

# Public Document Pack



## NOTICE OF MEETING

<b>Meeting</b>	Solent Transport Joint Committee
<b>Date and Time</b>	Thursday, 12th July, 2018 10.00 am
<b>Place</b>	West Wing Conference Room, Civic Centre, Southampton
<b>Enquires to</b>	<a href="mailto:democratic.services@southampton.gov.uk">democratic.services@southampton.gov.uk</a>

John Coughlan CBE  
Chief Executive  
Hampshire County Council

John Metcalfe  
Chief Executive  
Isle of Wight Council

David Williams  
Chief Executive  
Portsmouth City Council

Richard Crouch  
Interim Chief Executive  
Southampton City Council

## FILMING AND BROADCAST NOTIFICATION

**This meeting may be recorded and broadcast by the press and members of the public.**

## AGENDA

### 1. APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

### 2. DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

### 3. STATEMENT FROM THE CHAIR

### 4. DEPUTATIONS

To receive any deputations notified under Standing Order 12 of the Solent Transport Committee constitution.

**5. MINUTES OF PREVIOUS MEETING (INCLUDING MATTERS ARISING)**  
(Pages 1 - 8)

To approve and sign as a correct record the Minutes of the meetings held on 11<sup>th</sup> October, 2017 and to deal with any matters arising.

**6. RESPONSES TO STRATEGIC ROAD AND RAIL CONSULTATIONS**  
(Pages 9 - 14)

To consider the report of the Principal Transport Planner, Solent Transport, detailing a summary of responses submitted by Solent Transport during the 2017/18 year on strategic road and rail issues.

**7. SOLENT TRANSPORT BUSINESS PLAN 2018/19** (Pages 15 - 22)

To consider the report of the Solent Transport Manager detailing a 2018/19 Business Plan as required by the Solent Transport constitution and provides direction and focus for Solent Transport over the 2018/19 financial year.

**8. BUDGET UPDATE 2017/18 AND 2018/19** (Pages 23 - 28)

To consider the report of the Finance Officer, Hampshire County Council detailing the revenue budget outturn for the 201/18 financial year and to recommend approval of the revenue budget for 2018/19.

**ABOUT THIS AGENDA:**

**On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.**

**ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact [democratic.services@southampton.gov.uk](mailto:democratic.services@southampton.gov.uk) for assistance.**

# Agenda Item 5

AT A MEETING of Solent Transport held in the Council Chamber, Southampton  
City Council on Wednesday, 11th October 2017

## **Voting Members Present:**

### **Chair:**

Councillor Jacqui Rayment, Cabinet Member for Environment and Transport,  
Southampton City Council

### **Vice-Chair:**

Councillor Rob Humby, Executive Member for Environment and Transport,  
Hampshire County Council

Councillor Simon Bosher, Cabinet Member for Traffic and Transportation,  
Portsmouth City Council

Councillor Ian Ward, Executive Member for Transport and Infrastructure, Isle of  
Wight Council

## **Solent Transport Officers**

Andrew Wilson – Solent Transport Manager

## **Hampshire County Council Officers**

Adrian Gray – Head of Highways (Traffic Management)

Sue Lapham – Finance Business Partner

Dominic McGrath – Strategic Transport Manager

Jackie Taylor - Democratic and Member Services

Keith Willcox – Assistant Director, Transport

## **Portsmouth City Council Officer**

Tristan Samuels – Director of Regeneration

## **Southampton City Council Officers**

Pete Boustred – Transport Policy Team Leader

Richard Ivory – Service Director, Legal and Governance

## **ATKINS**

Marc Woodall

## **Highways England**

John Henderson

## **Interested Parties**

Department for Transport – Maureen Pullen, Dr Amin Ahmadnia

Network Rail – Alasdair Couper-Johnston

Hampshire and Isle of Wight Business Alliance – Graham Ellis

South Western Railway – Phil Dominey

## **Observers**

**Eastleigh Borough Council** – Councillor David Airey

**Gosport Borough Council** – Councillor Stephen Philpott

**Test Valley Borough Council** – Viv Messenger

### **1. APOLOGIES FOR ABSENCE**

All Members of the Joint Committee were present. Apologies were received from Clive Lane, General Manager and Director of Gosport Ferry and Neil Chapman, Managing Director of Hover Travel.

### **2. DECLARATIONS OF INTEREST**

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 6 of the City Council's Members' Code of Conduct leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 6(4) of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 4 Paragraph 13 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

No declarations of interest were received.

### **3. MINUTES OF PREVIOUS MEETING AND MATTERS ARISING**

The minutes of the meeting on the 21 March 2017 were received and noted. It was noted that Graham Ellis was present at the last meeting, and with this amendment the minutes were agreed as a correct record and signed by the Chair.

### **4. DEPUTATIONS**

There were no deputations on this occasion.

### **5. CHAIR'S ANNOUNCEMENTS**

The Chair announced that following the advertisement for the vacancy of Principal Transport Planner, interviews were currently underway. It was noted that the standard of applications had been high, and the panel were aiming to make an appointment as soon as possible.

The Chair highlighted the current consultation on the M27 Southampton Junctions Improvements Scheme which was being run by Highways England

and encouraged stakeholders to respond to this by the closing date of the 31 October.

The Chair was pleased to confirm that Go South Coast had been awarded the title of Large Bus Operator of the Year at the recent Route One Awards 2017, and the Managing Director Andrew Wickham had been awarded Manager of the Year in the large operator category. The Chair highlighted the high standard of competition from other local bus operators, and announced that Go South Coast were singled out for their customer service, innovative facilities, community relations, employee engagement, sustainable transport initiatives and passenger growth. The role of Solent Transport and its constituent authorities was seen as being essential in helping to deliver many of these projects in partnership.

The Chair also announced that First Hampshire and Go South Coast had been shortlisted in the Bus Operator of the year Category to be held in the next few days.

The full Chair's announcements are appended to these Minutes in the Minute Book.

## **6. PROPOSED MINOR REVISIONS TO SOLENT TRANSPORT'S CONSTITUTION**

In a change to the agenda, the Chair announced that Item 8 on the agenda would be brought forward in order that it could be considered prior to Item 6.

The Committee received a report detailing Proposed Minor Revisions to Solent Transport's Constitution (Item 8 in the Minute Book). The report was introduced and the Committee noted that the proposed revisions would provide greater flexibility and help to ensure the smooth running of the Committee. Members were supportive of these revisions and noted the proposal for twice yearly informal Member briefings.

The following decisions have been made:

- (a) That the Constitution of Solent Transport is revised to permit any properly appointed substitute members to attend meetings on behalf of constituent authorities rather than as currently restricted.
- (b) That Solent Transport Joint Committee support the proposed update to the Membership criteria of the Terms of Reference as set out in Annex 1 of the report and recommend the adoption of this update to the constituent Authorities of Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council. Subject to such agreement, Solent Transport Joint Committee recommends that the appointment of substitute Members is made accordingly.
- (c) That the meetings cycle be revised to two formal and two member briefings each year. For clarity, no decisions will be made at those

meetings, they are simply informal briefings. Should additional formal meetings be required to consider additional business then they will be arranged and advertised in the usual manner.

## **7. ISLE OF WIGHT TRANSPORT INFRASTRUCTURE TASK FORCE**

The Committee received a report which summarised the final report and recommendations of the Isle of Wight Transport Infrastructure Task Force (Item 6 in the Minute Book).

The Officer outlined the background to the formation of the Task Force and the scope of the Task Force which considered the transport infrastructure challenges to economic growth for the Isle of Wight. Members heard that the Task Force made a number of recommendations as a result of their study which addressed Cross-Solent Links, Island Gateways, Reducing Congestion, Sustainable Transport and Greater Use of Technology. In relation to road congestion, it was heard that there were a number of concerns around congestion in the Newport area as highlighted in paragraph 2.5 of the report. The Task Force's recommendations for reducing congestion were also highlighted. Members noted that a number of recommendations from the Task Force addressed the greater use of technology on the Island as set out in paragraph 2.7 of the report, and heard that close partnership working could enable integrated ticketing for travel and more efficient wi-fi.

The Isle of Wight Solent Transport Member, Councillor Ian Ward, spoke in support of the Task Force's report, and it was heard that the full report and recommendations as set out in Appendix 1 had been presented to the Isle of Wight Council for consideration. Councillor Ward emphasised the importance of partnership working and engagement with all transport operators in addressing the Task Force's recommendations, and supported the Task Force's views and recommendations around relieving traffic congestion. Members heard that the Task Force had considered the views of PRO-LINK in support of an Island fixed link, and their project proposal was noted. It was heard that the Council had been approached by PRO-LINK to support a study for a fixed link, but the Council had requested further information regarding this before making its decision. A discussion ensued about the viability of a fixed link, and the cost effectiveness of this was also highlighted. In conclusion, Councillor Ward reported that the report and recommendations of the Task Force had been well received by the Isle of Wight Council.

The following decisions have been made:

That the Joint Committee:

- (a) Approves Solent Transport becoming a member of the proposed Cross-Solent Partnership Board;
- (b) Approves Solent Transport continuing to work alongside Isle of Wight Council, South Western Railway and Network Rail in developing proposals to

the Department for Transport which seek to secure the long term future of the Island Line;

- (c) Approves that Solent Transport continues to work with the Solent's bus, rail and ferry operators to develop proposals to extend existing integrated ticketing schemes and multi-modal travel information systems to the Isle of Wight.

## **8. FINANCE UPDATE**

The Committee received a report which provided an update on the financial position for Solent Transport (Item 7 in the Minute Book). The report was outlined and Members noted the 2016/17 year end position for Solent Transport, and the proposed carry forward underspend to 2017/18.

Members were content with the proposed £7,000 increase in the balance brought forward from 2016/17, and noted this was to be allocated to create a small studies budget for 2017/18. The forecasted expected underspend of £51,000 for 2017/18 as a result of the current vacancy was highlighted, and reference was made to the current recruitment process to appoint to the Principal Transport Planner vacancy. It was heard that the underspend would be offset in part by Atkins commissions for Transport Delivery plan refresh and Solent Go multi-operator smartcard review.

The Joint Committee was supportive of the report and approved the recommendations.

The following decisions have been made:

That the Joint Committee:

- (a) Notes the 2016/17 year end budget position.
- (b) Approves the carry forward of balances from 2016/17 to 2017/18.
- (c) Approves the partner revenue contributions for 2017/18.
- (d) Approves the revised 2017/18 revenue budget.
- (e) Notes the initial revenue forecast for 2017/18.

## **9. UPDATE ON TRANSPORT FOR THE SOUTH EAST**

The Committee received a report which provided an update on the development of Transport for the South East, and the newly formed shadow Sub National Transport Body (Item 9 in the Minute Book).

The background to the report was explained and Members noted that the Government had aimed to boost economic growth by establishing Sub National Transport Bodies (STBs) across regions in England. It was reported that Transport for the North (TfN) had received significant funding from the Department for

Transport, and more recently the South East 7 Group had begun to develop plans to establish an STB in the South East. Members noted that plans to develop a shadow STB had been agreed last year to be known as Transport for the South East (TfSE) and paragraphs 2.2 and 2.3 of the report highlighted the development of this as well as its membership and aims. The economic importance of the South East region was also noted.

Other key areas of the report were outlined, and Members were taken through the Partnership and Governance Structure of TfSE as set out in section 4 of the report. The Strategic Priorities of TfSE were set out in section 5 of the report. It was noted that these aimed to deliver a high quality, sustainable and integrated transport system that improves productivity to grow the South East economy and compete in the global marketplace, works to improve safety, quality of life and access to opportunities and protects and enhances the South East's unique natural and historic environment.

Members noted that a Transport Strategy would be developed by TfSE, which would build upon existing evidence, with an aim to publish this in autumn 2019.

Members of the Committee and representatives in attendance, endorsed the collaborative approach and the positive partnership working, and welcomed updates of progress made by TfSE to future meetings of the Committee

The following decision has been made:

That the Joint Committee notes the emergence of the shadow Sub National Transport Body for the South East; the work to develop a Transport Strategy for the South East; and how this could compliment the work of Solent Transport.

## **10. TRANSPORT DELIVERY PLAN REFRESH PRESENTATION**

The Committee received a presentation on the Transport Delivery Plan Refresh (Item 10 in the Minute Book), which was delivered jointly by Marc Woodall from Atkins and Andrew Wilson, Solent Transport Manager.

The background to the Transport Delivery Plan which was published in 2013 was set out, as well as Atkins role in supporting the project. It was heard that a refresh of the Transport Delivery Plan was timely due to many of the transport schemes in the original plan being either delivered or committed, and the refresh would provide a fully evidence-based Transport Delivery Plan for the Solent. Members noted the PUSH planning horizon for the construction of 4,000 per annum new homes in the Solent area by 2034.

Members were taken through the presentation slides and the upgrade of the Sub Regional Transport Model (SRTM) was highlighted. It was noted that the SRTM had provided an evidence base for numerous business cases and funding bids, and some of these were listed in the presentation for information. The refresh project was outlined in detail and it was heard that the existing projects within the transport delivery plan would be reviewed and interviews had been conducted with key stakeholders to help determine whether schemes were still relevant and information held was robust. It was highlighted that there were 543 different



schemes and developments, and it was explained that these schemes were mapped by project theme and type.

A discussion ensued around the next steps for the Transport Delivery Plan and the options around the SRTM and the criteria for deciding which schemes should be in the Plan were addressed. Concern was raised that of the 543 schemes, there were only 8 with the project theme of active travel, and this was explained by the mapping of the schemes. It was felt that greater clarity was needed for future mapping, and this would be looked into. Members discussed how to add value to schemes to enable their development and delivery, and opportunities for bidding for access funds from the Department for Transport was highlighted as well as initial scheme evaluation to highlight the value and development of the scheme. Members also discussed how to forge closer working relationships with key organisations such as the Solent LEP, and it was agreed that collaborative working was essential.

The Joint Committee noted the presentation and the work done so far, and noted that further updates would be provided as work progressed.

## **11. M27 SMART MOTORWAYS PRESENTATION**

Members received a verbal update from John Henderson of Highways England providing an update on the M27 Smart Motorways. It was heard that the outline stage had now been reached and environmental, air quality and noise studies as well as planning for emergency refuges was underway. It was explained that there were 150 schemes in the outline stages until 2021, with the majority of the schemes only having outline indicators of issues and impacts at present, but detailed data would be worked through with the development partner when they come on board at the end of the month. Engagement with key stakeholders was highlighted and it was noted that feedback events had been held, and a detailed design would be formulated next year taking into account feedback and evidence collected.

Members, while supportive of the project so far, were disappointed that information regarding the schemes had not been communicated to them at an earlier stage. Members were pleased to note that the Highways England communication team would be working closely with key stakeholders going forward, and Members reinforced the message of frequent communication with the Committee to inform of key future developments.

In answer to concerns as to the non-inclusion of junction 12 in the Smart Motorway plan, a discussion ensued around this and the background to this decision was explained. It was heard that increased capacity had been introduced between junctions 11 and 12 on the M27 but there were concerns around traffic bottling and accident statistic between these junctions. The representative of Highways England acknowledged the concerns that were raised and it was noted that these would be considered in the evidence base as part of the second Road Investment Strategy (RIS 2), and would be dependent upon funding opportunities and the decision of the Secretary of State whether to extend the scheme to junction 12. The importance of examining evidence based information and looking at priorities for RIS 2 was discussed.

Members were supportive of the work so far, and emphasised the need for collective working going forward. The Chair requested that the Committee should receive regular updates on the M27 Smart Motorways, and it was agreed to share access to the mapping database.

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Chair, Councillor Rayment

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Date: 25<sup>th</sup> April, 2018

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a)

b)

DECISION-MAKER:		SOLENT TRANSPORT JOINT COMMITTEE	
SUBJECT:		RESPONSES TO STRATEGIC ROAD AND RAIL CONSULTATIONS	
DATE:		12 JULY 2018	
REPORT OF:		RICHARD PEMBERTON, PRINCIPAL TRANSPORT PLANNER, SOLENT TRANSPORT	
<u>CONTACT DETAILS</u>			
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<b>STATEMENT OF CONFIDENTIALITY</b>		
<b>NOT APPLICABLE</b>		
<b>BRIEF SUMMARY</b>		
This report provides a brief summary of responses to consultations submitted by Solent Transport during the 2017/18 year on strategic road and rail issues.		
The report also makes recommendations for the content of proposed Solent Transport responses to two current rail consultations.		
<b>RECOMMENDATIONS:</b>		
	(i)	That the Joint Committee notes the previous consultation responses made during the 2017/18 year.
	(ii)	That the Joint Committee considers the suggested content in this report, for Solent Transport’s responses to the two current rail consultations.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>		
1.	Responding to these consultations will help support ongoing efforts to secure improvements to rail services in the Solent area through the DfT’s rail franchising process.	
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>		
2.	Not responding to the consultations. This option was rejected on the basis that it would reduce the level of local input and influence over the Cross Country rail franchise and potential major changes to rail fares.	
<b>DETAIL (Including consultation carried out)</b>		

3.	<p><b>Introduction</b></p> <p>Solent Transport regularly submits responses to consultations on strategic transport issues, typically on rail franchising and rail investment proposals, and strategic road network investment plans. These responses tend to be of a strategic nature reflecting the high level, whole-Solent focus of the partnership.</p> <p>Responses to consultations seek to positively influence policy-setting and funding bodies, seeking to bring further investment to the Solent's transport networks, in turn supporting economic growth and housing delivery as well as improving air quality.</p> <p><b>Consultation responses in previous financial year</b></p> <p>During 2017/018, Solent Transport responded to the following public consultations:</p>
4.	<ul style="list-style-type: none"> <li>• South Western Railway - Future of Island Line Consultation</li> <li>• South Western Railway - December 2018 timetable proposals consultation</li> <li>• Department for Transport - Future of Great Western Rail Franchise consultation</li> <li>• Department for Transport - Shaping the future of England's strategic roads (RIS2) consultation</li> <li>• Department for Transport - Consultation on Proposals for the creation of a Major Road Network (MRN)</li> </ul>
5.	<p><b>Current open consultations and recommended key points to raise</b></p> <p>There are two rail-focused public consultations currently open. These concern the Cross Country rail franchise, and future changes to rail fares.</p>
6.	<p><u>Cross Country Rail Franchise</u></p> <p>The current Cross Country franchise is due to end in December 2019. The Department for Transport is running a competition to select the next operator of the franchise.</p> <p>This consultation seeks views on various aspects of the Cross Country passenger rail service to inform what the Department for Transport asks from potential operators when re-letting the franchise in 2019. The consultation closes on 30th August 2018. This meeting is the opportunity for Members to</p>

shape and agree the main points of the Solent Transport response.

The DfT have identified that the primary issue needing to be addressed in the franchise is the lack of capacity and overcrowding, particularly as trains get closer to Birmingham and pass through the Midlands at peak times. The services are heavily used by commuters.

It is suggested to Members that the key themes of a Solent Transport response should be as follows:

- Agreement with DfT position/ prioritisation of addressing crowding issues in the new franchise.
- Stating that an obvious solution to these issues is to provide significantly more carriages than the current 4 or 5 carriage train lengths on many, if not all Cross Country services, especially north of Reading but also between Reading and Bournemouth particularly in the peak hours.
- Rejecting suggestions in the document for addressing capacity issues which would negatively impact users in the Solent area. Specifically, the potential removal of some station stops or ceasing operation of all Cross Country services west of Southampton (to Brockenhurst & Bournemouth) in order to reallocate existing carriages to busier parts of the route. These actions would negatively affect the substantial role that Cross Country plays in providing local/ medium distance connectivity along the Winchester-Southampton-Bournemouth corridor.
- Encouraging the DfT to view current medium-distance commuting usage as a core part of the function of Cross Country, and instead of trying to deter usage from this market, suggesting that the future franchisee should be required to provide sufficient seating capacity and perhaps make changes to reservation policies, on-board layout of some carriages etc to cater for this role better than at present.
- Requesting DfT/ potential franchisees to investigate whether there could be any means of re-providing Cross Country rail services to Portsmouth, to help the poor direct rail connectivity between the Portsmouth area and key destinations in the Midlands and North of England.
- Requesting that DfT require the future franchisee to participate in and accept rail products on the Solent Go multi-modal smart card, to compliment South Western Railway's commitment to offer Solent Go products from Summer 2019.

The full consultation document can be found here:

<https://www.gov.uk/government/consultations/cross-country-rail-franchise>

Members are asked to endorse these general themes as the basis for a full response.

7.

#### Easier Fares consultation

This consultation is being run by the Rail Delivery Group, a rail industry association that brings together rail infrastructure owners, passenger train

8.	<p>operators and rail freight operators. It owns the ‘National Rail’ brand. The aim of the consultation is to inform potential future major changes to how rail fares are set, bringing rail fare policies (which were devised 25 years ago) up to date to reflect modern travel patterns, technological changes and user needs.</p> <p>It is recommended to Members that key content of a Solent Transport response should be as follows:</p> <ul style="list-style-type: none"> <li>• Support for proposals to determine rail fares based on distance travelled - improving transparency and bringing rail into line with most other modes of travel where cost is primarily determined by the distance travelled (e.g. driving).</li> <li>• Support for proposals to redesign fares so that “split ticketing” becomes un-necessary in order to secure the best value fare for longer distance trips.</li> <li>• Support for proposals for regular users to receive discounts on future ticket purchases, and a suggestion that the rail industry should widen this proposed scheme to semi-regular rail users (for example part-time workers commuting by train several days per week) and also seek to widen the scheme to offer “friends and family” discounts or similar for regular rail users.</li> </ul> <p>There are several questions within the consultation where caution is recommended, most notably proposals for variations in fares based on the level of service received (e.g. lower fares for routes with a lower quality service) and alterations to peak time price differentials (potentially including removal of, or increase in the differential).</p> <p>Increased peak time fare differentials are a cause for concern in that despite advances in remote working, many who use rail for travel to work or education have little choice but to travel at peak times at least on some days. High peak time fares may result in rail being uneconomical for those journeys - resulting in potential rail users choosing to drive instead (adding to traffic congestion) or resulting in them choosing not to take up employment, education or training in some locations (potentially negatively affecting local economies). The full consultation document can be found here: <a href="https://www.britainrunsonrail.co.uk/fares">https://www.britainrunsonrail.co.uk/fares</a></p> <p><b>Summary</b></p> <p>This report provides a summary of Solent Transport’s role in responding to public consultations run by strategic transport infrastructure owners and service providers, primarily in relation to the rail and the strategic road networks.</p> <p>The report has also provided some recommended content to Members for responses from Solent Transport to two currently open consultations on rail fares and the future of the Cross Country Trains franchise.</p>
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	

9.	Nil- no capital or revenue costs associated with this decision
<b><u>Property/Other</u></b>	
10.	Nil- no property considerations associated with this decision
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
11.	N/A
<b><u>Other Legal Implications:</u></b>	
12.	N/A
<b>RISK MANAGEMENT IMPLICATIONS</b>	
13.	No tangible risks attached to this decision.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
14.	Not directly applicable.

<b>KEY DECISION?</b>	N/A
<b>WARDS/COMMUNITIES AFFECTED:</b>	Affects all parts of Solent area within catchment of rail stations, particularly those served by the Cross Country rail franchise.
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	None.

#### **Documents In Members' Rooms**

1.	
<b>Equality Impact Assessment</b>	
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>No</b>
<b>Privacy Impact Assessment</b>	
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	<b>No</b>
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.	
2.	





DECISION-MAKER:		SOLENT TRANSPORT JOINT COMMITTEE			
SUBJECT:		SOLENT TRANSPORT BUSINESS PLAN 2018/19			
DATE OF DECISION:		12 JULY 2018			
REPORT OF:		ANDREW WILSON, SOLENT TRANSPORT MANAGER			
<u>CONTACT DETAILS</u>					
AUTHOR:	Name:	Andrew Wilson		Tel:	07718 146174
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	E-mail:	mike.harris@southampton.gov.uk			

<b>STATEMENT OF CONFIDENTIALITY</b>		
<b>NOT APPLICABLE</b>		
<b>BRIEF SUMMARY</b>		
This report proposes a 2018/19 Business Plan as required by the Solent Transport constitution and provides direction and focus for Solent Transport over the 2018/19 financial year. The Business Plan takes account of the current funding situation and the political context in which Solent Transport operates. The Business Plan identifies the key areas of work for Solent Transport over the coming year.		
<b>RECOMMENDATIONS:</b>		
	(i)	That the Joint Committee approves the Solent Transport Business Plan 2018/19.
	(ii)	That Hampshire County Council, Isle of Wight Council, Southampton City Council and Portsmouth City Council be invited to ratify this adoption through their respective decision-making processes.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>		
1.	The Solent Transport constitution requires that a Business Plan is in place to guide and prioritise the work of Solent Transport. This report proposes a Business Plan that will be in place for the 2018/19 financial year	
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>		
2.	Should Solent Transport not have an approved Business Plan in place, the member organisations would be in breach of the Solent Transport constitution. Therefore this option was rejected.	
<b>DETAIL (Including consultation carried out)</b>		
3.	<b>Introduction/background</b>  Since the adoption of the 2017/18 Solent Transport Business Plan, Hampshire and the Solent area have continued to be the subject of discussion around the optimum governance arrangements, decision-making and funding priorities for the Solent sub-region, including for transport. These discussions are likely to continue through the 2018/19 financial year as	

pressures continue on local Government funding.

The proposed Sub-National Body for the South East region continues to evolve in the form of Transport for the South East (TfSE), a body seeking to set priorities for transport investment at a regional level and lever in funding for those priorities. It will be important through 2018/19 that there is a strong and consistent message from the four Solent Highway Authorities and the Solent LEP about the transport investments required to facilitate sustainable growth in the Solent area, and that this message is relayed on to TfSE. This process will be made easier as the Chair and Vice Chair of Solent Transport are members of the shadow TfSE Board.

In a similar vein, Solent Transport needs to continue to build its working relationship with the Solent LEP. We need to work together in particular to define the 'Solent Metro' concept and phasing, be it heavy rail, light rail or Bus Rapid Transit, or a balance of the above solutions where each potential intervention fits the local area's needs.

The funding mechanism for transport schemes also continues to evolve, with funding predominantly available through the Local Enterprise Partnerships' Growth Deal and funding competitions from the Department for Transport (DfT) and other Government Departments. Examples include the National Productivity Investment Fund for Roads, Housing Infrastructure Fund, Transforming Cities Fund and the Clean Bus Technology Fund. Authorities in the Solent have enjoyed recent successes with transport schemes in our area. Funding opportunities are also coming forward with a focus on improving air quality in our towns and cities.

Significant Investment in the Solent's transport network has been confirmed through a number of Highways England projects, the most prominent of which during 2018/19 is likely to be the work scheduled to start on the Smart Motorway Project on the M27 between junctions 4 and 11. This is likely to be followed by the section of the M3 between junctions 13 and 9 (Eastleigh to Winchester), with Highways England currently developing a business case for major improvements to the M3 junction 9/A34 interchange, a significant project with the potential to provide major economic benefits for the sub-region. On top of this, there is additional investment planned for the motorway network on and around other M27 junctions including J7, J8 and J9.

On the rail network, the Solent's main rail franchise (South Western) has changed operator to a consortium of First and MTR called South Western Railway (SWR), who since their appointment have consulted widely on proposed substantial changes to the timetable from December 2018. Solent Transport and its member authorities have continued to push for our two main priorities, i.e. quicker, more frequent journeys with less overcrowding on routes from the Solent to London Waterloo; and quicker, more frequent services between Portsmouth, Southampton and the stations in between, building on the Metro concept. These priorities have been recognised by SWR in their proposals and we look forward to confirmation of their proposals when the December 2018 timetable is published.

Under the instruction of DfT Rail, SWR has also embarked on a project to

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develop proposals to put the Island Line on a more sustainable financial footing and identify options to secure investment in the line to make it fit for purpose in the future. Solent Transport has been engaged in this process and will continue its support for this project through 2018/19.

A further commitment on SWR through its franchise focuses on the Solent Go multi operator bus and ferry smartcard. SWR has a commitment to work with Solent Transport and the South Hampshire Bus Operators Association to extend Solent Go to include rail products by the summer of 2019. This is likely to be a key focus for Solent Transport during 2018/19.

#### **Review of 2017/18 Business Plan**

2017/18 has been a year of consolidation for Solent Transport, primarily due to running with a reduced staff resource for much of the year. The focus has been on finalising the upgrade of the Sub Regional Transport Model (SRTM) and ensuring its compatibility with DfT's WebTAG standards. With this upgrade in place, demand for the model has been strong. Frequent customers have included Highways England and the PUSH Planning Authorities working on their Local Plans. As air quality is becoming more of an issue in the Solent, the SRTM is now being used to assist with air quality modelling. A push to improve the visibility and understanding of the model to existing and potential customers is underway including a workshop for decision-makers that was held in February. This work is set to continue in 2018/19. A noteworthy point is that through the commissioning process, the fund in place that will provide funding towards the next model upgrade is growing.

There have been a significant number of DfT, Highways England and Rail Industry consultations run over recent months including Highways England's Major Road Network and RIS 2 consultations. In respect of Rail, Solent Transport has taken the opportunity to lobby for improved journey times, connectivity and better frequencies through the SWR Timetable consultation and DfT Rail's consultation on the Great Western Franchise.

A significant piece of work in 17/18 was to start the process of reviewing the Solent Transport 'Transport Delivery Plan' (TDP). This review looked into the existing TDP published in 2013 and included detailed consultation with major stakeholders. Over 50% of schemes in the TDP have either been delivered or are committed and there is a changing policy background with a greater focus on economic growth, housing numbers and Air Quality. A number of important new local policy documents have emerged e.g. Solent LEP's Strategic Transport Investment Plan and the PUSH Spatial Strategy Position Statement, so the time is right to refresh the TDP. The review also considered other important policy documents and investment plans including those published by Network Rail and Highways England, Local Plan documents published by the Local Planning Authorities and rail franchise renewal information. This review resulted in a long list and map of existing and new transport schemes. The next stages of this work during 18/19 will include business case development and prioritisation. The final version will provide a fully evidence-based, up to date Transport Implementation Plan for the Solent.

5.	<p>Solent Transport has continued to support the work of the Solent LEP through the Solent Metro Steering Group, and the Land, Property and Infrastructure Delivery Panel. We now await the next steps to be taken by the LEP regarding Solent Metro.</p> <p>We continue to oversee the administration and promotional aspects of the Solent Go bus and ferry Smartcard and App working closely with SHBOA. This will take on renewed vigour in 2018/19 as we work with South Western Railway to extend Solent Go to include rail.</p> <p>We have also continued to run the Solent Transport Strategy Working Group, bringing together DfT, Network Rail, Highways England, SHBOA, Solent LEP, South Western Railway and the Solent Transport authorities to ensure on-going dialogue and create where possible, a joined-up approach to transport delivery in the sub-region.</p> <p>We have also continued to support Highways England in its attempts to secure funding for Travel Demand Management aspects of the M27 Smart Motorway project, which will help to offset the impacts of the extensive planned roadworks.</p> <p>During 2017/18, Solent Transport continued to work with the Isle of Wight Transport Infrastructure Task Force and the subsequent Cross-Solent Partnership Board. This includes improvements to cross-Solent connectivity through real time passenger information, journey planning and ticketing initiatives. This work sits alongside the work of SWR and Isle of Wight Council to propose a sustainable method of operation for the Island Line beyond the life of the current franchise.</p> <p><b>Work Plan for 2018/19</b></p> <p><b>1. Transport Implementation Plan</b> Building on the initial work carried out by Atkins during 2017/18 to review the existing Solent Transport TDP and renew the current policy background, the next phases of work will be undertaken during 2018/19. This will focus on scheme prioritisation and will include SRTM data to identify the strongest candidate schemes for investment. There is funding for studies/consultancy available in the 18/19 revenue budget to support this work. The output will be an evidence-based Transport Implementation Plan for the Solent. There are opportunities in this work strand to work closely with the Partnership for Urban South Hampshire (PUSH) in setting out the strategic transport investments required to accommodate the significant levels of housing growth coming to the area.</p> <p><b>2. Sub Regional Transport Model.</b> A high priority for 2018/19 is to oversee the smooth operation of the SRTM (particularly in terms of timeliness and accuracy of outputs) and to improve customer engagement processes. Having embarked on this work with a workshop for decision-makers in February 2018 which provided valuable feedback from current users, we will continue to improve the availability of information about the model particularly through the Solent Transport website. Along with Systra we will seek to provide a more comprehensive 'hand-holding' service for customers.</p>
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We are also mindful that the next SRTM upgrade will be due around 2021 and work needs to be carried out to explore how the next iteration of transport models will function and what data they will use. During 2018/19 we will scope out opportunities for innovation through the next upgrade and consider whether Solent Transport could become a pilot for testing new modelling techniques.

**3. Funding Opportunities and Consultations** Solent Transport will continue to respond to funding opportunities, with the ability to support or co-ordinate bids where appropriate. As and when requested by the local highway authorities, we will respond to Government, Highways England, Bus and Rail Industry consultations to lobby for improvements to the sub-region's transport infrastructure, service improvements and opportunities for new transport links with neighbouring areas.

**4. Rail Strategy for the Solent** During 2018/19 Solent Transport will work with Network Rail and the wider rail industry to develop a 'Route Utilisation Strategy' (RUS) for the Solent area. This RUS will seek to define the ability of the rail network to play a leading role in meeting the challenges of increasing housing development, economic under performance, air quality problems and traffic congestion. A major focus will be to identify the investments required that can deliver quicker rail journey times between the two cities alongside quicker and more frequent services from the suburbs into the cities, as well as better connectivity to major destinations in neighbouring areas and to London. In effect, we are seeking to deliver a 'Rail Strategy for the Solent.'

**5. Solent Go Extension to Rail.** A long term aspiration for Solent Transport has been to extend the Solent Go Smartcard and App to include rail. 2018/19 presents a real opportunity to take this forward. SWR has a franchise commitment to work with Solent Transport to deliver a rail product as part of Solent Go, so we will work with SWR and SHBOA to develop proposals for how this rail product could operate, with delivery during the summer of 2019.

#### **Other Areas of Work in 2018/19.**

We will continue to support the **Solent LEP** through participation in the Land, Property and Infrastructure Delivery Panel; support the development of the Industrial Strategy to 2050, and assist with the LEP's development of a Heat and Power Strategy for the Solent. If the LEP moves forward with its Strategic Transport Investment Plan and particularly Solent Metro, Solent Transport will seek to work closely in partnership with the LEP, providing transport input as requested. As described in section 2 above, Solent Transport will continue to build its relationship with the LEP, seeking opportunities for collaboration and mutual support for strategy development and funding opportunities, but in particular in defining the Solent Metro concept and developing a Transport Implementation Plan for the sub-region.

**My Journey** The My Journey brand is now several years old and work is underway to refresh the brand. It is anticipated that the new brand will be relaunched during 2018/19 with an accompanying promotional campaign. The growing focus on **air quality issues** in the Solent may well provide an

6.	<p>opportunity for a joint clean air brand in a similar vein to My Journey. We will explore opportunities for a joint initiative during 18/19.</p> <p><b>Cross-Solent Connectivity</b> Solent Transport will continue to support the Cross-Solent Partnership Board and the SWR's work to identify the optimum solution to deliver a sustainable future for the Island Line.</p> <p>At the time of writing it is not known whether Highways England have secured internal funding for a <b>Travel Demand Management</b> programme to support the implementation of Smart Motorways on the M27. Solent Transport could potentially play a co-ordinating role in these activities through an extension to the SCC and HCC Access Fund programme.</p> <p>We will administer and co-ordinate the Solent Transport Joint Committee meetings, Member briefings and the Strategy Working Group, bringing together our major stakeholders.</p> <p><b>Staff and Financial Resources</b></p> <p>The Solent Transport staff establishment stands at 2.4 FTEs.</p> <p>The proposed financial contributions for 2018/19 from the four partner authorities remain unchanged from 2017/18 at:</p> <table data-bbox="316 1070 893 1411"> <tr> <td>Isle of Wight Council</td><td>£20k</td></tr> <tr> <td>Hampshire County Council</td><td>£90k</td></tr> <tr> <td>Portsmouth City Council</td><td>£40k</td></tr> <tr> <td>Southampton City Council</td><td>£40k</td></tr> <tr> <td>Total</td><td>£190k</td></tr> </table> <p>The proposed breakdown of the spend is shown in the separate Finance report on the agenda at this meeting.</p> <p><b>Conclusion</b></p> <p>The Solent Transport Partnership continues to evolve against a backdrop of a changing environment – further constraints on local authority funding and potentially new governance arrangements for the Solent and Hampshire areas. However, the challenges remain of delivering sustainable economic growth and accommodating approximately 4,000 new dwellings per annum across the Solent with minimal impact on journey times, air quality, congestion and quality of life for residents and visitors. Solent Transport can continue to play a significant role through the SRTM, the sub-region's transport evidence base, which has already levered in tens of millions of pounds in investment, and will continue to do so.</p> <p>Solent Transport will also continue to bring together the area's key transport infrastructure providers, transport operators and local authorities, seeking</p>	Isle of Wight Council	£20k	Hampshire County Council	£90k	Portsmouth City Council	£40k	Southampton City Council	£40k	Total	£190k
Isle of Wight Council	£20k										
Hampshire County Council	£90k										
Portsmouth City Council	£40k										
Southampton City Council	£40k										
Total	£190k										
7.											

	opportunities to co-ordinate efforts, lobby for improvements, provide vital intelligence through the SRTM and support funding bids.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
8.	Nil- no capital or revenue costs associated with this decision
<b><u>Property/Other</u></b>	
9.	Nil- no property considerations associated with this decision
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
10.	N/A
<b><u>Other Legal Implications:</u></b>	
11.	N/A
<b>RISK MANAGEMENT IMPLICATIONS</b>	
12.	No tangible risks attached to this decision.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
13.	Not directly applicable.

<b>KEY DECISION?</b>	N/A
<b>WARDS/COMMUNITIES AFFECTED:</b>	Affects all parts of Solent area as the four local Highway & Transport Authorities make up Solent Transport.
<b><u>SUPPORTING DOCUMENTATION</u></b>	
<b>Appendices</b>	
1.	None.

#### **Documents In Members' Rooms**

1.	
2.	
<b>Equality Impact Assessment</b>	
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>No</b>
<b>Privacy Impact Assessment</b>	
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	<b>No</b>
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to</b>

		<b>be Exempt/Confidential (if applicable)</b>
<b>1.</b>		
<b>2.</b>		



DECISION-MAKER:		SOLENT TRANSPORT JOINT COMMITTEE			
SUBJECT:		BUDGET UPDATE 2017/18 AND 2018/19			
DATE OF DECISION:		12 JULY 2018			
REPORT OF:		ELAIN YOUNGMAN, HAMPSHIRE COUNTY COUNCIL			
<u>CONTACT DETAILS</u>					
AUTHOR:	Name:	Elain Youngman		Tel:	01962 846015
	E-mail:	Elain.youngman@hants.gov.uk			
Director	Name:	Mike Harris		Tel:	023 8083 2882
	E-mail:	mike.harris@southampton.gov.uk			

## STATEMENT OF CONFIDENTIALITY

N/A

## BRIEF SUMMARY

The purpose of this report is to present the Solent Transport Joint Committee with the revenue budget outturn for the 2017/18 financial year and to recommend approval of the revenue budget for 2018/19.

The Joint Committee is also asked to approve the carry forward of 2017/18 unspent balances and approve partner contributions for 2018/19.

## RECOMMENDATIONS: That the Joint Committee

	(i)	Notes the final outturn for the 2017/18 revenue budget.
	(ii)	Approves the carry forward of the 2017/18 balance, including proposals to ring-fence this in part to fund the next SRTM upgrade, to 2018/19.
	(iii)	Approves the partner revenue contributions for 2018/19.
	(iv)	Approves the revenue budget for 2018/19.

## REASONS FOR REPORT RECOMMENDATIONS

1. To notify the Solent Transport Joint Committee on the final outturn against the revenue budget for 2017/18 and to propose the revenue budget for 2018/19.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. Taking no action – rejected.

## DETAIL (Including consultation carried out)

3. **Introduction**  
This report summarises the final outturn position for the 2017/18 revenue budget for Solent Transport. It also proposes a carry forward of the 2017/18 balance from 2017/18, and sets out the 2018/19 budget for approval.

#### 4. Revenue Budget 2017/18 Final Outturn

The final revenue budget position for Solent Transport is detailed in table 1 below. This shows the outturn for the end of the financial year compared to the revised budget approved by the Joint Committee in October 2017.

Table 1.

Budget Heading	Revised Budget 2017/18 £'000	Final Outturn 2017/18 £'000	Variation to budget 2017/18 £'000
<b>REVENUE</b>			
Staff	146	81	(65)
Finance Support	5	5	0
Marketing	1	2	1
Solent Go – Back Office/Admin	28	27	(1)
My Journey & Solent Go Marketing	15	1	(14)
Studies	7	14	7
Enhancement of Sub Regional Transport Model (SRTM)	0	49	49
SRTM Commissions	0	(202)	(202)
<b>Total Revenue</b>	<b>202</b>	<b>(23)</b>	<b>(225)</b>

A saving against the budget of £65,000 occurred on staffing, partially due to a vacancy. This vacancy was filled in January 2018.

A pressure of £7,000 was incurred on studies, following the approval in October for a review of the Solent Go smartcard review and work to refresh the Transport Delivery Plan.

The enhancement of the Sub Regional Transport Model (SRTM) incurred consultancy costs of £49,000. These were offset by income generation from SRTM commissions of £202,000. Commissions in 2017/18 have therefore generated a net surplus of £153,000.

Approval is sought from the Joint Committee that the £153,000 surplus from SRTM Commissions is carried forward from 2017/18 and ring fenced as a contribution towards the next SRTM upgrade due in 2021. This, along with the £63,000 carried forward in 2016/17, would mean that the total available for the next SRTM upgrade would be £216,000.

For the remaining surplus balance of £72,000, approval is sought from the Joint

Committee to carry this forward to 2018/19. This will be carried forward as revenue funding in 2018/19 to support new studies projects.

5. **Revenue budget 2018/19**

Table 2 below shows the revenue funding for 2018/19, based on the following assumptions:

- the net SRTM surplus from 2016/17 & 2017/18 of £216,000 is carried forward and ring-fenced to fund the next SRTM upgrade
- core partner revenue contributions remain in line with recent years:
  - Hampshire County Council £90,000
  - Southampton City Council £40,000
  - Portsmouth City Council £40,000
  - Isle of Wight £20,000

Table 2.

	<b>Budget 2018/19</b>
	<b>£'000</b>
<b>Revenue Funding</b>	
Core partner contributions	190
2017/18 balance brought forward	72
<b>Total Revenue Funding</b>	<b>262</b>
<b>Total Capital Funding</b>	<b>0</b>

The Joint Committee is asked to approve the partner revenue contributions for 2018/19.

6. **Revenue Budget 2018/19**

Based on a revenue budget of £262,000 the proposed allocation of the 2018/19 revenue budget is detailed below in table 3 for approval by the Joint Committee.

7.	Table 3.	
	<b>Budget Heading</b>	<b>Budget 2018/19  £'000</b>
	Staff/Finance	149
	Marketing	2
	Solent Go – Back Office/Admin	28
	My Journey & Solent Go Marketing	15
	Studies	68
	<b>Total</b>	<b>262</b>
	A separate report on the agenda provides further detail regarding the planned activities for 2018/19.	
	<b>Conclusions</b> The Joint Committee is recommended to note the final outturn for 2017/18 as a saving against the revenue budget of £225,000.  It is recommended that £153,000 of this is carried forward and ring-fenced as a contribution towards the next SRTM upgrade and the remaining £72,000 is carried forward to form part of the 2018/19 revenue budget strategy.  It is also recommended that the Joint Committee approves both the 2018/19 revenue budget plan and 2018/19 partner contributions.	
<b>RESOURCE IMPLICATIONS</b>		
<b><u>Capital/Revenue</u></b>		
8.	The proposed Solent Transport partner contributions are identified at paragraph 5 and remain the same as last year.	
<b><u>Property/Other</u></b>		
9.	N/A - no property considerations associated with this decision	
<b>LEGAL IMPLICATIONS</b>		
<b><u>Statutory power to undertake proposals in the report:</u></b>		
10.	N/A	
<b><u>Other Legal Implications:</u></b>		
11.	N/A	
<b>RISK MANAGEMENT IMPLICATIONS</b>		
12.	No tangible risks attached to this decision.	

POLICY FRAMEWORK IMPLICATIONS	
13.	N/A

<b>KEY DECISION?</b>	N/A
<b>WARDS/COMMUNITIES AFFECTED:</b>	Affects all parts of Solent area as the four local Highway & Transport Authorities make up Solent Transport.
<u>SUPPORTING DOCUMENTATION</u>	
<b>Appendices</b>	
1.	None

#### **Documents In Members' Rooms**

1.	None
<b>Equality Impact Assessment</b>	
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	No
<b>Privacy Impact Assessment</b>	
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	No
<b>Other Background Documents</b>	
<b>Other Background documents available for inspection at:</b>	
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.	Finance update (item 7 - 11 October 2017)

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