

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>			
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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.	