

<b>DECISION-MAKER:</b>	<b>SOLENT TRANSPORT JOINT COMMITTEE</b>		
<b>SUBJECT:</b>	<b>BUSINESS PLAN 18/19 UPDATE</b>		
<b>DATE OF DECISION:</b>	<b>25 FEBRUARY 2019</b>		
<b>REPORT OF:</b>	<b>ANDREW WILSON, SOLENT TRANSPORT MANAGER</b>		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>	
Not applicable.	
<b>BRIEF SUMMARY</b>	
This report summarises the progress made with implementing the Solent Transport Business Plan 2018/19.	
<b>RECOMMENDATIONS:</b>	
	(i) That the Joint Committee notes the progress made with implementing the 2018/19 Solent Transport Business Plan
	(ii)
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	The Solent Transport constitution requires that a Business Plan is in place to guide and prioritise the work of Solent Transport. This report updates the Committee on progress made during 2018/19.
2.	
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
	None
<b>3. INTRODUCTION/BACKGROUND</b>	
3.1	<p>The 2018/19 Business Plan was adopted on 12<sup>th</sup> July 2018. The five prioritised areas of work were to</p> <ul style="list-style-type: none"> <li>• Review and update the Solent Transport ‘<b>Transport Delivery Plan (TDP)</b>’</li> <li>• Ensure smooth operation of the <b>Sub Regional Transport Model (SRTM)</b>, improve the experience for customers and explore the possibilities for the next iteration of the SRTM which will be required for the early 2020s</li> <li>• Seek Funding Opportunities - submit bids for funding where appropriate and support the four authorities in developing funding bids</li> </ul>

	<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"> <li>• Work with Network Rail to <b>Develop a Rail Strategy for the Solent</b></li> <li>• <b>Solent Go Smartcard and App.</b> Work with South Western Railway and South Hampshire Bus Operators' Association (SHBOA) to deliver rail products as part of Solent Go</li> </ul>
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"> <li>• Continue engagement with Solent LEP through their Advisory Panels and seek to assist with the Local Industrial Strategy to 2050, and the Heat &amp; Power Strategy</li> <li>• Begin work to review and refresh the My Journey sustainable transport brand</li> <li>• 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</li> </ul>
<b>4.</b>	<b>PROGRESS IN EACH PRIORITY AREA</b>
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><b>Sub Regional Transport Model.</b> 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><b>Seeking Funding Opportunities.</b> 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><b>Consultation Responses.</b> During 2018/19 Solent Transport has responded to two Rail consultations:</p> <ul style="list-style-type: none"> <li>• DfT Rail: Cross Country Franchise</li> <li>• Rail Delivery Group – Easier Fares</li> </ul>
4.5	<p><b>Rail Strategy for the Solent.</b> 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><b>Solent Go Smartcard and App Development.</b> 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><b>Other work streams in 18/19 as set out in the Business Plan</b> have included</p> <ul style="list-style-type: none"> <li>• on-going <b>liaison with the Solent LEP</b> 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</li> </ul>

	<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"> <li>• <b>The My Journey brand</b> 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.</li> <li>• Solent Transport has continued to support the <b>Cross-Solent Partnership Board</b>, (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.</li> <li>• 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.</li> </ul>
5.	<b>CONCLUSION AND LOOK FORWARD TO THE 2019/20 BUSINESS PLAN</b>
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>
<b>RESOURCE IMPLICATIONS</b>	
<b>Capital/Revenue</b> Nil – no costs associated with this decision.	
<b>Property/Other</b>	
	Nil
<b>LEGAL IMPLICATIONS</b>	

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

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

**Documents In Members' Rooms**

1.	None
2.	

**Equality Impact Assessment**

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

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

**Other Background documents available for inspection at:**

<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.	
2.	