



## Item 6

### Report to Solent Transport

**Date:** 24 June 2015

**Report by:** Philip Marshall

**tel:** 01962 847122

**email:** philip.marshall@hants.gov.uk

**Subject:** Solent Transport Business Plan 2015-16

#### 1. Summary

1.1 The following decisions are sought:

- (a) That the Joint Committee approves the Solent Transport Business Plan 2015-16.
- (b) That 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.

#### 2. Reason

2.1 This report proposes a 2015-16 Business Plan (provided as the Appendix to this report), as required by the Solent Transport (Transport for South Hampshire and Isle of Wight) constitution and to provide the direction for Solent Transport over the next Business Planning cycle.

#### 3. Other Options Considered and Rejected

3.1 Taking no action – This option is rejected as the constitution requires an up to date Business Plan and it is essential to provide the necessary direction and guidance to the work of the Solent Transport Partnership.

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 6

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**Subject:** Solent Transport Business Plan 2015-16

#### Purpose of the Report

This report proposes a 2015-16 Business Plan (provided as an Appendix to this report), as required by the Solent Transport (Transport for South Hampshire Isle of Wight) constitution and to provide direction for Solent Transport over the next Business Planning cycle. The Business Plan is reflective of the policy and funding context, which continues to evolve.

#### Recommendations

- 1. That the Joint Committee approves the Solent Transport Business Plan 2015-16.**
- 2. That 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.**

#### Introduction

1. Since the 2013-2015 Business Plan was written and adopted, change has been a continuing theme. There has been a significant move towards devolved funding for transport, initially through the establishment of Local Transport Bodies and more recently through Local Growth Deals. In 2013, the Coalition Government outlined its overall funding proposals for 2015 onwards. These show a commitment towards increasing generic funding for strategic transport

infrastructure over this period and maintaining other transport budgets at existing levels.

2. Further change is likely to be a continuing theme looking forwards. Within a week of the election, the new Conservative Government has already outlined devolution opportunities for City Regions. There will also be a spending review during Summer 2015, which could have implications for transport funding. Given these short term uncertainties, a one year Business Plan is proposed for 2015-16.

### **2013-15 Work Programme**

3. The work programme, as set out in the previous Business Plan has generally been successfully delivered. A summary of project delivery is provided in Section Three of the attached Business Plan. Key elements of delivery include:
  - (a) Programme manage the successful delivery of the *A Better Connected South Hampshire* Local Sustainable Transport Fund (LSTF) project including the delivery of the Solent Go multi-operator, multi-mode public transport smartcard;
  - (b) Programme manage the successful delivery of the Better Bus Area Fund (BBAF) project;
  - (c) Produce a Public Transport Delivery Plan;
  - (d) Continued management and maintenance of the Sub-Regional Transport Model (SRTM) to enable use for bidding activity, including its extension to fully cover the Isle of Wight;
  - (e) Successful support for the work of the Solent Local Transport Body;
  - (f) Responding to funding opportunities, including supporting and co-ordinating strategic bids; and
  - (g) Review of Communications, including re-branding of Transport for South Hampshire Isle of Wight as Solent Transport.

### **Keeping Ahead**

4. Solent Transport has been successful over many years at keeping ahead of the game and the period covered by the last Business Plan has arguably seen more change than any other time in the Partnership's lifetime.
5. Since the 2013-15 Business Plan was published, there has been a further move towards devolved and un-ring fenced transport funding. This was initially through the devolving of Local Major Transport Funding on a formula basis to Local Transport Bodies, but this was superseded by Local Growth Deals with Local Enterprise Partnerships (LEPs), to support the delivery of local priorities for transport, skills and housing, to support sustainable economic growth. Local Growth Deal funding is un-ring fenced and there is now a much greater emphasis than before on demonstrating how transport investment

supports economic growth. Although the Solent LEP is responsible for securing Local Growth Deal funding for the area, Solent Transport's Sub Regional Transport Model has had an important role providing the necessary transport evidence base in support of scheme Business Cases.

6. In 2013, the Coalition Government outlined its proposed spending programme for the 2015/16 to 2020/21 six year period in the HM Treasury's *Investing in Britain's Future* report. This included a total of £12 billion for Local Growth Deals. Around half of that funding has now been allocated and locally, the Solent LEP has secured over £150million of investment and a substantial proportion of this funding is for transport schemes. It is anticipated that further bidding rounds will take place after this summer's Spending Review for the unallocated Growth Deal funding. The SRTM will continue to have an important role providing the evidence for future Growth Deal scheme Business Cases.
7. *Investing in Britain's Future* also highlighted the Government's commitment to funding strategic road and rail infrastructure. This includes a significant increase in funding for the Strategic Road Network (SRN) between 2015/16 and 2020/21 and maintenance of existing funding levels for strategic rail investment over the same period. From 1 April 2015, Highways England has been established as a Government owned company taking over the Highways Agency's responsibility for managing the SRN. Investment in the SRN is now defined in five year Road Investment Strategy (RIS) periods on a similar basis to Network Rail's Control Periods for rail investment.
8. The 2014 Autumn Statement defined the investment programme for RIS1 (2015-2020) and the first year of RIS2 (2020-2025). This includes substantial investment on the SRN in the Solent, including targeted capacity improvements and the application of Smart Motorways on sections of the M3 and M27 Motorways. Highways England is also proposing to invest in the local road network, where this will benefit the operation of the SRN. This includes capacity improvements to the Eastern Access into Southampton and at Redbridge Roundabout. The total investment proposed by Highways England in the Solent is anticipated to be between £400million and £800million. The SRTM will be a key tool to be used to support feasibility work on these schemes and detailed business cases.
9. Looking forwards, Solent Transport has an important role working with key partners to support sustainable economic growth in the short, medium and longer term. This includes supporting the work of the Solent Strategic Land and Infrastructure Board (SSLIB) and the Partnership for Urban South Hampshire (PUSH) Spatial Strategy Review. A key part of this work will be to help develop the *Solent Transport Investment Plan*.

10. The SSLIB was established through the Solent Growth Deal and is chaired through the Cabinet Office. It is responsible for developing a *Land Asset Strategy*, which will identify public sector land that can be released for better economic use, including the likely timetable for release. The *Solent Transport Investment Plan* will support the *Land Asset Strategy* by identifying the transport interventions that will be required to support the regeneration and redevelopment of these sites.
11. Running in parallel with the SSLIB is the PUSH Spatial Strategy Review, which will identify the overall location for new development within the Solent over the period to 2036 at a strategic level. This work will then inform the next iteration of Local Plans, which will be developed by the Solent's Local Planning Authorities. It is intended that the SRTM will be used as a transport and land use evidence base to support the Spatial Strategy Review and help identify the transport interventions that will be required to support the preferred Spatial Strategy, for inclusion within the *Solent Transport Investment Plan*.
12. However, in addition to identifying the transport interventions that will support regeneration and development within the Solent, the *Solent Transport Investment Plan* also has a wider role to identify the wider strategic transport improvements that are required to maintain and enhance the competitiveness of the Solent economy. This includes improved connectivity to other parts of the UK and the world.
13. On the rail network, the soon to be published Wessex Route Study will define Network Rail's long term investment plan, starting with the development of detailed investment proposals for Control Period 6 (CP6) (2019-2024). The start of CP6 also coincides with the start of the new South West Trains franchise. The specification of that franchise, alongside appropriate infrastructure improvements in the Route Study, is important to ensure rail plays a more important role in the Solent, particularly for east to west movements.
14. With a new Government further change is likely. The Summer 2015 Spending Review may lead to funding opportunities. Solent Transport will keep abreast of any developments and working with key partners, seek to bid for funding, where this would be beneficial. One new potential Government funding stream already identified is the Low Emission Bus Scheme. Solent Transport will work with the South Hampshire Bus Operators' Association and the Local Transport Authorities to identify the most appropriate way to bid for funding.
15. Finally, the LSTF project delivered the Solent Go public transport smartcard. Solent Transport has an ongoing responsibility to administer Solent Go and will also be working with SHBOA and other public transport operators to further enhance Solent Go products.

16. To summarise, consideration of transport issues at a strategic level both within the Solent and for connectivity to and from elsewhere is as important as ever. Solent Transport's SRTM is a key evidence base to support much of this work and its proposed upgrade is key priority during the life of the 2015/16 Business Plan.

### Work Plan for 2015/16

17. In consideration of the above changing context and opportunities, the table below sets out the key areas of work proposed for 2015-16 Business Planning period. Further detail on these areas of work is available in Section seven of the attached Business Plan.

1	Manage and maintain the SRTM and deliver 2015 upgrade.
2	Provide strategic transport intelligence and advice to the Solent LEP, through the work of the Solent Strategic Land & Infrastructure Board and Land, Property and Infrastructure Delivery Panel.
3	Provide strategic transport intelligence and advice to PUSH, including support for the Spatial Strategy Review.
4	Provide input into the development of the <i>Solent Transport Investment Plan</i> as the comprehensive transport plan for the Solent area to replace the Transport Delivery Plan.
5	Respond to any emerging funding opportunities by supporting and coordinating strategic bids.
6	Work with Network Rail and Train Operators to improve East to West rail connectivity in the Solent.
7	Work with SHBOA to develop a strategic Solent wide bid for the Low Emission Bus Scheme.
8	Continue administration and retail responsibilities for Solent Go smartcard and work with SHBOA and other public transport operators to further develop Solent Go products.
9	Provide support to Highways England through the SRTM for the development of RIS1 schemes, including Smart Motorways.
10	Complete the revised Solent Transport website.
11	Support legacy work for the LSTF project.
12	Administrate and co-ordinate the Solent Transport website.
13	Administrate, co-ordinate and develop the Senior Management Board and Strategy Working Group.
14	Manage application uses of the SRTM.

### Conclusion

18. The Solent Transport partnership has continued to adapt to change over recent years and will need to continue to evolve to reflect the changing environment. However, despite this change, the need to consider transport strategically across boundaries both within and beyond the Solent is as important as it's ever been to support sustainable economic growth. Solent Transport has a key role providing this strategic transport intelligence, including a comprehensive transport and land use evidence base through the

SRTM and good relationships with the key partners and stakeholders responsible for delivering schemes and interventions.

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*