: | Yes |
| Corporate Improvement plan link number (if appropriate): | |
| Enhancing our quality of place: | Yes |
| Corporate Improvement plan link number (if appropriate): | |
| OR | |
| This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because: | |
| <i>NB: Only complete this section if you have not completed any of the Corporate Strategy tick boxes above. If it is not applicable, please delete.</i> | |

NB: If the 'Other significant links' section below is not applicable, please delete it.

Other Significant Links

| | | |
|--|------------------|-------------|
| Links to previous Member decisions: | | |
| <u>Title</u> | <u>Reference</u> | <u>Date</u> |
| | | |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <u>Date</u> | |
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Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

| | |
|-----------------|-----------------|
| <u>Document</u> | <u>Location</u> |
| None | |

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area , 1.4 - Developing Hampshire's Highways Network and Transport System, can be found at <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2 Impact on Crime and Disorder:

- 2.1 Negligible impact.

3 Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The proposed study work will allow for the review and appraisal of proposed major transport schemes. This will include allowing for a more thorough assessment of the forecast impact on the environment and carbon emissions.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

See above.