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NOTICE OF MEETING

Meeting	SOLENT TRANSPORT JOINT COMMITTEE
Date and Time	MONDAY, 25TH FEBRUARY, 2019 3.30 PM
Place	CONFERENCE ROOM 3 - CIVIC CENTRE
Enquires to	democratic.services@southampton.gov.uk

John Coughlan CBE
Chief Executive
Hampshire County Council

John Metcalfe
Chief Executive
Isle of Wight Council

David Williams
Chief Executive
Portsmouth City Council

Sandy Hopkins
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 - 4)

To approve and sign as a correct record the Minutes of the meetings held on 12 July 2018 and to deal with any matters arising.

6. RAIL UPDATE (Pages 5 - 12)

Report of Principal Transport Planner noting the update of rail related matters in the Solent area.

7. SOLENT GO (Pages 13 - 22)

Report of Principal Transport Planner noting the update on the public transport smart card ticket.

8. TRANSFORMING CITIES FUND (Pages 23 - 30)

Report of Principal Transport Planner noting details of the Transforming Cities Fund.

9. BUDGET UPDATE 2018/19 AND 2019/20 (Pages 31 - 36)

Report of Finance Officer, Hampshire County Council providing an update on the financial position for Solent Transport.

10. BUSINESS PLAN 18/19 UPDATE (Pages 37 - 42)

Report of Solent Transport Manager noting progress made regarding implementation of the Solent Transport Business Plan 2018/19.

11. HIGHWAYS ENGLAND PRESENTATION

To receive a presentation from Highways England regarding smart motorways.

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 for assistance.

SOLENT TRANSPORT JOINT COMMITTEE
MINUTES OF THE MEETING HELD ON 12 JULY 2018

Voting Members
Present:

Chair:
Councillor Rayment, Cabinet Member for Transport and Public Realm,
Southampton City Council.

Vice-Chair:
Councillor Humby, Executive Member for Environment and Transport,
Hampshire County Council

Councillor Stagg, Cabinet Member for Traffic and Transport, Portsmouth
City Council

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

Solent Transport Officers:
Andrew Wilson – Solent Transport Manager

Hampshire County Council Officers:
Keith Wilcox – Assistant Director, Transport
Richard Pemberton – Principal Transport Planner
Elain Youngman – Finance Business Partner

Portsmouth City Council Officers:
Tristan Samuels – Director of Regeneration

Southampton City Council Officers:
Pete Boustred – Transport Policy Team Leader
Sam Fox – Service Lead, Infrastructure, Planning and Development
Felicity Ridgway – Policy, Partnerships and Strategic Planning

Observers:
Graham Ellis, Ellis Transport Services
Maureen Pullen, Solent LEP
Councillor Airey, Eastleigh Borough Council

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

The Committee welcomed Councillor Stagg, Cabinet Member for Traffic and Transport, Portsmouth City Council replacing Councillor Boshier.

2. **MINUTES OF PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

The minutes of the meeting held on 11th October 2017 were agreed as a correct record.

3. **RESPONSES TO STRATEGIC ROAD AND RAIL CONSULTATIONS**

The Committee considered the report of the Principal Transport Planner detailing the responses to consultations submitted by Solent Transport during the 2017/18 year on strategic road and rail issues.

The following points were raised to be included in the current rail consultations:

- Refurbishment of trains was overdue. First Class seating needed to be reduced and the spaces used for general seating to be reconfigured to avoid wasted spaces.
- Links between towns and cities need to be more frequent, not a priority to be a fast service.
- Modal shift priority should be to get people off the roads and onto public transport. Need for the rail and bus services to be joined up and help with the problems.
- Mobile ticketing and finding the right ticket (split ticketing) needs to be more efficient across the network.
- Smart technology needs to be introduced quicker with an opportunity for rewards to encourage usage.
- Need to incentivise peak travel where possible

RESOLVED:

- (i) To note the previous consultation responses made during the 2017/18 year; and
- (ii) To note the suggested content in the report to the two current rail consultations and include comments made at this meeting.

4. **SOLENT TRANSPORT BUSINESS PLAN 2018/19**

The Committee received the report from the Solent Transport Manager proposing 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.

RESOLVED:

- (i) To approve the Solent Transport Business Plan 2018/19;
- (ii) That Hampshire County Council, Isle of Wight Council, Southampton City Council and Portsmouth City Council ratify this adoption through their respective decision-making processes.

5. **BUDGET UPDATE 2017/18 AND 2018/19**

The Committee received the report of the Finance Business Partner detailing the revenue budget outturn for the 2017/18 financial year and revenue budget for 2018/19.

RESOLVED:

- (i) To note the final outturn for the 2017/18 revenue budget;
- (ii) To approve 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) To approve the partner revenue contributions for 2018/19;
- (iv) To approve the revenue budget for 2018/19.

DECISION-MAKER:	SOLENT TRANSPORT JOINT COMMITTEE		
SUBJECT:	RAIL UPDATE		
DATE OF DECISION:	25 FEBRUARY 2019		
REPORT OF:	RICHARD PEMBERTON, PRINCIPAL TRANSPORT PLANNER, SOLENT TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Richard Pemberton	Tel: 07517 988207
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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>This report provides Committee Members with a general update on rail-related matters around Solent. A summary of the most recent station entry/exit figures is provided, which indicates that rail patronage at Solent stations has reduced slightly for the second successive year. Due to a nation-wide “pause” on major new rail timetable changes, significant improvements which had been proposed to rail services in the Solent area are mostly being delayed with only more limited enhancements now planned for 2019, and no decision has yet been announced by central Government regarding funding for regeneration of the Island Line.</p> <p>Solent Transport has been proactively working to set out to Network Rail it’s views on what longer term development of the rail network in Solent is required to meet future travel demand and make better use of the rail network.</p>	
RECOMMENDATIONS:	
(i)	That the Joint Committee notes the content of this report. No decisions are sought by this report.
REASONS FOR REPORT RECOMMENDATIONS	
1.	
2.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
	N/A
DETAIL (Including consultation carried out)	
1.	<p>Introduction</p> <p>This report is intended to provide Committee Members with a general update on rail-related matters around Solent since the last Joint Committee, where certain rail matters were covered as part of a report on responses submitted</p>

	by Solent Transport to consultations run by the Department for Transport (DfT) on various subjects (including several rail franchises).
2	<p>2017/18 Rail station patronage figures- brief summary</p> <p>The Office for Road and Rail (ORR) publishes annual estimates of station usage for all stations in the UK. These estimates are based primarily upon ticket sale data, with some assumptions made about how many journeys season ticket holders make. Estimates are generated of the number of entries and exits at each station. Combined together, these give total estimated usage levels.</p>
2.1	The latest set of estimates, covering the period April 2017 to March 2018, were published on 11 th December 2018. It is therefore timely to provide this Committee with a broad overview of these statistics and the long term trends that are apparent.
2.2	Across all 39 stations within the boundaries of Solent Transport, there were 25.99 million entries and exits during 2017/18.
2.3	There has been a long term growth trend in rail patronage both nationally and within the Solent-sub region: this 2017/18 figure is 80% higher than the estimated level of usage in 1997/98 (when there were an estimated 14.39 million entries and exits).
2.4	However the 2017/18 usage figures indicate a reduction in overall rail usage in Solent for a second consecutive year, from 26.23 million entries/exits in 2016/17, and 27.24 million entries and exits in 2015/16. This is the first time since these records began (in 1996/97) that there has been a reduction in usage of Solent stations for two consecutive years. Indeed there have only been a total of three years where patronage reduced (the other year in which a reduction occurred being 2009-10).
2.5	Reasons driving this reduction in use may include increasing numbers of individuals working regularly from home or via other flexible styles of work, or working part time rather than commuting most days. However rail-industry related issues including above-inflation fare increases, industrial action affecting some train operating companies, and limited tangible enhancements to rail services in Solent in recent years may also contribute to the trend indicated.
2.6	<p>The top five busiest stations within Solent in 2017/18 were:</p> <ul style="list-style-type: none"> • Southampton Central: 6.54 million entries/exits • Havant: 2.20 million entries/exits • Portsmouth Harbour: 2.04 million entries/exits • Portsmouth & Southsea: 1.99 million entries/ exits • Southampton Airport Parkway: 1.67 million entries and exits
2.7	Eastleigh, Fareham and Fratton were the other stations in Solent with over one million entries and exits (all having between 1.60 and 1.63 million entries

	and exits).
2.8	Cosham, Swanwick, Romsey and Hedge End all recorded between 0.5 million and 1 million entries and exits, making these the most heavily used of the smaller stations in Solent.
2.9	The five stations with the lowest usage were: <ul style="list-style-type: none"> • Bitterne 95,832 • Bursledon 54,012 • Redbridge 42,586 • Millbrook (Hampshire) 36,826 • Warblington 26,568
2.10	Overall, 28 out of 39 stations registered a reduction in usage during the 2017/18 year.
2.11	Some of the stations showing the largest drops in usage over the last two years are those which were most heavily affected by industrial action on Southern Rail services- for example Emsworth station (where all services are provided by Southern) recorded a 30% drop in usage between 2015/16 and 2016/17, albeit showing a recovery with an 11% increase in usage between 2016/17 and 2017/18.
2.12	Comparison of long-term usage trends between stations in the Portsmouth and Southampton city regions indicates no substantial difference in the overall pattern of growth (or recent reductions in patronage) between the two parts of the Solent sub-region.
3	Update on South Western Rail Franchise South Western Railway, operated by First Group and MTR, took over operation of the South Western Rail Franchise (the primary rail franchise for the Solent area) in August 2017, and are contracted to operate this rail franchise until at least August 2024.
3.1	First/MTR's winning bid for this franchise included a number of significant improvements planned which would benefit the Solent sub-region, most notably: <ul style="list-style-type: none"> • An additional "semi fast" train each hour between Portsmouth and Southampton (giving three direct trains per hour city centre to city centre- which would start to address weaknesses of the rail link between the two cities) • The existing Portsmouth to Southampton stopping train would be extended through to Weymouth (giving direct link to Totton, the New Forest, Bournemouth and Poole from stations on the Portsmouth to Southampton line) • Additional peak time capacity to London Waterloo and faster journey times from the two cities to London: <ul style="list-style-type: none"> ○ 8 minutes faster from Southampton Central to London

	<ul style="list-style-type: none"> ○ 5 minutes faster from Portsmouth to London ● Introduction of a fleet of dedicated intercity trains with 2+2 seating on Portsmouth to Waterloo fast trains (addressing long-standing complaints regarding usage of 3+2 abreast seated commuter trains on many of these services) ● Enhanced Sunday timetables ● Significant improvements to Southampton Central station ● Refurbishment of existing trains to provide improved seating, charge points, and other enhancements for passengers ● Improvements to stations including improved energy efficient LED lighting
3.2	Many of SWR's timetable enhancements were planned to be introduced through a major timetable change in December 2018. Solent Transport responded positively to SWR's consultation on these proposals during 2017.
3.3	However following well-publicised difficulties experienced by Network Rail and train operators whilst delivering similar timetable changes in other parts of the UK (Northern Rail and Thameslink franchises) during 2018, the DfT announced that major rail timetable changes, including the SWR December 2018 change, would be "paused" temporarily. DfT also committed to undertaking a major review of the structure of the whole rail industry, led by Keith Williams (deputy Chairman of John Lewis and Partners) to report in 2020, to seek to avoid similar issues occurring in future.
3.4	In the meantime, SWR are planning to implement more modest incremental improvements to timetables and other enhancements to services in May 2019 and in timetable changes in 2020. Some limited elements of the December 2018 plans are expected to be introduced in May 2019 but the full proposals will not be delivered at this time.
3.5	Introduction of 2+2 seated intercity-standard trains to Portsmouth to Waterloo fast services will begin in February 2019 with an increasing number of upgraded trains entering service on this route during the year. Refurbishment of other existing trains is also now well underway with around one train per week being refurbished. And some enhancements to stations, particularly installation of energy efficient lighting, are also underway.
4	Island Line The Island Line railway between Ryde Pier Head and Shanklin is also operated by the South Western Rail franchise. Island Line faces a number of unique challenges relating to the physical limitations and condition of its infrastructure, as well as the age of its ex-London Underground trains (which date to 1938) and issues around costs exceeding revenue from operation. In combination these pose a significant challenge to the viability of Island Line.
4.1	South Western Railway were required as part of their franchise to work with Isle of Wight Council and other stakeholders develop a "costed option", submitted to the Department for Transport, which identifies improvements and investment required to address these viability issues and bring infrastructure and rolling stock up to a more sustainable long term standard.
4.2	Solent Transport has contributed to the development of this costed option, and to efforts to secure the future of and enhance Island Line more generally, through membership of the IOW Transport Infrastructure Task

	Force and the Island Line Stakeholder Forum.
4.3	The “costed option” was submitted to the Department in May 2018, and included proposals for replacement of the line’s ageing rolling stock with more modern trains offering an up-to-date user experience, refurbishment and repair of most of the line’s tracks, and proposed improvements to infrastructure to enable a half-hourly even interval service. A decision by the Department regarding funding of the costed option had been expected by the end of 2018, but it is understood that this is now being delayed.
4.4	Proposals for enhancements to Ryde Esplanade station and interchange, as part of the wider Ryde Gateway scheme being led by IWC, have also been a focus of input from Solent Transport during 2018/2019. Officers have provided substantial support to development of a set of proposals for a step-change improvement in facilities, for which funding is planned to be sought via Portsmouth City Region’s bid to the DfT’s Transforming Cities Fund.
5	Other rail franchises The originally planned timescales for retendering of some rail franchises serving the Solent area has changed, following rescheduling by the DfT.
5.1	The current Crosscountry franchise which was due to be retendered in 2019 will no longer be retendered this year and will continue to be operated by the existing franchisee – owned by Arriva – with options beyond this “to be considered in due course.” This franchise competition was cancelled by DfT as a result of concerns that retendering this nation-wide franchise at this time could hinder the Williams Rail Review now underway (see previous item 3).
5.2	Solent Transport had previously provided a response to the DfT’s franchise consultation highlighting a critical need for more capacity (additional carriages) on many Crosscountry services as well as noting the importance of maintaining the direct links between Solent and the Midlands/ North provided by this rail franchise.
5.3	On the Great Western franchise, there has been little further news regarding future direction of this franchise (which operates the Portsmouth-Southampton-Bristol-Cardiff service). It was understood that the Government were negotiating an extension to the existing franchise (held by First Group) to at least 2022, and Solent Transport submitted a response in February 2018 to a consultation on the future of the franchise beyond that point, highlighting opportunities to improve the speed and quality of the Portsmouth-Cardiff service (including opportunities to potentially speed up Portsmouth to Southampton trains by a few minutes through use of faster-accelerating rolling stock). However little further news on this franchise extension has been made public.
5.4	Great Western Railway have started to deploy longer trains (five carriages, compared to the current three) on Portsmouth to Cardiff services to increase capacity on this busy route and tackle regular overcrowding. However the trains now being introduced to the route are commuter trains with mostly five-abreast seating, rather than the more comfortable four-abreast seating provided on the long-distance trains now being withdrawn from this route.
6	Solent Rail Connectivity Study (“Mini RUS”) The current Solent Transport business plan identifies developing a rail

	strategy for the Solent as a key area of work for 2018/19. Network Rail have committed to leading this study as part of their “Continuous Modular Strategic Planning” process working in close partnership with Solent Transport, for completion during the 2019/20 financial year.
6.1	This study will seek to identify how the rail network can be developed to better meet the challenges posed to quality of life, the environment and the economy by increasing development and traffic congestion across the Solent sub-region. This will include seeking to identify how both faster Portsmouth to Southampton journey times, and improved suburb to city centre and employment hub connectivity can be achieved.
6.2	Solent Transport have been engaging closely with Network Rail over recent months developing and refining proposals for the “strategic questions” that the study will go on to answer, as well as preparing data and information for use in the study.
6.3	A key piece of work undertaken by Solent Transport has been a large-scale comparison between Census 2011 data on levels of rail commuting across 14 UK city regions comparable to Solent, and train frequencies at each station and across the rail network serving these city regions.
6.4	The results of this work indicate that achieving a rail mode share sufficient to offset impacts of committed development and substantially reduce car-dependency is likely to require a frequency of four trains per hour at all stations in the Solent area. Provision of four direct trains per hour from suburban stations to one or preferably both of the main city centres also appears to be required if rail’s potential share of travel into the city centres is to be maximised.
6.5	The research clearly shows that rail is much more widely used by commuters in city regions where this level of train frequency is already provided (eg Brighton, Merseyside) and suggests that the rail networks and services in these city regions are exemplars which the Solent Mini-RUS should consider the possibility of emulating within Solent.
6.6	For reference, the average station in Solent is served at present by 2.3 trains per hour- the initial steer provided by this research indicates that the Mini-RUS should seek to establish how train frequencies can be (on average) doubled at stations across the Solent area.
6.7	Moving forward, from February 2019 onwards Network Rail will be engaging with wider groups of local stakeholders on the draft strategic questions in order to proceed with formal commencement of the study. Solent Transport staff resource, access to the Solent SRTM model to test different options, and potential funding contributions towards SRTM modelling have been offered as part of this process.

RESOURCE IMPLICATIONS

Capital/Revenue

Nil- no capital or revenue costs associated with this decision

Property/Other

Nil- no property considerations associated with this decision

LEGAL IMPLICATIONS	
Statutory power to undertake proposals in the report:	
	S.111 Local Government Act 1972
Other Legal Implications:	
RISK MANAGEMENT IMPLICATIONS	
	No tangible risks attached to this decision.
POLICY FRAMEWORK IMPLICATIONS	
	Not directly applicable.

KEY DECISION?	N/A
WARDS/COMMUNITIES AFFECTED:	Affects all parts of Solent area with access to rail services.
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
2.	

Documents In Members' Rooms

1.	None
2.	

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Privacy Impact Assessment

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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Other Background Documents

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)
1.	
2.	

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DECISION-MAKER:	SOLENT TRANSPORT JOINT COMMITTEE		
SUBJECT:	SOLENT GO		
DATE OF DECISION:	25 FEBRUARY 2019		
REPORT OF:	RICHARD PEMBERTON, PRINCIPAL TRANSPORT PLANNER, SOLENT TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Richard Pemberton	Tel: 07517 988207
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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>Solent Go is a public transport smart card ticket which is managed by Solent Transport and allows unlimited travel on all bus operators in the Solent area, as well as offering products for the Gosport and Hythe ferries. Solent Transport have implemented a marketing campaign during early 2019 aimed at increasing the level of usage of Solent go via bus operators mobile apps. Work is also underway to extend Solent Go to South Western Railway train services. A review has also been undertaken which recommended development of a number of further improvements. Transforming Cities Fund bids/ funding from both Portsmouth and Southampton City regions may provide an opportunity to fund and deliver some of these improvements.</p>	
RECOMMENDATIONS:	
(i)	That the Joint Committee notes the content of this report. No decisions are sought by this report.
(ii)	
REASONS FOR REPORT RECOMMENDATIONS	
1.	This action will help support ongoing efforts to secure improvements to rail services in Solent via the DfT's rail franchising process.
2.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
	N/A
DETAIL (Including consultation carried out)	
1	Introduction The development and promotion of shared measures which increase the

	attractiveness of public transport and sustainable travel is a key objective of Solent Transport. In collaboration with the South Hampshire Bus Operators Association (SHBOA), Solent Transport oversees Solent Go, a multi-operator bus and ferry travel Smartcard and mobile App covering the Solent area.
1.1	Solent Go was launched in 2014 with funding from the Department for Transport's Local Sustainable Transport Fund (LSTF), and built upon the earlier Solent Travelcard paper ticket which was introduced in 2007 by adding a smartcard, ferry and car club travel options, and additional "city zone" bus tickets for Portsmouth and Southampton
1.2	Solent Go was innovative when launched, being first multi-operator public transport smartcard in the UK outside of London.
1.3	As Solent Go approaches its fifth year of operation, several actions are planned or have been undertaken in order to maintain and increase usage levels and awareness, and enhance Solent Go's usefulness and attractiveness to the general public. Opportunities to take advantage of advancements in ticketing technology have been identified, together with potential means of funding these improvements. This report provides a summary of progress on these actions.
2	Current Solent Go products and usage All Solent go tickets allow unlimited use of all bus operator's services within the area covered by the ticket, for the period the ticket is valid for.
2.1	Solent Go regional tickets allow travel throughout the Solent Transport area. Lower priced tickets are also available for travel limited to Southampton and Portsmouth city zones.
2.	Each of the Solent Go ticket types is available as either a 1-day, 7-day, 28-day or 13-week ticket.
2.3	Currently Solent Go is available in three formats: <ul style="list-style-type: none"> • As an electronic ticket stored on a physical smart card similar to a credit/debit card. Tickets ("products") can be purchased online and loaded onto the card via the Solent Go NFC Android App; at Gosport and Hythe ferry boarding points or their ticket offices; or on some operators' buses (Bluestar, Xelabus, Wheelers). Products can also be purchased in person and loaded onto cards at participating travel shops and ferry ticket offices; • As an electronic ticket purchased through Bluestar, First and Stagecoach bus companies' own mobile ticket apps;and • As a paper ticket purchased on the bus from the driver (one day and seven day tickets only).
2.4	There are also specific Solent Go multi-trip tickets for the Gosport and Hythe ferries and there is an "add on" available giving access to Enterprise Car Club vehicles in Southampton.

2.5	Between April 2017 and March 2018, a total of 9,302 Solent Go tickets of all types were sold, and a total 127,844 individual bus and ferry journeys were made by Solent Go ticket holders. The average Solent go ticket is used for 2.2 journeys per day.
2.6	These figures show that there is demand for a multi-operator ticket, but also that Solent Go is a niche product: the total estimated number of bus trips made in 2017/18 across the wider Solent area was about 48 million, with Solent Go used for less than 1% of these journeys.
2.7	Solent Go's pricing is higher than bus operators own day/season tickets, and pricing of these tickets has been driven down by recent competition in some areas, particularly in Southampton. This pricing premium, and the fact that some parts of Solent are only served by one bus operator (thus negating the benefits of multi-operator ticketing for customers in some areas) pushes down demand for Solent Go. Lower awareness of Solent Go compared to bus operators own tickets is also recognised as an issue.
2.8	Overall usage levels remain stable, with 70,318 journeys in the first seven months of 2018/19 made using Solent Go compared to 69,849 journeys in the same period for 2017/18. A notable change is the increasing use of smart/ M-tickets and declining use of paper tickets: in 2018/19 to date, 24% of all Solent Go ticket purchases were via smartcard/ M-ticket, compared to 13.8% over the same months in 2017/18. Whilst three out of four journeys are still made using paper tickets, the importance of paper tickets does appear to be declining.
2.9	During 2018, there were some changes to services and operators participating in Solent Go. Wightlink and Red Funnel had both participated in Solent Go from its launch, but both withdrew during 2018 as a result of low usage of Solent Go on their cross-Solent ferries.
2.10	Additionally, as a result of LSTF funding coming to an end, Gosport and Hythe Ferries withdrew Solent Go functionality from their ticket vending machines due to high costs of continuing to provide this service. However their ticket offices (which have long opening hours) continue to provide Solent Go card services.
3	Current development actions- Marketing campaign and extension to South Western Rail
	There are two areas of work currently prioritised in Solent Transport's 2018/19 business plan, which are increasing marketing and promotion of Solent Go following a period of limited promotional activity, and working to extend Solent Go to South Western Railway services in the Solent area.
3.1	A marketing campaign for Solent Go has been developed by Solent Transport and SHBOA and has been launched during February 2019. This campaign will target existing Solent Go paper ticket users with an aim of transferring 30% of these users to M-tickets, and also will seek to raise awareness of Solent Go amongst potential new customers, particularly including demographics with heavy reliance on mobile phones/ the internet; visitors; and current users of bus company's own apps.
3.2	The promotion is focused on selling the benefits and convenience of Solent Go for multi modal travel in the region, and the convenience and advantages

	of M-tickets: users can buy tickets any time, anywhere, as easily as they would download music, for example. The campaign will also seek to provide reassurance via simple step by step instructions of how to download a mobile ticket from an operator app.
3.3	<p>Promotion will consist of:</p> <ul style="list-style-type: none"> • A “launch” event and press release distributed to local and industry specific press to promote the campaign; • A radio campaign with Wave 105 FM (chosen because of its geographical coverage of the Solent Go region) to promote Solent Go and its products; and • Promotion via Solent Go website and operator sites and social media.
3.4	The promotion will include a competition to win an iPhone to link it to the mobile ticket product, and also a 50% discount offer for a mobile ticket (limited to one ticket per operator app during the promotional period) offered exclusively to Solent Go paper based ticket purchasers.
3.5	Regarding integration with rail, this has been an ambition of Solent Transport since Solent Go was launched (and it is felt that absence of rail products has weakened Solent Go) but has taken time to progress due to slow progress of the rail franchising process.
3.6	The South Western Railway franchise which launched in August 2017 has a commitment in its existing rail franchise to offer Solent Go rail products by the summer of 2019 (subject to DfT approval) as part of a wider set of commitments to implement smart ticketing. SWR also have obligations to promote local ticketing schemes including Solent Go.
3.7	SWR are aware of the need to work with Solent Go to fulfil their franchise commitments and recognise the benefits of interoperability with other other modes. Initial discussions suggested however that Solent Go rail products would be prioritised only when other SWR Franchise obligations are advanced, most notably rollout of their Tap2Go account based ticketing offer. Tap2Go- marketed to the public as “SWR Touch”- was launched across SWR’s network in September 2018 with significant promotion from January 2019.
3.8	As of January 2019 discussions had commenced between Solent Transport and SWR to start developing an implementation plan and assess options for operating models, back office systems, costs, products, roles and responsibilities for the Solent Go rail product. However it is unclear if the June 2019 target date will be achieved. Moving forward with this project will be a high priority going forward for Solent Transport’s officers.
4	<p>Review and development options</p> <p>Given the approaching five year anniversary of Solent Go, and advancements in the public transport ticketing field, Solent Transport commissioned Atkins consultancy to undertake a review of Solent Go’s current performance, setting out development options that could be carried forward in future.</p>

4.1	This review included analysis of usage data, consultation with various local stakeholders on their views on the current scheme and how it could be developed, and setting out a range of potential improvement options.
4.2	There was general acceptance from all stakeholders that Solent Go is a useful scheme that merits continuation and which could increase its usefulness and profile with some development. Implementation of a rail offer- as is being progressed- was felt to be a critical enhancement for development of Solent Go.
4.3	Given that Solent Go is considered a niche product with relatively modest uptake it is expected that the local bus operators will continue to support it as it does not significantly compete with their commercial offerings.
4.4	The introduction of contactless debit/credit card payment on public transport was identified as a key 'threat' to the viability of Solent Go. All the main transport operators locally now provide contactless payment (with rapid roll-out of contactless driven by funding from Hampshire County Council in 2017) and uptake by users is rapidly increasing.
4.5	There was a consensus amongst stakeholders that marketing of Solent Go needs strengthening and that this should be steered by some market research to better understand existing and/or potential users. It was also felt that increased marketing would be better linked to an improvement or a new product.
4.6	Consideration was also given to research by Transport Focus on what public transport users want from ticketing today.
4.7	<p>Atkins recommended development of a package of measures including:</p> <ul style="list-style-type: none"> • <i>Developing a Solent Go carnet ticket</i> to offer a more flexible approach for people working more flexibly and not travelling daily or at set times. Carnets can also be used to provide incentives or discounts (eg an extra free day of travel when a given number of days are purchased). Awareness of carnets amongst passengers is growing which is expected to increase adoption. <p>Atkins suggested that carnets (A e.g. 5-day, 10-day, 20-day carnets) be introduced to replace the current daily, 7 day and 28 day offerings, with pricing on a sliding scale with improved value for customers based on the size of carnet. The introduction of a carnet would seem a natural trigger for improved marketing.</p>
4.8	<ul style="list-style-type: none"> • <i>Enhanced Mobile App</i>: Reflecting the smart ticketing market in general and the growing societal prevalence of the smart phone, an improved Solent Go app/ M-ticket offering was identified as being needed. Whilst Solent Go currently offers an Android app, its functionality is limited and there is no iphone app at present. <p>Provision of a full-function Solent Go app would help to reduce cost and complexity of the scheme: the smartphone app acts as the ticket vending machine, the payment system, and the information and marketing channel. The need for investment and maintenance of systems and infrastructure for the smart card product would also be</p>

	<p>reduced. However an assessment of the cost and complexity of providing payment facilities and other App enhancements is required to understand whether investment is justified.</p>
4.9	<ul style="list-style-type: none"> • <u>Localised incentivisation:</u> Scope was identified to provide localised incentives for Solent Go users, for example through ‘flash’ offers providing a reduction on products and services offered by participating partners (eg a free tea or coffee in a café or reduced prices in a certain store on a certain day), or longer-term offers could be developed where passengers enjoy a reduced entrance fee to a leisure or tourist attraction upon production of a Solent Go card or App. <p>Some similar existing incentives offered by bus operators- for example holders of Bluestar’s “Key” smartcard can access discounts and offers at a variety of restaurants, cafes and activity providers, whilst Marwell Wildlife offers holders of First bus tickets a discount for entry to their attraction. Extension of these to Solent Go holders could be explored.</p>
4.10	<ul style="list-style-type: none"> • <u>Marketing and Branding:</u> Stakeholder feedback confirmed a need to re-invigorate publicity and marketing efforts, and that these should be focused around a new product or an improvement to the scheme which provides an incentive for uptake. The current marketing campaign is a first step towards this action. <p>Stakeholder feedback suggests the Solent Go brand is recognised and stable providing a sound basis for future marketing initiatives, with no need for rebranding or other changes.</p>
4.11	<ul style="list-style-type: none"> • <u>Efficiencies:</u> The significant cost for Ticket Vending Machine (TVM) provision, software and maintenance versus Solent Go sales precludes their widespread deployment and indeed cost of Solent Go TVM functionality was the reason for Gosport and Hythe ferries withdrawing Solent Go products from their TVMs. Increased usage would provide a better cost /use ratio – as would reduced supplier pricing. <p>Discussions are underway with TVM software providers to establish whether lower cost solutions are available. More widespread use of M-tickets would also reduce these issues.</p> <p>Increased usage of Solent Go more generally was identified as the primary means by which efficiency is likely to be improved.</p>
4.12	<ul style="list-style-type: none"> • <u>Mobility as a Service (Multi-Application) and integration with other public services:</u> Mobility as a Service (MaaS) is an emerging product which offers access to most or all non-car modes of travel in an area for a single payment by users. MaaS schemes are in their infancy but

	<p>typically offer unlimited use of trains, buses, ferries, cycle hire, and often use of car club/ hire cars and taxis, for a single monthly subscription. Solent Go could form part of a broader MaaS approach to travel in the region.</p> <p>Solent Go also offers potential for integration of other services via a single card/ app/ payment method, for example tolls (e.g. Itchen Bridge), car parking, (on street Pay & Display or council operated), libraries and leisure, visitor and tourist attractions. Southampton City Council's Smartcities card already offers much of this functionality, but only within Southampton.</p>
5	<p>Opportunities to deliver improvements</p> <p>Clearly a key constraint to implementation of any of the above recommended enhancements is availability of funding. The impact of ongoing reductions to all Council's budgets means it is unlikely that substantial revenue funding could be provided from Solent Transport member's local resources to deliver the improvements described above.</p>
5.1	<p>Therefore – as with many transport enhancements- it is likely that external funding would be required to deliver the enhancements identified. The Portsmouth and Southampton City Region bids to the Transforming Cities Fund has been identified as a potential opportunity to secure funding for some of these improvements (or other improvements to multi-operator, integrated ticketing).</p>
5.2	<p>Whilst DfT requires that both city regions Transforming Cities bids are primarily focused on using capital funding to deliver physical infrastructure improvements which increase speed and reliability of key public transport corridors, as well as interchange improvements which bind these corridors together into a true network, enhanced and innovative ticketing options will clearly support and add value to the objective of enhancing networks and multi-modal travel.</p>
5.3	<p>There is a need to make further and more wide-reaching efforts to enable users to travel using multiple bus operators services without incurring substantial financial penalty or inconvenience for doing so, as sometimes occurs at present. Discussions are ongoing with SHBOA about methods by which this could be achieved- enhancement of Solent Go being one of the potential options.</p>
	<p>Conclusion</p> <p>This report has provided an update on current operation of the Solent Go public transport smartcard scheme which is operated by Solent Transport. At present, whilst a specialist product, Solent Go's usage levels are stable and viable, and it is supported by all the key stakeholders involved in its operation.</p>
	<p>Usage of mobile ticketing is increasing. After only limited marketing for several years, a campaign is currently underway to reinvigorate awareness of Solent Go and further increase adoption of M-tickets. Work is also</p>

	underway to deliver the SWR rail franchise obligation to launch a Solent Go rail product.
	Looking to the future, a review of Solent Go has identified a package of enhancement options, particularly focused on further enhancing M-ticketing and the Solent Go app, launching carnet tickets, and further marketing and promotion measures to increase the scheme's relevance and attractiveness- although it is recognised that even with these measures, the commercial environment means Solent Go is likely to remain a relatively niche product.
	The Transforming Cities Fund (TCF), for which both Portsmouth and Southampton City regions are developing bids (and for which Members of this Committee are central to the governance), has been identified as the best potential means of securing funding to deliver these enhancements. If a commitment to develop these Solent Go enhancements can be agreed between Solent Transport, SHBOA, and the bidding authorities, they would be expected to strengthen bids to the TCF from both city regions, as well as outcomes that TCF projects (if funded) would deliver.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
	Nil- no capital or revenue costs associated with this decision
<u>Property/Other</u>	
	Nil- no property considerations associated with this decision
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
	S.111 Local Government Act 1972
<u>Other Legal Implications:</u>	
RISK MANAGEMENT IMPLICATIONS	
	No tangible risks attached to this decision.
POLICY FRAMEWORK IMPLICATIONS	
	Not directly applicable.

KEY DECISION?	N/A
WARDS/COMMUNITIES AFFECTED:	Affects all parts of Solent area – Solent Go covers full extent of Solent Sub-region

SUPPORTING DOCUMENTATION

Appendices

1. None

2.

Documents In Members' Rooms

1. None

2.

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.

No

Privacy Impact Assessment

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.

No

Other Background Documents

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)

1.

2.

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DECISION-MAKER:	SOLENT TRANSPORT JOINT COMMITTEE		
SUBJECT:	TRANSFORMING CITIES FUND		
DATE OF DECISION:	25 FEBRUARY 2019		
REPORT OF:	RICHARD PEMBERTON, PRINCIPAL TRANSPORT PLANNER, SOLENT TRANSPORT		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Richard Pemberton	Tel: 07517 988207
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Director	Name:	Denise Edghill	Tel: 023 8083 4095
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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>The Department for Transport's "Transforming Cities Fund" (TCF) is a major transport funding opportunity which both Southampton and Portsmouth City Regions (incorporating all the Solent Transport Member Authorities) are preparing bids to. This report provides an overview of the transport improvements that each city region is likely to seek funding for when the main bids are submitted in June 2019, as well as details on "tranche 1" bids submitted in January 2019. It also identifies a number of opportunities where resources managed by Solent Transport, including the Solent Go public transport smartcard, and the My Journey travel marketing and communications brand, could add value to both city region project proposals, strengthening the funding bids.</p>	
RECOMMENDATIONS:	
(i)	That the Joint Committee notes the content of this report. No decisions are sought by this report.
(ii)	
REASONS FOR REPORT RECOMMENDATIONS	
1.	Consideration of the content of this support will assist Joint Committee Members (who also have governance roles on one or both of the Transforming Cities Fund proposals being prepared by Solent Transport's member authorities) in ensuring that full advantage is taken of potential synergies and linkages between these two proposals.
2.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
	N/A

DETAIL (Including consultation carried out)	
1	<p>Introduction</p> <p>The Department for Transport’s “Transforming Cities Fund” (TCF) is a current major transport funding opportunity which both the Southampton and Portsmouth City Regions (incorporating all the Solent Transport Member Authorities) are preparing bids to.</p>
1.1	<p>The Transforming Cities Fund aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions. This report provides Members with background to the fund and application process; summarises the bids which are emerging / have been submitted by the Portsmouth and Southampton City Regions; and identifies opportunities for Solent Transport to add value to the emerging bids from the two City Regions (and seeks Members views on this).</p>
2	<p>Transforming Cities Fund: Objectives, Funding, Programme and Timescales</p> <p>As part of the Autumn Budget 2017, the Government announced the creation of a “Transforming Cities Fund” supporting the National Industrial Strategy. TCF’s primary aim is to drive up productivity and prosperity through investment in public and sustainable transport in some of the largest English city regions. There is a particular focus on funding measures which make it quicker and easier for people to access work by non-car travel.</p>
2.1	<p>Initially £1.7bn of capital funding was available through the fund, of which £860m was directly awarded to Mayoral Combined Authorities, whilst the remaining £840m was made available through a competitive process to non-Mayoral City Regions with workday populations of over 200,000. This funding was to have been spent delivering projects over a four year period between 2018/19 and 2021/22.</p>
2.2	<p>Access to the competitive element of the funding was via submission of Expressions of Interest (EOIs), which outlined at a high level the transport challenges faced by each city region, and the ambitions of the city region to address these and improve productivity through improving our transport networks.</p>
2.3	<p>EOIs were submitted in June 2018 by the Southampton City Region and the Portsmouth City Region. These can be viewed online at the following links:</p> <ul style="list-style-type: none"> - Portsmouth city region EOI - Southampton city region EOI <p>In total, 27 proposals were received by the DfT, with both the Portsmouth and Southampton City Region EOIs being amongst ten which were selected in September 2018 to move forward to the “co-development” stage, where the bidding city regions and the DfT work together to develop more detailed proposals for funding.</p>
2.4	<p>In October 2018, the DfT announced that a further two cities would be added to the “co-development” pool, as well as announcing £440m of additional</p>

	<p>funding for non-Mayoral city TCF projects covering an additional year of delivery (2022/23). Therefore TCF funding for non-Mayoral city regions now stands at £1.28 billion, for delivery between the 2018/19 and 2022/23 financial years.</p> <p>The process for applying for TCF funding has been split into two tranches by DfT:</p> <ul style="list-style-type: none"> • <i>Tranche 1</i>, consisting of up to £10m per city region for delivery of “shovel ready” schemes which can commence on site in this financial year (ie prior to 31st March 2019). Bids for Tranche 1 funding were submitted by both the Portsmouth and Southampton City Regions in January 2019 (see section 4).
2.5	<ul style="list-style-type: none"> • <i>Tranche 2</i> is the main funding award, and the primary subject of the “co-development” process. Tranche 2 bids are due to be submitted to DfT in June 2019, with a funding decision expected by the end of 2019. Capital programmes for which funding is bid for must be deliverable by the end of the 2022/23 financial year. There is no guarantee that all of the twelve shortlisted city regions will be awarded Tranche 2 funding. <p>To date no limits have been specified by DfT for the amount of funding that each city region can apply for in Tranche 2, but bids for in the region of £100 million per city region are expected to be submitted.</p> <p>Therefore the Portsmouth City Region and Southampton City Region Tranche 2 bids to TCF are expected to seek somewhere in the region of £200 million in combination, in addition to the £12.2m already bid for via Tranche 1. Even if just one of the Tranche 2 bids from Solent was successful, the amount of funding secured would enable the largest programme of investment in public and sustainable transport in Solent in many years.</p>
2.6	<p>Accordingly, preparing TCF Tranche 2 bids is a top priority for each of our Member authorities, and supporting successful bids from both city regions is now a top priority for Solent Transport.</p>
3	<p>City Region Bids from Solent</p> <p>In terms of geography, the Portsmouth City Region bid covers the City of Portsmouth itself, plus all surrounding Portsmouth-facing suburbs and towns within Havant, Fareham and Gosport Borough Council areas, plus the Ryde area on the Isle of Wight. PCC and HCC are the lead authorities for the Portsmouth City Region, with IWC also involved in respect of the Ryde Gateway scheme.</p>
3.1	<p>The Southampton City Region TCF bid is focused on four economically important corridors that connect Southampton City Centre with its suburbs and the neighbouring towns, from Southampton to:</p>

	<ol style="list-style-type: none"> 1. General Hospital, Nursling, Totton and the Waterside; 2. Chandlers Ford and Winchester; 3. Eastleigh and Fair Oak; and 4. Hedge End, Botley and Hamble. <p>SCC and HCC are the lead authorities for the Southampton City Region TCF bid/ Programme.</p>
3.2	<p>Governance arrangements for both city region bids are similar, with key decisions being made for each bid/ project being made by steering groups consisting of the Cabinet Members for Transport for the relevant authorities in each City Region plus the Senior Responsible Officers for the projects. Strategic governance for each project is supported by a partnership / delivery board consisting of representatives of key stakeholders and delivery partners including public transport operators, land owners delivering schemes as part of the proposed programme (eg Southampton General Hospital), and District Councils.</p>
3.3	<p>There is a clear supporting role for Solent Transport to play in the governance and coordination of the TCF bids/ programmes as discussed in section 6.</p>
4	<p>Tranche 1 funding bids</p> <p>TCF Tranche 1 bids (for delivery of “shovel ready” projects, where implementation can begin in the 2018/19 financial year) were submitted on 4th January 2019 and a funding decision is expected from DfT by end of February.</p>
4.1	<p>Southampton City Region (SCC+HCC) submitted a bid for approximately £8.2m to deliver:</p> <ol style="list-style-type: none"> 1. Accelerated delivery of three Southampton Cycle Network (SCN) routes; 2. Deliver supporting infrastructure and interchange improvements to enhance the new Adanac Park Park & Ride serving Southampton General Hospital (opening early 2019); 3. Dynamic bus priority through application of C-ITS at selected locations; 4. Funding for improvements to bus passenger experience and service reliability; 5. Installing Electric Vehicle Charging Points in a District Centre to start a Local Mobility Hub.
4.2	<p>Portsmouth City Region (PCC+HCC) submitted a bid for approx. £4m to deliver:</p> <ol style="list-style-type: none"> 1. Real-Time Information (RTI): Implementation of RTI displays at 112 bus stops which currently do not have any RTI facility; additional RTI displays at eight interchange locations, and other bus stop facility and information enhancements (i.e. QR plates at

	<p>200 locations, upgraded poles, and enhanced static information).</p> <ol style="list-style-type: none"> 2. Key Junction Signal Upgrade: Implementation of bus priority and traffic congestion reduction at signal-controlled junctions through the installation of MOVA signal optimisation at three key junctions. Complementary cycle priority and low-level cycle signals will also be implemented at two junctions. 3. Eclipse BRT southern extension: Enhancement to committed scheme for 1km southward extension of Eclipse BRT route between Fareham and Gosport, which retains Rowner Road bridge as part of an elevated three-arm junction between the busway and Rowner Road, allowing pedestrians and cyclists to pass under the bridge on the traffic-free route and not use the new junction. This enhanced grade-separated scheme would reduce delays for all users compared to the committed lower-cost at-grade arrangement.
5	<p>Tranche 2 bid development</p> <p>Work is now ongoing across all four Solent Transport authorities to develop Strategic Outline Business Cases for TCF Tranche 2 bids each of the two city regions. The EOIs submitted to DfT in 2018 provided some outline details of the proposed content of Tranche 2 and each city region is now working up these proposals in much more detail, sufficient to enable preparation of competitive bids.</p>
5.1	<p>Portsmouth City Region’s Tranche 2 bid will be primarily focused on delivery of the proposed South East Hampshire Bus Rapid Transit (BRT) network. TCF funding would be used to enable transformational public transport improvements along 5 key corridors connecting Portsmouth city centre with key suburbs, nearby towns and employment/ development areas.</p>
5.2	<p>Elements of this network have already been delivered (Fareham-Gosport Eclipse BRT phase 1; Portsmouth-Waterlooville Star bus priority route; The Hard Interchange; Portsmouth Park and Ride). These existing schemes provide an indication of what TCF funding would deliver for Portsmouth City Region: bus priority at many “pinch points” to reduce journey times and improve reliability; major improvements to bus stops, vehicles, and passenger information to improve the passenger experience; and transformational improvements to key interchanges including Ryde Esplanade and Gosport bus station which will help to kick-start wider regeneration of these areas.</p>
5.3	<p>Southampton City Region’s Tranche 2 bid is focused on three key strands:</p> <p>Strand 1: Transforming Mobility through kickstarting development of a Southampton Mass Transit System:</p> <ul style="list-style-type: none"> • Park & Ride at Adanac Park, Airport Parkway and A3024 • Local Mobility Hubs in Lordshill and Bitterne • Connected Intelligent Transport Systems Corridors to provide bus

	priority through signalised junctions
5.4	<p>Strand 2 – Transforming Lifestyles – by completing 6 Cycle Freeway corridors enabling people to cycle easily and safely to get to work, education, leisure and onward travel hubs.</p> <ul style="list-style-type: none"> • City centre to Totton, Chandlers Ford, Eastleigh and Hedge End cycle connections • Access to e-bikes • Active Travel Zones in Bitterne and Portswood
5.5	<p>Strand 3 – Transforming Gateways to the city to create an attractive and well connected city to encourage new businesses and growth:</p> <ul style="list-style-type: none"> • Interchange improvements at Southampton Central station, City Centre, and other locations • Creating a liveable city centre – more space for walking and cycling by reducing through traffic in the heart of the city • Reduced city centre car parking provision to free up space for more productive land use- with parking provision transferred to park and ride away from the city centre
5.6	<p>Strategic Outline Business Cases for Tranche 2 programmes must be submitted to DfT in June 2019, with DfT scrutiny of these occurring during the second half of 2019, and funding announcements expected towards the end of 2019. If funding is awarded, work to undertake detailed business cases, plan in detail for and then implement schemes will be undertaken by PCC/ HCC/SCC/IWC from early 2020 until March 2023.</p>
6	<p>The role of Solent Transport</p> <p>Because of the potentially transformative scale of the funding available, Solent Transport has prioritised supporting both city regions’ TCF project and bid development since spring 2018.</p>
6.1	<p>Solent Transport provided key inputs to the decision making around whether to submit a single Solent-wide EOI, or separate EOIs focused on the Portsmouth and Southampton city regions (the latter choice proving to be successful).</p>
6.2	<p>Solent Transport then went on to support each city region’s EOI and Tranche 1 bids in various ways, including providing quantitative evidence supporting the bids (for example from the Solent SRTM), drafting and reviewing parts of the bids, and providing support on early assessment of feasibility of including various proposals/ projects within the bids.</p>
6.3	<p>For Tranche 2, use of the Solent SRTM model will be vital in providing evidence of how schemes proposed to be funded through TCF benefit the transport networks and the wider economy of the Solent area.</p>
6.4	<p>There are also other areas where Solent Transport officers believe value can be added to both city region’s TCF bids. Whilst TCF’s main focus is on physical infrastructure, it is unlikely that full value will be achieved from these investments unless they are supported by marketing and promotion which informs the public of major improvements to transport networks, and encourages them to use them.</p>

6.5	The existing “My Journey” brand which is owned and maintained by Solent Transport, and which has high rates of public recognition across the Solent area, clearly offers a channel for communications and marketing which can be exploited. There are also opportunities for Solent Transport to support the development of consistent branding/ rebranding for key schemes delivered as part of the TCF (for example, similar to how development of the branding of the “Eclipse” and “Star” routes in Portsmouth city region was substantially supported by Solent Transport).
6.6	For public transport improvements, there is also a need to support infrastructure improvements with enhanced integrated ticketing. A major objective of both city regions’ TCF bids- that existing public transport corridors are improved and drawn together into a network where interchange is seamless and penalty free- needs to be supported through improved multi-modal ticketing which addresses non-infrastructure barriers (such as bus operators not generally offering tickets valid on other operators services – driving up cost and complexity of multi-operator journeys).
6.7	Developing Solent Go offers one means by which this could be achieved, and a number of potential improvement actions have been identified.
6.8	Solent Transport has commenced engagement with the bus operators to start to develop some proposals for improved integrated ticketing; however it would be very timely for Joint Committee Members to offer their own views as to how Solent Transport could/ should be involved in adding value to both TCF bids, particularly in relation to integrated public transport ticketing, marketing, communications and branding.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
	Nil- no capital or revenue costs associated with this decision
<u>Property/Other</u>	
	Nil- no property considerations associated with this decision
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
	S.111 Local Government Act 1972
<u>Other Legal Implications:</u>	
RISK MANAGEMENT IMPLICATIONS	
	No tangible risks attached to this decision.
POLICY FRAMEWORK IMPLICATIONS	
	Not directly applicable.

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KEY DECISION?	N/A
WARDS/COMMUNITIES AFFECTED:	Affects most parts of Solent area – Portsmouth and Southampton City Region boundaries cover the majority of the Solent Sub-region
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
2.	

Documents In Members' Rooms

1.	None
2.	

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Privacy Impact Assessment

Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.	No
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Other Background Documents

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)
1.	
2.	

Agenda Item 9

DECISION-MAKER:	SOLENT TRANSPORT JOINT COMMITTEE		
SUBJECT:	BUDGET UPDATE 2018/19 AND 2019/20		
DATE OF DECISION:	25 FEBRUARY 2019		
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	
<p>The purpose of this report is to present the Solent Transport Joint Committee with the likely draft Revenue budget outturn for the 2018/19 financial year and to recommend a provisional revenue budget for 2019/20.</p> <p>The Joint Committee is also asked to approve the carry forward of 2018/19 unspent balances and approve provisional partner contributions for 2019/20.</p>	
RECOMMENDATIONS: That the Joint Committee	
(i)	Notes the draft forecast outturn for the 2018/19 revenue budget.
(ii)	Approves the proposed carry forward to 2019/20 of the predicted 2018/19 balance, this includes a proposal to ring-fence this in part to fund the next SRTM upgrade in the early 2020s.
(iii)	Approves the provisional partner revenue contributions for 2018/19.
(iv)	Approves the provisional revenue budget for 2018/19.
REASONS FOR REPORT RECOMMENDATIONS	
1.	To provide the Solent Transport Joint Committee with an update on progress against the 2018/19 revenue budget and to propose a provisional revenue budget for 2019/20.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	Taking no action – rejected.

DETAIL (Including consultation carried out)**3. Introduction**

This report summarises the latest draft financial outturn position for the Solent Transport 2018/19 revenue budget. The report also includes a proposal to carry forward the 2018/19 balance to 2019/20, this is included in the provisional 2019/20 Revenue budget, which is set out in the report for approval by the Joint Committee.

4. 2018/19 Revenue Budget Draft Outturn

The latest revenue budget position for Solent Transport is detailed in table 1 below. This shows the draft forecast outturn for the end of the financial year compared to the budget approved by the Joint Committee in July 2018.

Table 1.

Budget Heading	Budget 2018/19 £'000	Forecast Outturn 2018/19 £'000	Variation to budget 2018/19 £'000
REVENUE			
Staff	144	132	(12)
Finance Support	5	5	0
Solent Go Back Office/Admin	28	28	0
Solent Transport Marketing	2	1	(1)
My Journey & Solent Go Marketing	15	42	27
Studies	68	25	(43)
Enhancement of Sub Regional Transport Model (SRTM)	0	0	0
SRTM Commissions	0	(124)	(124)
Total Revenue	262	109	(153)

- 5.** Staff costs are expected to underspend by £12,000 due to the proportion of the staff budget allocated to Atkins staff resource to assist with the development of the Transport Delivery Plan (TDP) not being spent. As the Transforming Cities Fund (TCF) was announced by DfT early in the 18/19 financial year, a significant proportion of the Solent Transport work was diverted away from the TDP to focus on supporting the two City Region TCF bids and subsequently the two Tranche 1 funding bids. Consequently, the focus on the TDP will now shift into 2019/20.

6.	<p>Marketing across Solent Transport, My Journey and Solent Go is expected to deliver a net overspend of £27,000 which is due to meeting the additional costs of new website development for My Journey as the current website is time-expired; the review and renewal of the My Journey brand, and additional costs this year relating to renewal of the Solent Go website.</p>
7.	<p>The Sub Regional Transport Model (STRM) commissions incurred consultancy costs of £420,000, these costs were offset by SRTM Commission income generation of £503,000, generating a net surplus of £83,000. Further net income is expected to be generated by commissions currently underway in this financial year which, depending on timescales for completion and invoicing of work, could generate a further £41,000 net surplus in 2018/19 resulting in an overall net surplus in 18/19 of £124,000. If this additional £41,000 is not generated in 2018/19, it will form part of the 2019/20 outturn.</p>
8.	<p>Costs incurred for Studies are expected to produce a surplus of £43,000 as a planned use for this funding (a refresh of the 2013 Transport Delivery Plan “Case and Options for Intervention” report, to support refresh of the Transport Delivery Plan) has not incurred any spend due to other Systra work (eg support for Transforming Cities Fund) taking higher priority. The balance of spend on the work being undertaken by University of Southampton (SRTM future upgrades and development options study) work is not anticipated until 2019/20 due to a procurement delay although this study is now underway.</p>
9.	<p>Approval is sought in principle from the Joint Committee that the forecast £124,000 surplus from SRTM Commissions is carried forward from 2018/19 as a ring fenced contribution towards the next SRTM upgrade due in the early 2020s carried forward from 2016/17 and 2017/18 of £216,000. This would increase the projected funds available for the SRTM upgrade in 2021 to £340,000.</p>
10.	<p>If the final outturn position exceeds the SRTM carry forward as predicted in the draft outturn, the Joint Committee will be asked to approve the carry forward balance currently predicted to be £29,000 as revenue funding in 2018/19 to support future studies projects.</p>
	<p>Revenue budget 2019/20</p>
11.	<p>Table 2 below shows the revenue funding for 2019/20, based on the following assumptions:</p> <ul style="list-style-type: none"> • the SRTM projected net surplus from 2016/17 to 2018/19 of £340,000 is carried forward and ring-fenced to fund the next SRTM upgrade • core partner revenue contributions remain in line with recent years: <ul style="list-style-type: none"> - Hampshire County Council £90,000 - Southampton City Council £40,000 - Portsmouth City Council £40,000 - Isle of Wight £20,000

Table 2.

	Budget 2019/20
	£'000
Revenue Funding	
Core partner contributions	190
2018/19 balance brought forward	29
Total Revenue Funding	219
Total Capital Funding	0

12. The Joint Committee is asked to approve the provisional partner revenue contributions for 2019/20.

13. An update on the actual revenue funding available for 2019/20 will be provided at the next Joint Committee meeting.

14. ***Revenue Budget 2019/20***

Based on a provisional budget of £219,000 the proposed allocation of the 2019/20 revenue budget is detailed below in table 3 for approval by The Joint Committee

Table 3.

Budget Heading	Budget 2019/20
	£'000
Staff/Finance	147
Solent Go – Back Office/Admin	28
My Journey & Solent Go Marketing	17
Studies	27
Total	219

15. A separate report on the agenda provides further detail regarding the planned activities for 2019/20.

16.	An update on the 2019/20 revenue budget will be provided at the next Joint Committee meeting.
17.	<p>Conclusions</p> <p>The latest Solent Transport budget monitoring review identifies a projected unspent balance of £153,000 against the 2018/19 revenue budget. It is recommended that £124,000 is carried forward and ring-fenced as a contribution towards the next SRTM upgrade and the remaining £29,000 is carried forward to support the 2019/20 revenue budget strategy.</p>
18.	The report also proposes a provisional 2019/20 revenue budget for Solent Transport, which the Joint Committee is being asked to approve, subject to the final 2018/19 position and the subsequent carry forward.
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
19.	The proposed Solent Transport partner contributions are identified at paragraph 5 and remain the same as last year.
<u>Property/Other</u>	
20.	N/A - no property considerations associated with this decision
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
21.	S.111 Local Government Act 1972
<u>Other Legal Implications:</u>	
22.	N/A
RISK MANAGEMENT IMPLICATIONS	
23.	No tangible risks attached to this decision.
POLICY FRAMEWORK IMPLICATIONS	
24.	N/A

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

Documents In Members' Rooms

1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		No
Privacy Impact Assessment		
Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.		No
Other Background Documents		
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)
1.	Finance update (item 7 - 11 October 2017)	

DECISION-MAKER:	SOLENT TRANSPORT JOINT COMMITTEE		
SUBJECT:	BUSINESS PLAN 18/19 UPDATE		
DATE OF DECISION:	25 FEBRUARY 2019		
REPORT OF:	ANDREW WILSON, SOLENT TRANSPORT MANAGER		
<u>CONTACT DETAILS</u>			
AUTHOR:	Name:	Andrew Wilson	Tel: 07718 146174
	E-mail:	andrew.wilson@hants.gov.uk	
Director	Name:	Denise Edghill	Tel: 023 8083 4095
	E-mail:	denise.edghill@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
Not applicable.	
BRIEF SUMMARY	
This report summarises the progress made with implementing the Solent Transport Business Plan 2018/19.	
RECOMMENDATIONS:	
	(i) That the Joint Committee notes the progress made with implementing the 2018/19 Solent Transport Business Plan
	(ii)
REASONS FOR REPORT RECOMMENDATIONS	
1.	The Solent Transport constitution requires that a Business Plan is in place to guide and prioritise the work of Solent Transport. This report updates the Committee on progress made during 2018/19.
2.	
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
	None
3. INTRODUCTION/BACKGROUND	
3.1	<p>The 2018/19 Business Plan was adopted on 12th July 2018. The five prioritised areas of work were to</p> <ul style="list-style-type: none"> • Review and update the Solent Transport ‘Transport Delivery Plan’ (TDP) • Ensure smooth operation of the Sub Regional Transport Model (SRTM), improve the experience for customers and explore the possibilities for the next iteration of the SRTM which will be required for the early 2020s • Seek Funding Opportunities - submit bids for funding where appropriate and support the four authorities in developing funding bids

	<p>and business cases. Alongside this, Solent Transport would continue to lobby for improvements, and where requested, lead on relevant local and national Government consultations on behalf of the four authorities.</p> <ul style="list-style-type: none"> • Work with Network Rail to Develop a Rail Strategy for the Solent • Solent Go Smartcard and App. Work with South Western Railway and South Hampshire Bus Operators' Association (SHBOA) to deliver rail products as part of Solent Go
3.2	<p>Other areas of work for 2018/19 as set out in the Business Plan included</p> <ul style="list-style-type: none"> • Continue engagement with Solent LEP through their Advisory Panels and seek to assist with the Local Industrial Strategy to 2050, and the Heat & Power Strategy • Begin work to review and refresh the My Journey sustainable transport brand • Support the work of the Cross-Solent Partnership Board, Isle of Wight Infrastructure Board and Isle of Wight Council to secure the future of Island Line, and to improve connectivity to the mainland
4.	PROGRESS IN EACH PRIORITY AREA
4.1	<p>For very good reason, progress on reviewing and delivering a revised Transport Delivery Plan for the Solent has been slower than anticipated during 2018/19. A structured action plan for the next steps of developing the TDP is agreed and in place and some progress has been made. However, in March 2018 DfT announced the Transforming Cities Fund, a significant funding opportunity for the Southampton and Portsmouth City Regions which could deliver major improvements to sustainable transport links between the city centres and their outlying travel to work areas. Throughout 2018/19 a significant amount of Solent Transport officer resource was diverted to supporting the TCF bidding process and subsequently to supporting the Tranche 1 funding bids. It is anticipated that the development of a revised TDP will continue in 19/20, albeit at a slower pace than envisaged due to the on-going support being provided by Solent Transport to the TCF process.</p>
4.2	<p>Sub Regional Transport Model. A particular focus for 18/19 was to improve the day to day management processes of the SRTM with particular regard to the customer experience, in the light of customer feedback received. We have offered a closer 'hand-holding' service to users throughout the commissioning and output interpretation stages, as well as providing improved information about the model on the Solent Transport website for potential users, and we have made improvements to internal management of SRTM commissions. This approach has resulted in improved management of Systra and their processes along with much improved interaction between Systra, Solent Transport and our SRTM customers. As reported in the Finance report on the agenda for this meeting, the SRTM has generated a surplus of circa £124,000 this year which brings the net contributions collected for the next iteration of the model to circa £340,000.</p>

	<p>A project is underway with the University of Southampton undertaking research on the potential for a new generation of transport models and innovative data sources to be used in the delivery of a major update to or replacement for SRTM which will be implemented in the early 2020s. This study will provide critical guidance informing our emerging roadmap, and in time procurement of updates to this critical asset which is managed by Solent Transport.</p>
4.3	<p>Seeking Funding Opportunities. Solent Transport has provided significant support to the two successful City Region bids during the Transforming Cities Fund bidding process. This support has included drafting bids, peer reviews, providing modelling advice and other technical knowledge. Solent Transport has facilitated dialogue on the TCF between the four authorities and their transport partners including South Western Railway, Highways England, bus operators (SHBOA), Network Rail, Solent LEP and PUSH. It is likely that this work stream will continue into 2019/20 as the Tranche 1 funding announcement is made, and Business Case development carries on until submission in the Summer of 2019.</p>
4.4	<p>Consultation Responses. During 2018/19 Solent Transport has responded to two Rail consultations:</p> <ul style="list-style-type: none"> • DfT Rail: Cross Country Franchise • Rail Delivery Group – Easier Fares
4.5	<p>Rail Strategy for the Solent. This is a key priority for Solent Transport during 2018/19. The study is being carried out by Network Rail in close partnership with Solent Transport, and work has been ongoing over recent months to kick start this study. The key deliverables are to examine what role rail can play in reducing highway congestion in the Solent in the medium and long term. It is widely acknowledged that rail does not meet its potential in this area in terms of mode share, and the study will seek to identify the investments necessary to enable more frequent, faster services to run between the two cities and the towns in between. A paper specifically dealing with rail is on the agenda for this meeting.</p>
4.6	<p>Solent Go Smartcard and App Development. It has been a long held aspiration to extend the Solent Go multi-operator bus and ferry smartcard to rail. As a result of lobbying, South Western Rail’s current franchise includes a commitment to work with Solent Transport and SHBOA to develop rail products for Solent Go. This work is underway. Good progress has been made with Solent Go this year. Sales show slight growth, a promotional radio campaign is planned for February 2019 promoting the suite of products and encouraging customers to swap from paper tickets to electronic products. Solent Go is subject of a full report elsewhere on the agenda at this meeting.</p>
4.7	<p>Other work streams in 18/19 as set out in the Business Plan have included</p> <ul style="list-style-type: none"> • on-going liaison with the Solent LEP which has been facilitated through the LEP’s panels and a specific workshop held in October 2018 between the LEP Chairman and the Joint Committee. It is hoped to build on this and seek opportunities to work together, particularly in

	<p>respect of the LEP's Industrial Strategy to 2050 and the updating of the Transport Delivery Plan.</p> <ul style="list-style-type: none"> • The My Journey brand has been reviewed this year through focus groups and website surveys, and design proposals are underway. The My Journey and Solent Go websites will be renewed shortly. • Solent Transport has continued to support the Cross-Solent Partnership Board, (now IoW Transport Infrastructure Board) established as a recommendation of the Transport Infrastructure Task Force. Officers have supported the development of the Ryde Interchange proposals and its inclusion in the Portsmouth TCF bid, as well as implementation of Real Time bus and rail information on the Island, at ferry terminals, and on board ferries. • The bi-monthly Solent Transport Strategy Working Group is continuing to prove a very-well attended and productive transport forum bringing together the major transport stakeholders in the sub-region including Highways England, DfT, Network Rail, SHBOA, LEP, South Western Railway, Ferry operators, Sustrans and the four highway authorities.
5.	CONCLUSION AND LOOK FORWARD TO THE 2019/20 BUSINESS PLAN
5.1	<p>2018/19 has so far been a positive year for Solent Transport. The key areas of work identified in the current Business Plan have made good progress. The highlight has been the Transforming Cities Fund bids with both Southampton and Portsmouth City Regions being shortlisted.</p> <p>It is likely that the Business Plan for 19/20 will focus on the main themes that are currently underway, i.e. providing an appropriate level of resource to ensure that the TCF bids have the greatest chance of success; continuing to oversee the smooth operation of the SRTM and build financial contributions towards the next upgrade; continue research and study work to clarify the vision for the next model and take steps towards its delivery; work closely with Network Rail and other stakeholders to define how a much-improved local rail network can be created through the Solent Rail Strategy; work with South Western Railway and SHBOA to deliver rail products on to the Solent Go platform; seek further funding opportunities for the Solent area and either submit or support bids where appropriate; and respond to industry consultations to obtain the best possible outcomes for the Solent's transport network.</p>
RESOURCE IMPLICATIONS	
Capital/Revenue Nil – no costs associated with this decision.	
Property/Other	
	Nil
LEGAL IMPLICATIONS	

<u>Statutory power to undertake proposals in the report:</u>	
	S.111 Local Government Act 1972
<u>Other Legal Implications:</u>	
	N/A
RISK MANAGEMENT IMPLICATIONS	
	No tangible risks associated with this decision
POLICY FRAMEWORK IMPLICATIONS	
	Not directly appropriate

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	Affects all parts of the Solent area as the four local Highway & Transport Authorities make up Solent Transport.
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	None
2.	

Documents In Members' Rooms

1.	None
2.	

Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

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)
1.	
2.	

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