

DECISION-MAKER:	CABINET		
SUBJECT:	ESTABLISHMENT OF SOLENT TRANSPORT		
DATE OF DECISION:	21 JANUARY 2014		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Frank Baxter	Tel: 023 8083 2590
	E-mail:	frank.baxter@southampton.gov.uk	
Director	Name:	Stuart Love	Tel: 023 8091 7713
	E-mail:	stuart.love@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY
NOT APPLICABLE

BRIEF SUMMARY

This report seeks to ratify the decision by the Transport for South Hampshire Isle of Wight (TfSHIoW) Joint Committee and Solent Local Transport Body to merge into a new Joint Committee, Solent Transport. The report also seeks ratification to the TfSHIoW Business Plan 2013-15.

RECOMMENDATIONS:

- (i) To ratify the creation of a new proposed Joint Committee, named 'Solent Transport', to replace the existing joint committees of Transport for South Hampshire Isle of Wight (TfSHIoW) and the Solent Local Transport Body (LTB).
- (ii) To ratify the TfSHIoW Business Plan 2013-15.

REASONS FOR REPORT RECOMMENDATIONS

1. It is necessary for the constituent local authorities of the TfSHIoW Joint Committee to ratify all constitutional decisions. These recommendations are therefore necessary to establish the new 'Solent Transport' Joint Committee and to ratify the TfSHIoW Business Plan 2013-15.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. **Do Nothing**
It would be possible to retain the TfSHIoW Joint Committee and Solent LTB. However, this would not allow the benefits of combining the two bodies to be realised, including providing a single strategic transport partnership interface for the area, synergising work programmes and realising efficiencies.
3. **Creation of 'Solent Transport' as a recommendatory body**
The Solent Local Enterprise Partnership (LEP) is a member of the Solent LTB and it is intended that it would be a member of the new 'Solent Transport' Joint Committee. The LEP is not currently allowed to vote on local government decision making bodies. The government is aware of this issue

and is likely to bring forward primary legislation to address this issue. In the meantime, it would be possible to create 'Solent Transport' as a recommendatory body. However, this would require ratification of all decisions by the constituent local authorities. It is therefore intended to create 'Solent Transport' once primary legislation changes allow the LEP full voting rights on a local government decision making body. In the meantime, the TfSHIoW Joint Committee and Solent LTB can continue to operate and meet as necessary.

DETAIL (Including consultation carried out)

4. In 2012 the Department for Transport (DfT) published guidance on the establishment of Local Transport Bodies (LTBs). These new bodies, covering individual or combinations of LEP areas were to be charged with prioritising transport schemes and managing a programme funded through the DfT's devolved local major transport schemes funding.
5. In February 2013, LTBs had to submit an Assurance Framework for DfT approval setting out how they propose to comply with guidance. Following assessment, the Solent LTB Assurance Framework was approved by the DfT and the body was subsequently formally established with a single purpose to prioritise transport schemes for, and manage, a devolved local major transport scheme fund. The Solent LTB is separate and distinct from TfSHIoW, which has been in existence since 2007 and has a wider remit covering strategic transport planning, evidence base development, bidding, programme management, and public transport operations in partnership with the South Hampshire Bus Operators Association (SHBOA).
6. The full membership of TfSHIoW comprises Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council, whereas the full membership of the LTB comprises the aforementioned and also the Solent LEP and Partnership for Urban South Hampshire (PUSH). In both partnerships, each member organisation has a single vote.
7. The 2013 Spending Review set out plans to devolve a range of funding sources, including the local major transport schemes fund within a single, un-ring-fenced, Local Growth Fund (LGF). The LGF will be distributed via Local Enterprise Partnerships who will determine how funding is invested.
8. Whilst the wider activities of TfSHIoW and the single function of the Solent LTB are separated out, it is felt that there are good reasons for combining the two bodies to provide a single strategic transport partnership interface for the area, to synergise work programmes, and to realise efficiencies. In October 2013, both the TfSHIoW Joint Committee and Solent LTB made recommendations to close and create a new Joint Committee entitled 'Solent Transport'.
9. It is intended to delay creation of the 'Solent Transport' Joint Committee until primary legislation permits LEPs to have full voting rights on local government decision making bodies. This is explained in more detail in paragraph 3.
10. In June 2013, the TfSHIoW Joint Committee recommended adoption of the TfSHIoW Business Plan covering the period from 2013-15 and that the constituent authorities ratify this through their own decision making process. The TfSHIoW Business Plan, seeks to position the partnership to work within

the rapidly changing policy and funding landscape, especially in relation to transport infrastructure funding.

11. Through both the TfSHloW Joint Committee and Solent LTB meetings, a number of important stakeholders have either had direct involvement in the decision making process to create the new 'Solent Transport' Joint Committee and the adoption of the TfSHloW Business Plan 2013-15. This includes all highway authorities in the Solent area, the Solent LEP, District Councils, Network Rail, Highways Agency and the South Hampshire Bus Operators Association (SHBOA).

RESOURCE IMPLICATIONS

Capital/Revenue

12. The City Council currently contributes £40,000 of revenue funding per annum to support TfSHloW and £10,000 to support the Solent LTB. This funding is from existing budgets and is intended to remain at current levels of £50,000 once the 'Solent Transport' Joint Committee is established.
13. TfSHloW has been very successful at securing significant levels of Government capital and revenue funding for a range of transport projects, well in excess of the cost of its operation.

Property/Other

14. None.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

15. Local Government Acts 1972 and 2000 and the Localism Act 2011 (general power of competence).

Other Legal Implications:

16. None.

POLICY FRAMEWORK IMPLICATIONS

17. The City of Southampton Local Transport Plan 3 includes a South Hampshire Joint Strategy. The principle of joint working across the Solent area on strategic transport issues through TfSHloW is supported by the City Council's policy framework.

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	None
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Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	TfSHIoW Business Plan available at http://documents.hants.gov.uk/transport-for-south-hampshire/tfshlowbusinessplan2013.pdf	
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