



# **Report to the Partnership for Urban South Hampshire Joint Committee**

Date: **29 January 2013**

Report of: **Stuart Roberts, PUSH Interim Executive Director**

Subject: **PUSH response to the consultation draft Transport Delivery Plan**

## **SUMMARY**

Transport for South Hampshire (TfSH) has published for public consultation, its Transport Delivery Plan which lists the transport investments/schemes which it envisages being implemented by 2026. This report sets out a proposed PUSH response to the draft plan. PUSH should welcome the concept of this document as a prioritised list of transport investments/schemes which is realistically deliverable and endorse its focus on schemes on supporting/facilitating economic growth, employment creation, and the 'Cities First' approach. The explicit relationships made between the Delivery Plan and PUSH's South Hampshire Strategy should also be welcomed. However, PUSH should question the omission of the Botley Bypass and rail improvements which would enable trains from Fareham, Portsmouth and beyond to reach Southampton via the Airport Parkway. TfSH should be asked to consider if there is merit in lobbying for electrification of the rail line from Southampton to Basingstoke via Salisbury as an alternative route for container trains to/from Southampton Docks thus freeing up capacity on the Airport Parkway line for additional passenger services. Furthermore, the PUSH response should also express disappointment that the urban realm improvements do not include any schemes at two locations where the South Hampshire Strategy sees major regeneration opportunities - Gosport Waterfront and in association with integrating Waterlooville Town Centre with the West of Waterlooville Major Development Area. Fareham Station should be added into the list of interchanges where improvements are needed

## **RECOMMENDATION**

It is **RECOMMENDED** that the Joint Committee **ENDORSE** the proposed response to the draft Transport Delivery Plan.

## **INTRODUCTION**

1. Transport for South Hampshire (TfSH) has published its Transport Delivery Plan which sets out an evidence-based set of transport investments/schemes to respond to transport problems and opportunities across Solent area (which comprises the PUSH area, the Isle of Wight, and part of New Forest District). The TfSH Joint Committee on 13 December approved the Plan for public consultation.
2. PUSH and its constituent authorities have been engaged in the preparation of the Delivery Plan, and the Plan has strong relationships with PUSH's South Hampshire Strategy and individual authorities' plans. So it is logical for PUSH to respond to this latest consultation. The deadline for comments on the Delivery Plan was 14 January so with the agreement of TfSH and the PUSH Chairman, the proposed response set out in this report was submitted to TfSH subject to confirmation by this meeting.

## **THE DRAFT TRANSPORT DELIVERY PLAN**

3. In recent years PUSH provided a financial contribution towards the creation of a sub-regional transport model. The model has been used to appraise potential future transport interventions so that TfSH can decide which potential interventions would have the greatest benefits and thus be priorities for implementation.
4. The emerging results of the appraisal work were presented to a series of workshops for interested bodies last October, including one specifically for PUSH, local authorities and transport organisations. TfSH officers then considered all the comments made and prepared a draft Transport Delivery Plan which was presented to the TfSH Joint Committee on 13 December 2012. The original intention was for that meeting to adopt the Plan but pleasingly it approved it as a draft for public consultation. A revised version taking account of the comments received will be presented to the TfSH Joint Committee on 5 February.
5. Finalisation and approval of that Delivery Plan by TfSH will be an important milestone as it will provide a platform for the submission of bids to Government (and other funding sources) for funding towards individual schemes/interventions.
6. Whereas the Local Transport Plan sets out the overall approach and policies for managing and improving transport within South Hampshire, the Transport Delivery Plan (TDP) sets out the strategic transport interventions/schemes which are can realistically be delivered and are priorities for implementation by 2026. The TDP's overall approach is to strengthen existing urban areas through supporting the 'cities first' approach, to raise the quality of and maximise the use of public transport and other alternatives to the car, and to target improvements to the highway network to assist the development of housing and employment growth.
7. Some 33 interventions/schemes are included in the TDP which result from an assessment of an inherited list of over 50. That longer list would have cost over £2.7 billion to implement and is unrealistic in these financially constrained era.

The assessment process included each scheme's value for money, and the extent to which it:-

- assists economic growth
  - enhances business performance
  - improves sustainable access to jobs and key facilities
  - reduces unemployment
  - reduces emissions.
8. The document also helpfully provides the reader with a complete picture of strategic transport improvements by setting out schemes planned by the Highway Agency and Network Rail as well as those planned by TfSH.
  9. The Plan states that it will be a living document which will be reviewed by TfSH on a six-monthly basis, so that evidence changes and emerging opportunities can be taken into account. This is a sensible approach which will enable the Plan to speedily take account of changing circumstances including emerging PUSH authorities new/revised Local Plans/Core Strategies. PUSH has stated its intention to review and roll forward the South Hampshire Strategy beginning in early 2014 and this may well highlight the need for additional transport schemes to be added into the Delivery Plan. PUSH will work closely with TfSH on that review/roll forward to ensure coordination between spatial planning and transport planning.
  10. For the schemes planned by TfSH, the Delivery Plan provides a comprehensive picture of the overall context, the scheme assessment methodology, a description of each scheme, and how schemes fit together as themed packages. As a consequence, it is quite a long document – some 100 pages – which may mean it is not read by those with limited time. There would be merit in TfSH producing a summary version – perhaps in the form of a fold-up map with schemes annotated thereon - which would make the key elements of the document accessible to business leaders, investors etc for whom that information will be of potential importance.

## **TRANSPORT SCHEMES**

11. One of the themes of the TDP is transport-led urban regeneration, with three urban realm-related projects for Southampton city streets, Portsmouth city centre and South Hampshire primary local centres (Lee-on-the-Solent, Leigh Park Centre, West Street Fareham, Park Road South Havant, Bishops Waltham, Romsey Market Square, Eastleigh Railway Station and Forton Road Gosport). This list is consistent with the urban regeneration opportunities set out in the South Hampshire Strategy (policy 2) except that the TDP does not mention regeneration at Gosport Waterfront and in association with integrating Waterlooville Town Centre with the West of Waterlooville Major Development Area.
12. Enabling public transport to play a more significant role in accommodating forecast travel growth and improving multi-modal access along key corridors particularly those that connect the cities with their hinterlands are key elements of TfSH's 'Reduce, Manage, Invest' approach as set out in the South Hampshire Strategy (paragraph 8.3). The TDP includes projects to enhance bus and rail services: the latter being enhanced train frequencies between Portsmouth and

Southampton and the introduction of a passenger service along the Waterside line in New Forest District. The TDP notes that the Southern Railway is committed to enhancing rail access to Southampton Airport by routing its Portsmouth to Southampton service via the Airport Parkway station (but in the reverse direction their trains will still travel via Netley).

13. The Eastleigh Chord which would have facilitated that re-routing is not included in the TDP: that is presumably because its cost (over £100 million) makes it unaffordable and poor value for money. A lower cost alternative has previously been discussed which would also enable trains from Fareham, Portsmouth and beyond to reach Southampton Airport Parkway in both directions through trains reversing in Eastleigh station. PUSH had anticipated that the Delivery Plan would include that lower cost alternative which would involve the creation of a new platform in Eastleigh station.
14. Passenger and freight trains (principally container trains to/from Southampton docks) are very frequent on the Eastleigh-Southampton line and that limits the scope for additional services. This capacity limitation will become even more acute with the forecast growth of the docks: capacity enhancement on that line would be difficult and expensive notably in respect of the Southampton city tunnel. The TDP states that Network Rail is committed to gauge enhancements on the Southampton-Salisbury-Basingstoke line so that it can be used as alternative route for container trains to/from the docks. Overhead electrification of the Basingstoke-Eastleigh-Southampton railway line has been proposed by the Government as part of an 'electrified spine' from the Port of Southampton to the Midlands. So PUSH would encourage TfSH to consider whether there is merit in lobbying for overhead electrification of the Southampton-Salisbury-Basingstoke route as this would remove/reduce container trains on the Airport Parkway line and thus alleviate the constraint on additional passenger services on that route.
15. The proposal for bypass of Botley does not appear in the draft TDP. The scheme is important in unlocking development and removing through traffic from the village centre – a traffic flow which is likely to increase significantly when development nearby takes place. There is potential for financial contributions towards it from developers of nearby sites. TfSH should be asked to consider including that scheme in the TDP. Similarly, Fareham Station should be added into the list of interchanges where improvements are needed, in order to facilitate easy interchange between the recently opened Bus Rapid Transit (BRT) route and rail services.
16. The TDP contains only schemes which for implementation by 2026. One paragraph in the document refers to a list elsewhere in the document, of schemes that may come forward post 2026. A general indication of potential longer term schemes would be a useful element in the document, but is not in fact currently included in the current version.
17. Finally, there are a couple of presentational enhancements which could usefully be made and a few typographical to be corrected. These will be drawn to TfSH's attention when the PUSH response is submitted.

## PROPOSED PUSH RESPONSE

18. On the basis of the analysis above, it is suggested that PUSH should submit the following response to the draft Transport Delivery Plan.
19. PUSH welcomes the decision by TfSH to consult on the draft Delivery Plan before finalising it. In relation to the document overall, PUSH:-
  - i. welcomes the concept of this document as a prioritised list of transport investments/schemes which is realistically deliverable by 2026;
  - ii. endorses the focus of the Delivery Plan's schemes on supporting/ facilitating economic growth, employment creation, and the 'Cities First' approach;
  - iii. supports the intention, stated in the Delivery Plan, that the Plan should be a living document which will be reviewed on a six-monthly basis, so that evidence changes and emerging opportunities can be taken into account;
  - iv. welcomes the explicit relationships made between the Delivery Plan and the South Hampshire Strategy, and looks forward to working closely with TfSH in due course on the roll forward of the South Hampshire Strategy which could well result in new schemes for inclusion in a future iteration of the Delivery Plan;
  - v. notes that the Delivery Plan is over 100 pages long and suggests there is merit in TfSH producing a concise free-standing summary document which sets out the scheme package at a glance – perhaps as a fold-up annotated map.
20. In respect of the specific content of the document, PUSH would make these points:-
  - i. It is disappointing that the draft TDP does not include any schemes at two locations where the South Hampshire Strategy sees major regeneration opportunities - Gosport Waterfront and in association with integrating Waterlooville Town Centre with the West of Waterlooville Major Development Area;
  - ii. The Delivery Plan states that overhead electrification of the Basingstoke-Eastleigh- Southampton railway line has been proposed by the Government as part of an 'electrified spine' from the Port of Southampton to the Midlands. PUSH would encourage TfSH to consider the case for lobbying for overhead electrification of the Southampton-Salisbury-Basingstoke route as this would remove container trains from the Airport Parkway line and thus alleviate the constraint on additional passengers services on the Parkway line;
  - iii. PUSH had anticipated that the Delivery Plan would include the concept of creating an additional platform at Eastleigh Station which would enable trains from Fareham, Portsmouth and beyond to reach Southampton Airport Parkway in both directions;
  - iv. TfSH should be asked to consider including the Botley Bypass in the TDP. And to add Fareham Station into the list of interchanges where improvements are needed;

- v. A general indication of potential longer term schemes would be a useful element in the document;

## **NEXT STEPS**

21. After the close of consultation on 14 January, TfSH officers will analyse the comments received and finalise the document for adoption by the TfSH Joint Committee on 5 February 2013. That document will then inform the prioritisation of transport schemes to be undertaken by the new Local Transport Body (LTB).

## **RECOMMENDATION**

It is RECOMMENDED that the Joint Committee **ENDORSE** the proposed response to the draft Transport Delivery Plan.

### **Background Documents:**

Draft Transport Delivery Plan 2012-2026 – can be viewed at

<http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/transport-delivery-plan.htm>

### **Enquiries:**

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