

Transport

Keith Willcox Assistant Director ETE

Frank Baxter Head of Integrated Transport

David Wilson Head of Implementation



Contents

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- National and regional context
- How Hampshire covers transport
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 - Bidding
 - New technology
 - Trading
- Challenges:
 - Integrated land use and transport planning
 - Air Quality
 - Future of Mobility
 - Green Agenda

Transport Senior Team

Keith Willcox
Assistant Director – Transport
Responsible for all Transport functions

Frank Baxter
Head of Integrated Transport
Passenger Transport Services,
Transport Planning, Scheme Delivery

David Wilson
Head of Implementation
Capital Programme, Highways
Development Planning, Road
Agreements

Drew Wilson
Public Transport
Manager

Public Bus,
Public Transport
Strategy

Kevin Ings
Transport &
Contracts
Community
Manager

Community
Transport,
Concessionary
Fares, PT
Operations

Dominic
McGrath
Strategic
Transport
Manager

Transport
Planning,
Strategy
Developm't,
Traded Services

Heather
Walmsley
Transport Team
Leader

Major Scheme
Development
and Bidding

Graham Wright
Transport Team
Leader

Transforming
Cities Fund

Ben Clifton
Transport Team
Leader

Highways
Development
Planning (North
& West)

Stuart Morton
Transport Team
Leader

Highways
Development
Planning (South
& East)

Patrick Bingham
Transport Team
Leader

Major Scheme
Delivery

Andy Kettlewell
Transport team
Leader

Schemes under
£5million

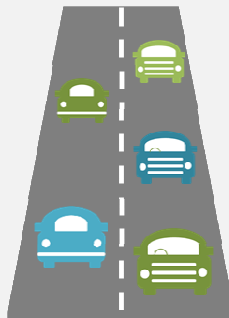
Every day in Hampshire.....

HCC roads: 5344 miles

Rail : 49 stations & >200 miles rail track



450,000
people drive to
work



20,000,000
car miles are
driven



4% of
residents
travel by train



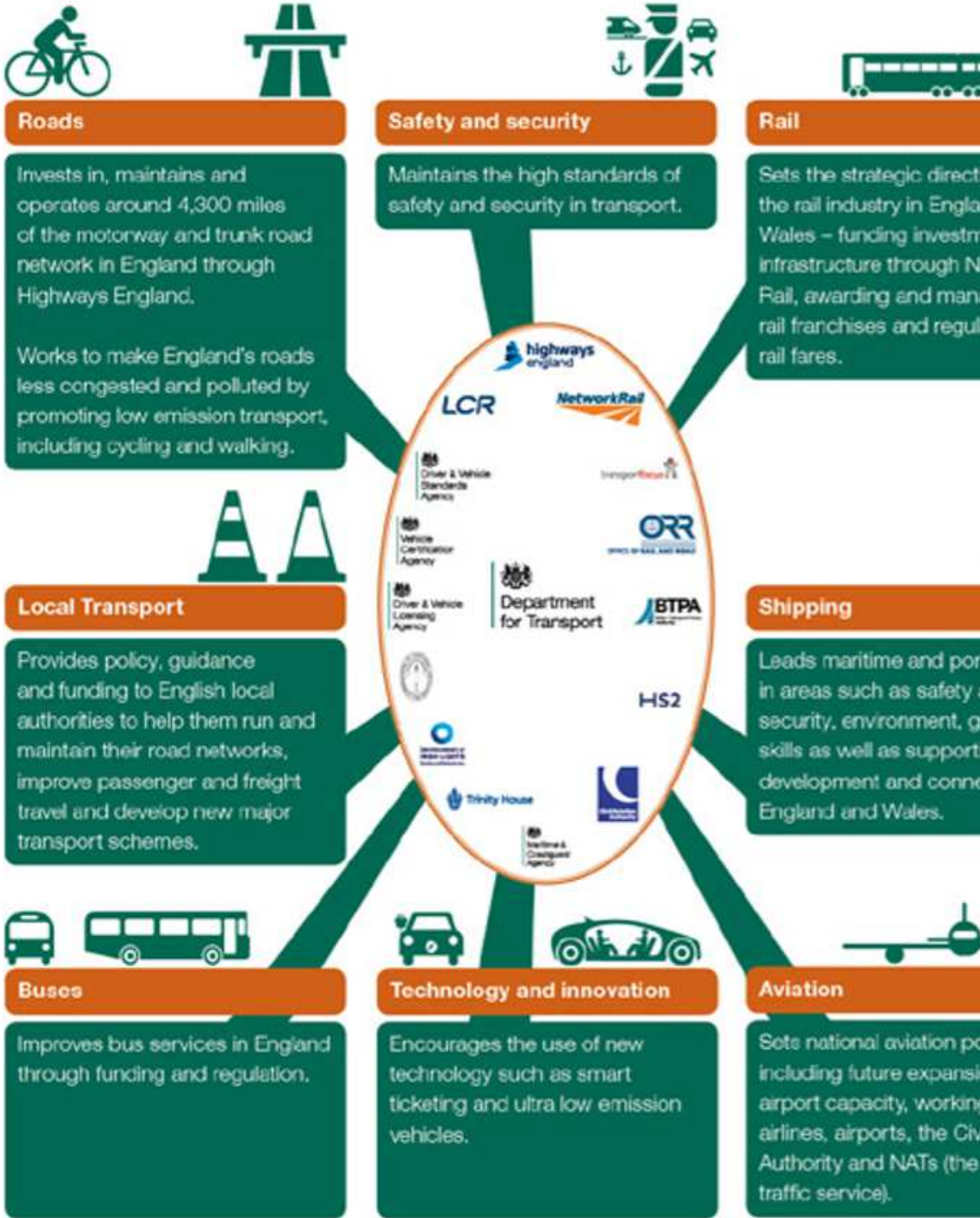
96% of
everyday
journeys are
made on roads,
cycleways and
footways

National, regional and local context

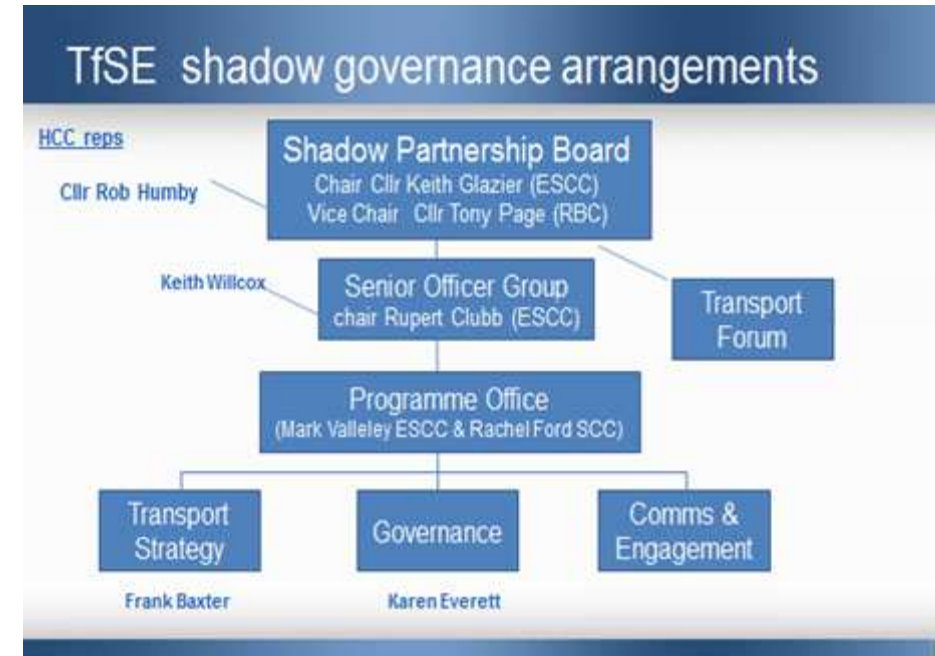
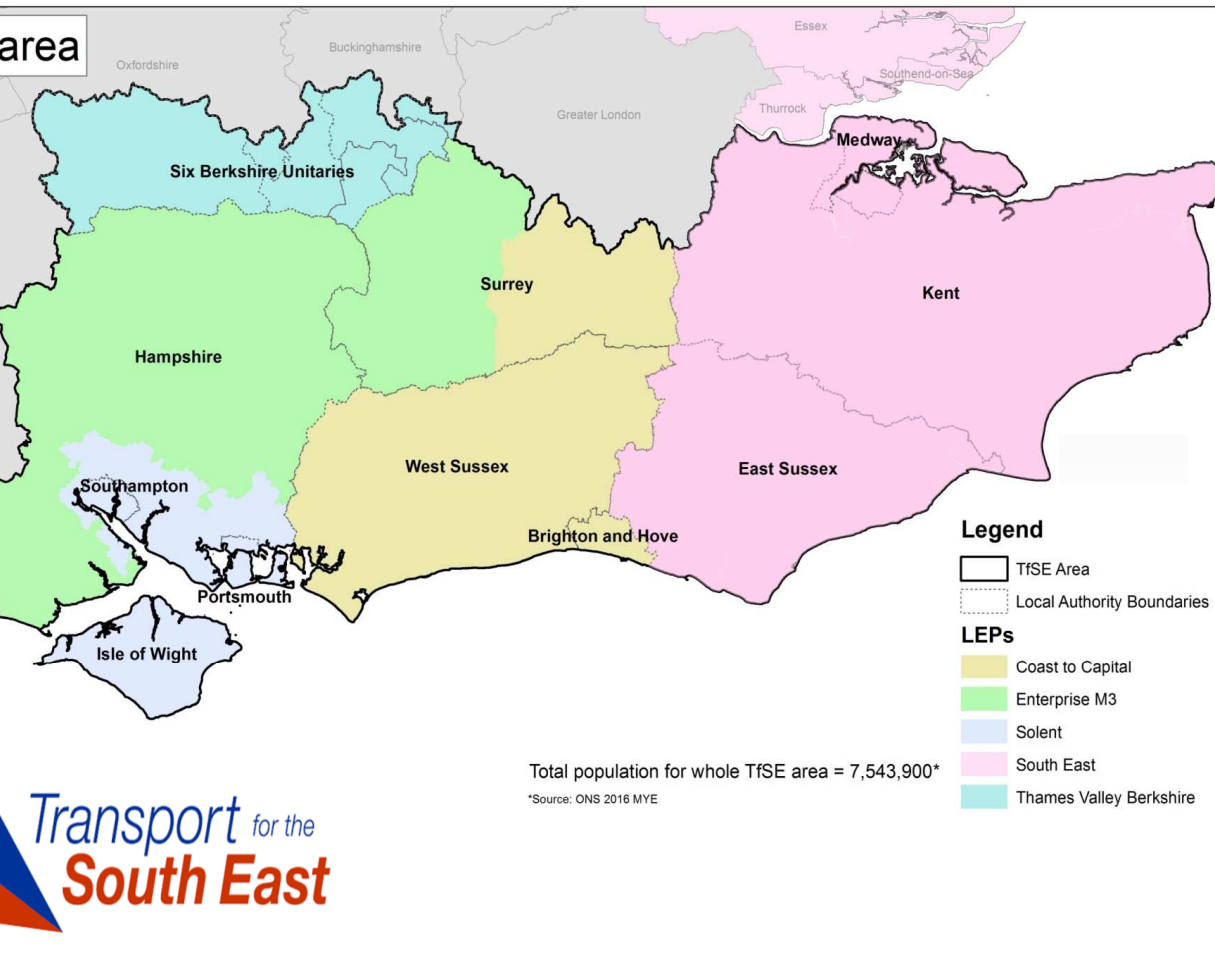
- National - Sets national strategy and guidance. Provides most of our funding either directly via LTP grant or competitive funding calls or via LEPs. Also commissions national infrastructure providers such as Highways England and Network Rail
- Regional – Includes Sub National Transport Bodies (TfSE) and Local Enterprise partnerships (EM3 and Solent) who develop regional transport and economic strategies and have a role to play in prioritising how some Government funding streams are allocated
- Local – Districts & Boroughs do land use planning and County and Unitary authorities are the Highway Authorities and undertake transport planning.

National Government

- Sets policy and standards
- Allocates funding and runs funding challenges
- Oversees national agencies
 - Network Rail
 - Highways England



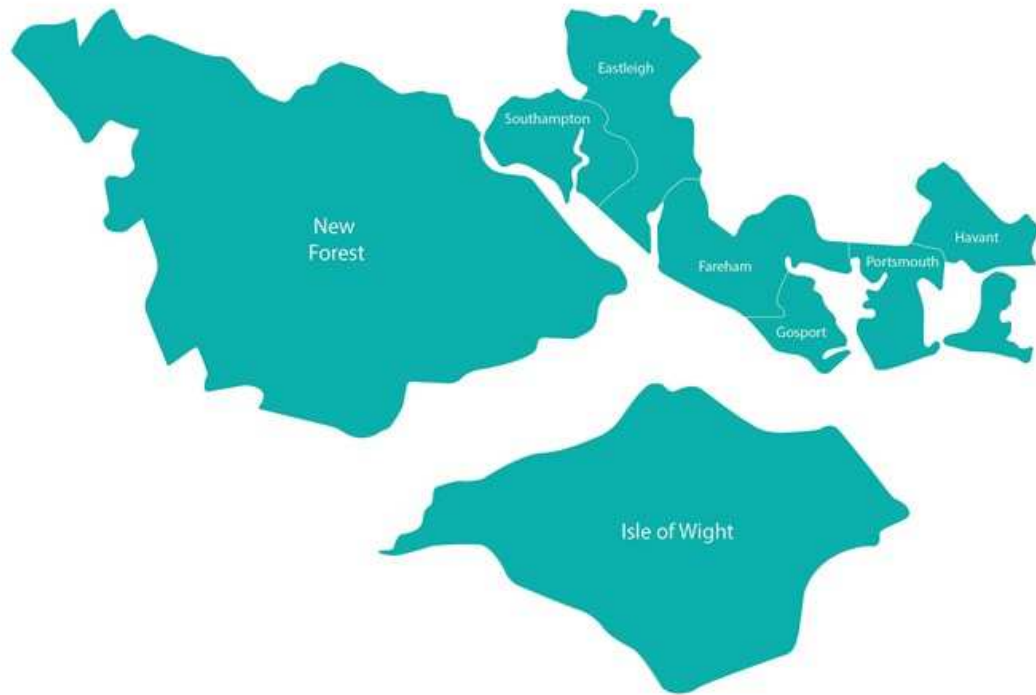
Regional – Transport for the South East



Purpose

- To produce a **regional transport strategy**
- To assist Government in prioritisation of regionally significant schemes

Solent and EM3 LEP – Economic Strategies



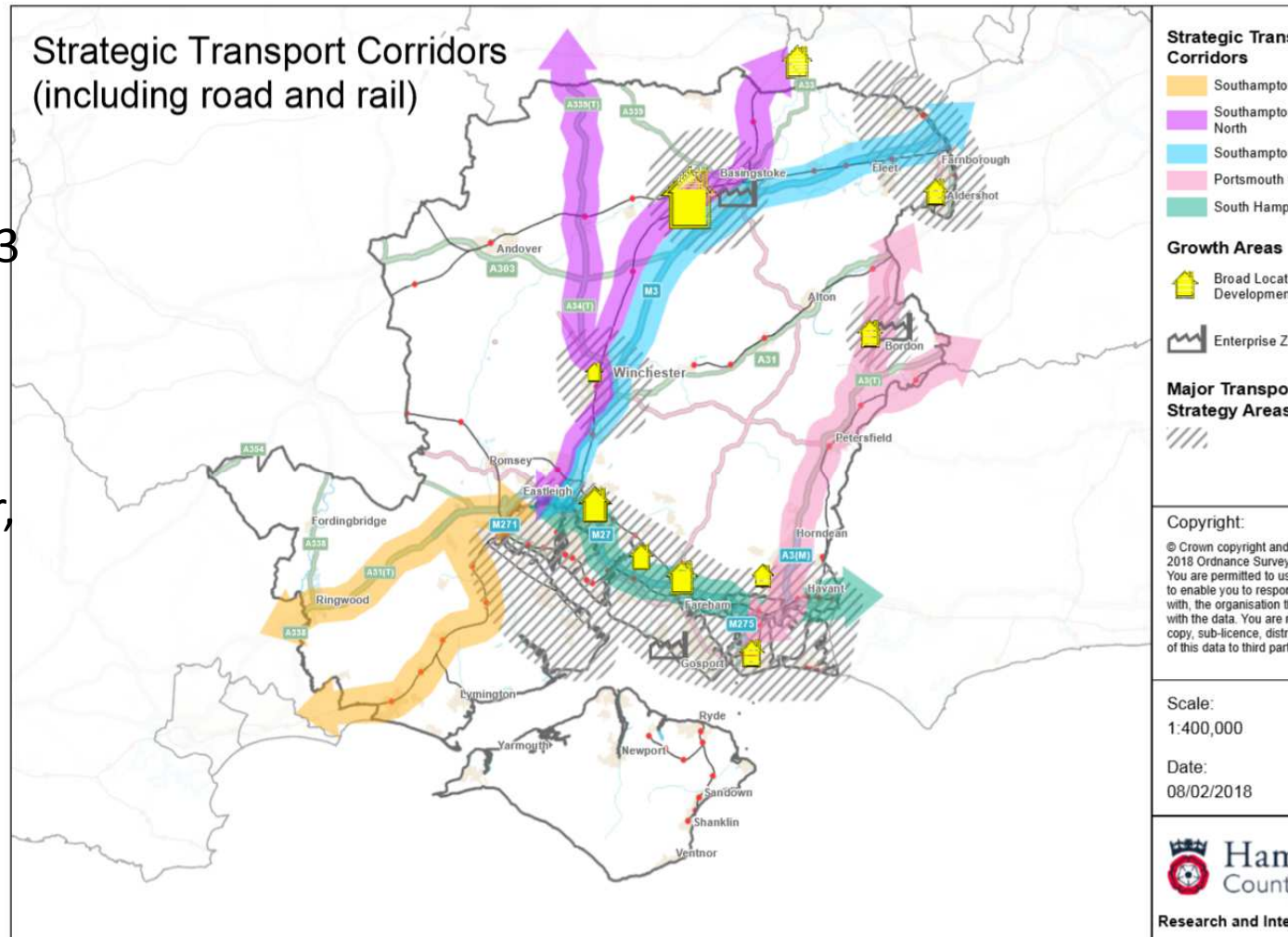
Strategic Transport Planning – Lobbying

Major Roads

A34 / M3 corridor - J9 M3 (start 2021)

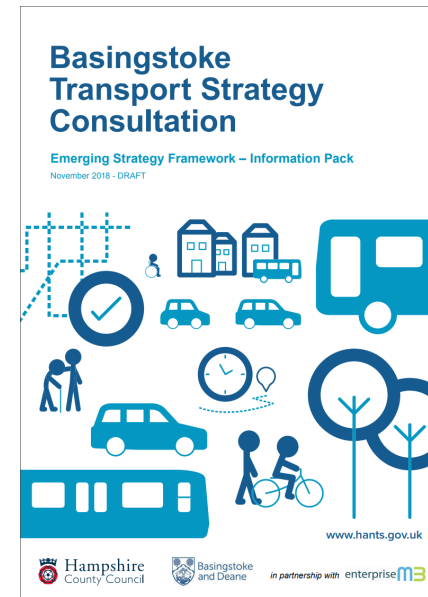
A34 to motorway standard
An improved or new link between M3 and M4
M27 / A27 / A31 corridor
Major Road Network (Redbridge Causeway) and A326

Priority schemes incl. Woking Flyover, Crossrail 2, Basingstoke Flyover, Access to Heathrow
Improve journey times and reduce overcrowding
Better passenger facilities, wi fi, car parking and more flexible smart-ticketing
Inform future franchises



Local transport planning

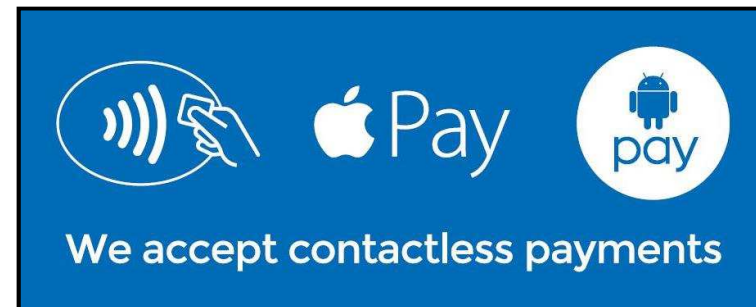
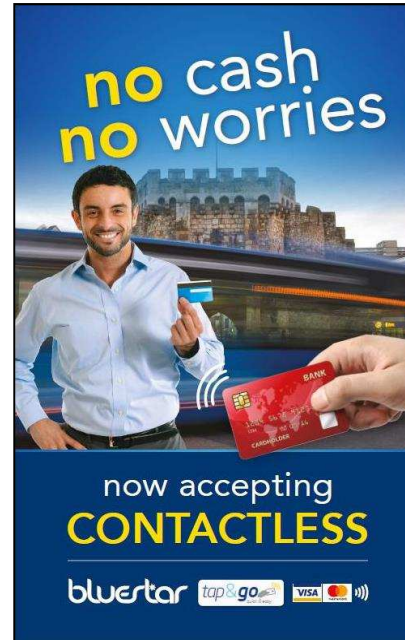
- Develop strategies and plans e.g. LTP and Winchester Movement Strategy
- Prioritise and develop all highway improvements schemes (not inc. road safety and traffic management)
- Value of capital work in progress increased 3 fold in last few years
- Comment on local plans



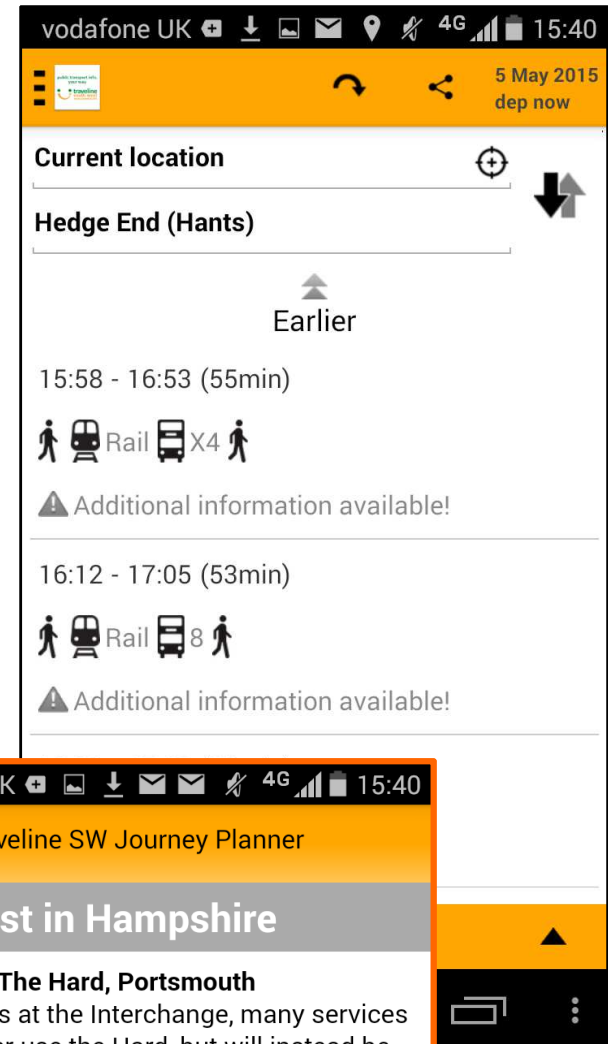
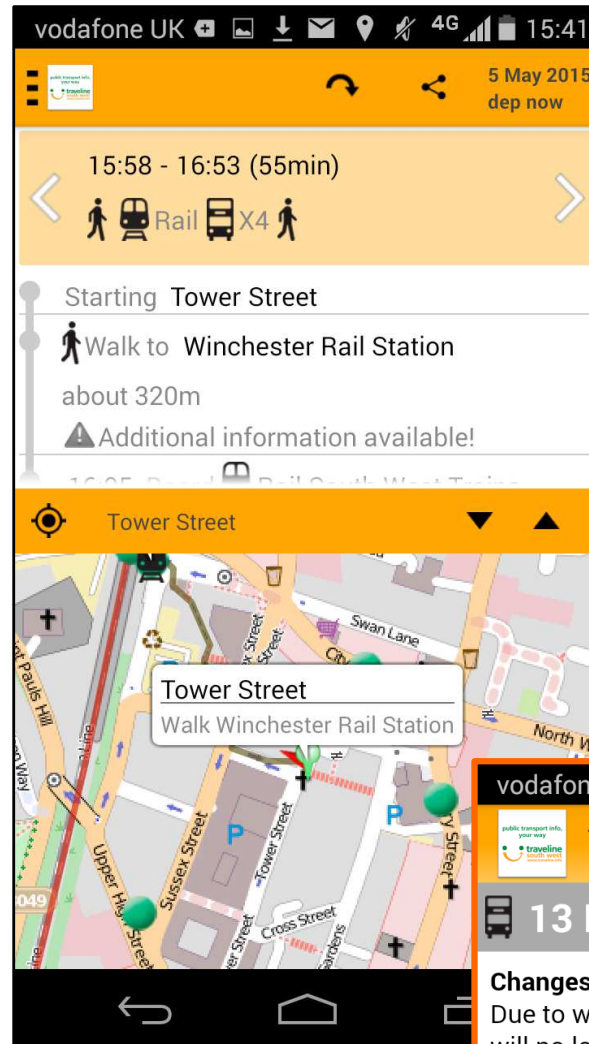
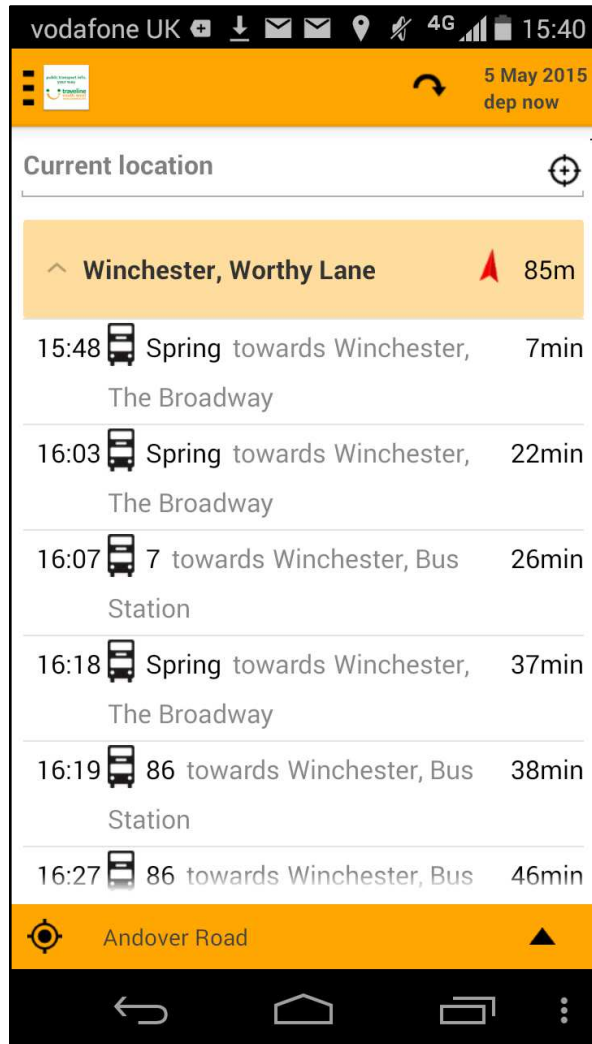
Passenger Transport - volumes

31m Bus passengers (near 20 year high)	30,000 Enquiries at 1,400 bus stops with QR codes	98,000 Voluntary car trips – 100 schemes	5m Contactless journeys (estimated)
6,700 Bus stops	250,000 Concessionary pass holders	255,000 Passenger trips on 71Group hire minibuses	11.3m Concessionary pass journeys (spend of £13m)
91,000 Dial-a-Ride trips	29,000 Taxishare trips – 31 services	380 Real time information displays	600,000 Traveline south west online enquiries a month

Hampshire - First Shire to roll out contactless payment



Journey planning by phone



vodafone UK 15:40

Traveline SW Journey Planner

13 First in Hampshire

Changes at The Hard, Portsmouth

Due to works at the Interchange, many services will no longer use the Hard, but will instead be assigned to temporary stops along the main road. Please look out for on street signage, with closure and works at the Hard from June

Real Time Passenger Information



- Across Hampshire at 350 displays, in advance and on the journey plus QR/NFC at 1,000 stops
- Next stop information displays and announcements on 500 buses

Community Transport

- Taxishares – serving 60 communities
- 500k trips on community transport every year
- Looking at new DRT services e.g. Arriva Click
- Taxi feeder services like My First Mile



Client managing Major Schemes i.e. scheme > £5m

Data

- Planning
- Economic
- Transport

Evidence Base

Scheme Development

Business Case

Funding

Detailed Design

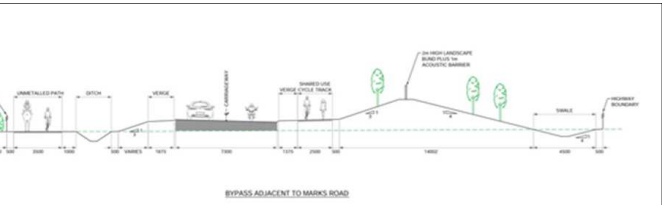
Stakeholder support

Political support

DELIVERY



40:1 rate of return on our investment in scheme development



HCC's Capital Programme for Transport

	Total Starts value		Forecast for 2018/19 - 2020/21
	12/13 - 14/15	15/16 - 17/18	
Major Schemes ie over £2m	£27.4m over 5 schemes	£82.5m over 11 schemes	£108m over 9 schemes
Schemes between £50k - £2m	£30.6m 119 schemes +	£11.3m 58 schemes +	£31.4m 43 schemes +
Total value:	£58.0m	£93.8m	£139.4m

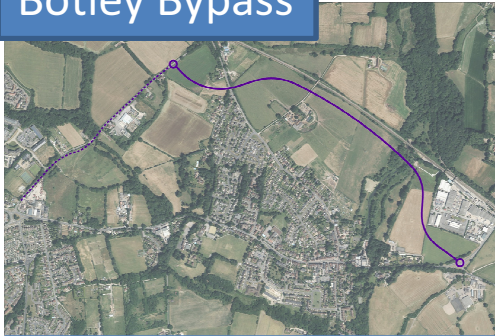
3.5 X more
major schemes

Small schemes
are getting
bigger/more
transformational

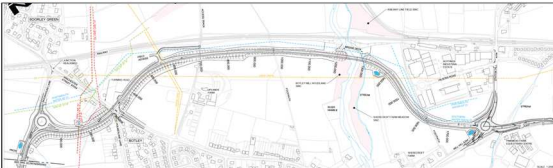
Capital prog is 2.5 x
bigger than in 2012

MAJOR SCHEMES (some South Hampshire examples)

Botley Bypass



Bypass

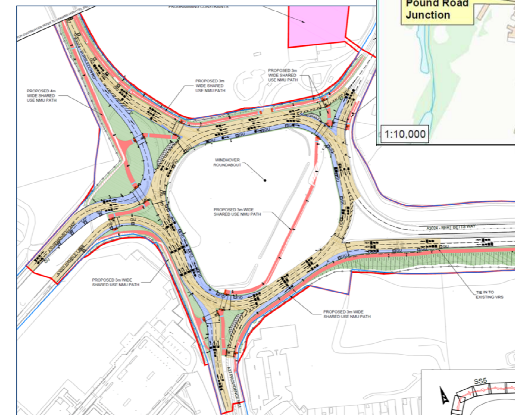
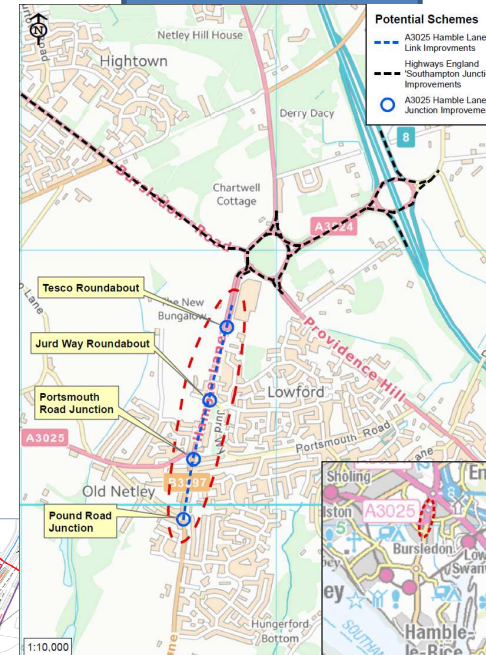


BRT – Gosport to Fareham



M27 J9 & Parkway South Rbt

Hamble Lane



MAJOR SCHEMES (some examples in north Hampshire)

Farnborough Growth Package Improvements

9. Suggested Short Term Priorities for Implementation

LOCATIONS FOR INITIAL IMPLEMENTATION

Key schemes have been identified for implementation in the short term with the following priorities:

INTER VALLEY GOLD GRID

Proposals to increase bus capacity at Farnborough Main Station forecourt; enhanced bus stop facilities along Stagecoach Gold Route 1; and bus priority through technology / infrastructure

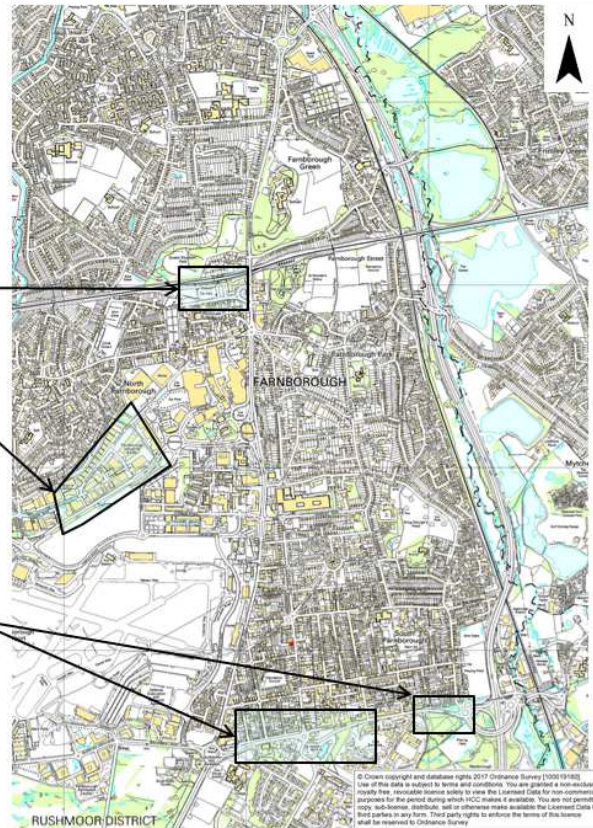
ELLES ROAD

Proposals for an additional egress from Invincible Road onto the A327 Elles Road to address congestion issues.

LYNCHFORD ROAD

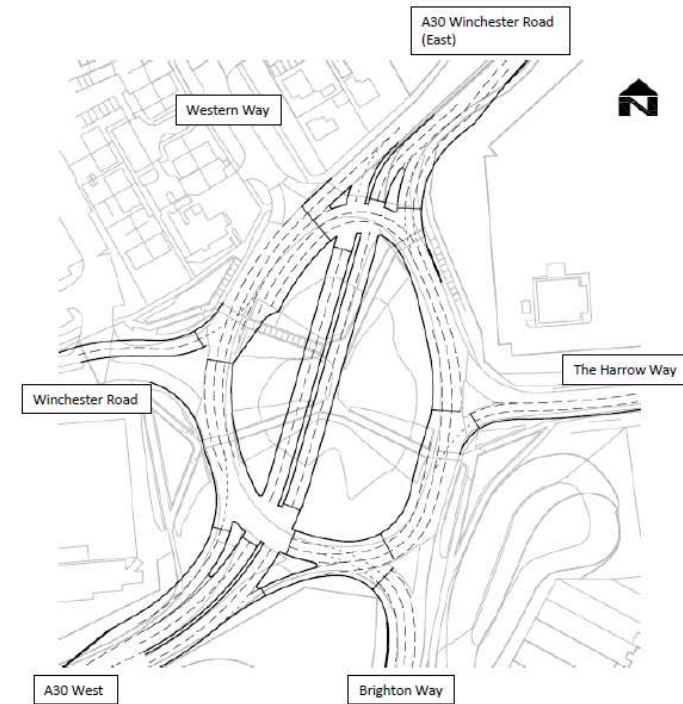
Proposals for improvements in the following priority sections: St Alban's Roundabout and increase capacity on section to Peabody Road; 3011 Lynchford Road from Morris Road to A331 junction; and 3011 Lynchford Road between Queen's Roundabout and St Alban's Roundabout.

Proposals for the section between Peabody Road and Morris Road to be delivered in a later phase due to complexities acquiring third party land.



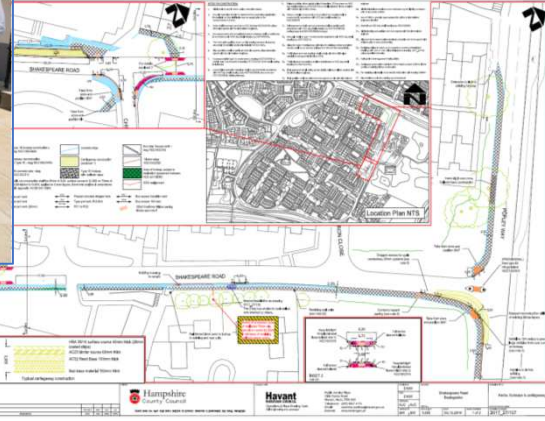
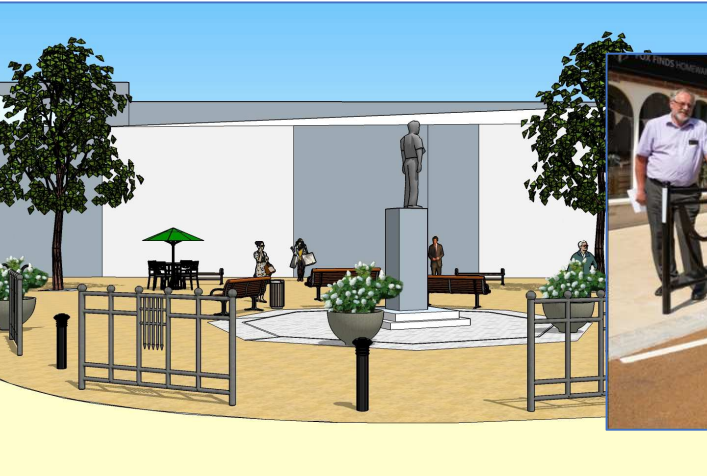
Basingstoke - A30 Corridor Improvement including Brighton Hill Roundabout. Schemes to help support local growth

Figure 2 – Option 2 – 5 arm signalised hamburger

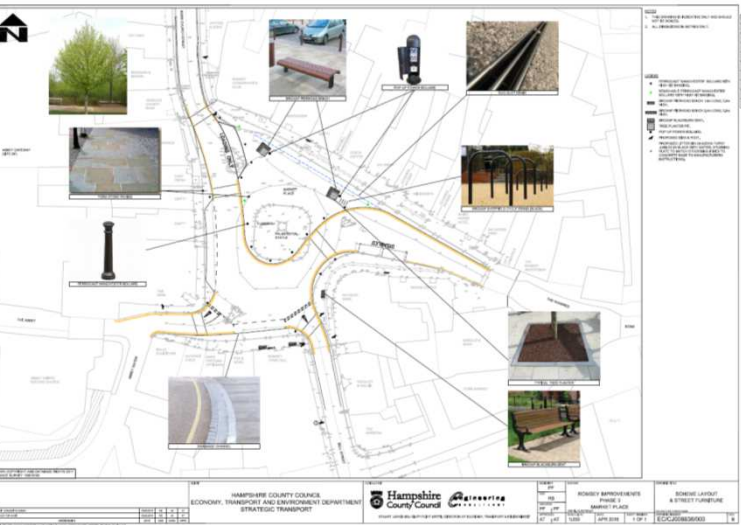


Farnborough Growth Package - £16m Funding for Lynchford Road/A325 Corridor and improved Goldline bus route.

Minor and Named Schemes (<£2.5M)



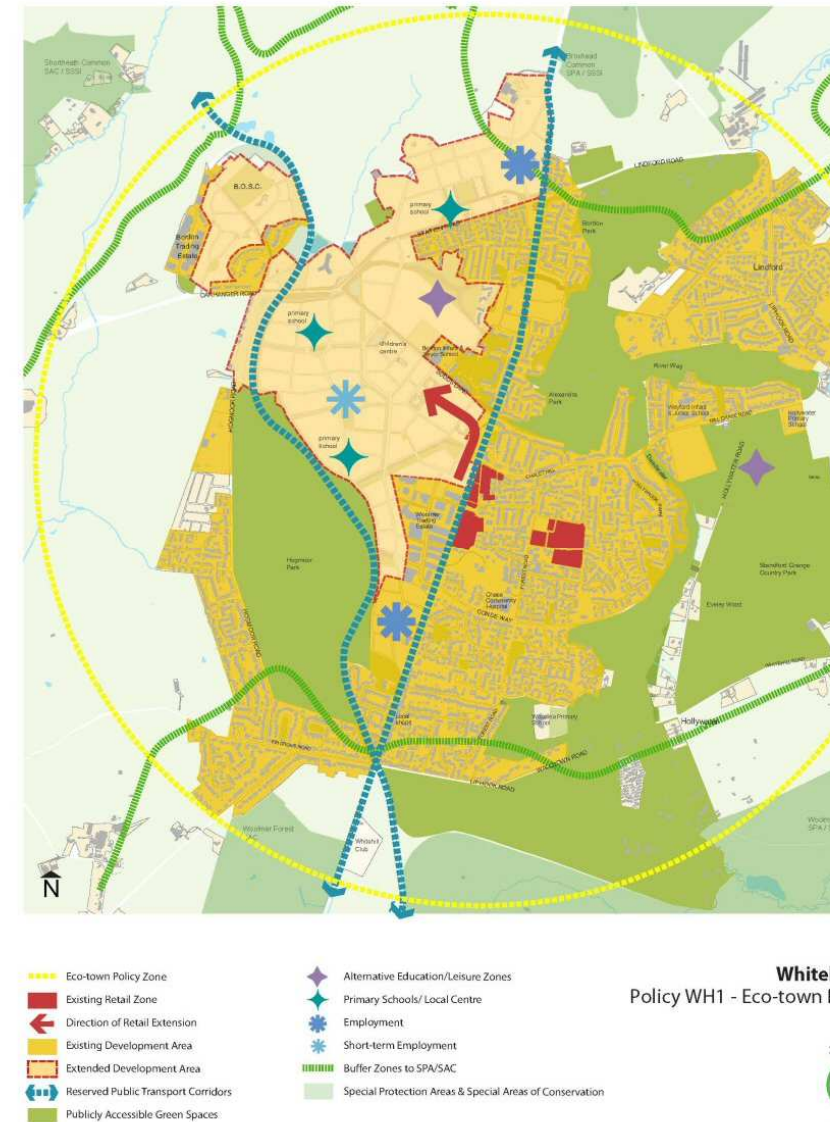
Item	Start	End	Notes
1	15/03/23	15/03/23	Set up site including site office, temporary works management & safety site
2	15/03/23	15/03/23	Support successful council grant on West side of Waterhouse Road
3	15/03/23	15/03/23	Complete build-out at Brooming Close including drainage & paving works
4	15/03/23	15/03/23	Complete new footway at Brooming Close including associated road grading
5	15/03/23	15/03/23	Install public, utility & any other associated works
6	15/03/23	15/03/23	Complete build-out at Waterhouse Close including drainage & paving works
7	15/03/23	15/03/23	Complete new footway at Waterhouse Close including drainage & paving works
8	15/03/23	15/03/23	Install public, utility & any other associated works
9	15/03/23	15/03/23	Complete build-out at Waterhouse Park Close
10	15/03/23	15/03/23	Complete build-out at Waterhouse Park Close including drainage & paving works
11	15/03/23	15/03/23	Install public, utility & any other associated works
12	15/03/23	15/03/23	Close working road
13	15/03/23	15/03/23	Site set up - T11, the existing wall works
14	15/03/23	15/03/23	Excavation, drainage & flagging concrete
15	15/03/23	15/03/23	Re-build foot & concrete support & associated drainage work
16	15/03/23	15/03/23	Prevent the MCV to carry out gas pipe drainage works
17	15/03/23	15/03/23	Prevent the MCV to carry out gas pipe drainage works
18	15/03/23	15/03/23	Rebuilding wall foundations on infrastructure works & foundation retaining
19	15/03/23	15/03/23	Install retaining wall with associated drainage & foundation retaining
20	15/03/23	15/03/23	Re-build to size of existing wall with associated drainage & protection
21	15/03/23	15/03/23	Install drainage North of retaining wall
22	15/03/23	15/03/23	Re-build
23	15/03/23	15/03/23	Complete footways to Poplar Way
24	15/03/23	15/03/23	Sub-base at Brooming Road corner
25	15/03/23	15/03/23	Install drainage North & South to Poplar Way
26	15/03/23	15/03/23	Final drainage surfacing
27	15/03/23	15/03/23	Complete other build at junction of Poplar Way
28	15/03/23	15/03/23	Complete drainage & protection works at Poplar Way junction
29	15/03/23	15/03/23	Complete surfacing at Poplar Way junction
30	15/03/23	15/03/23	Complete surfacing
31	15/03/23	15/03/23	Complete associated traffic management & MCV for site to finish



Development Planning

Transport Development Planning (TDP) represents the council as the local highway authority on Highway Development Control matters.

- Advises applicants, prior to submission of a planning application.
- Makes recommends to planning authorities on highway matters.
- Secures transport mitigation.
- Post determination, TDP provides the following functions:
- Client management of the Section 278 process.
- Representation at Planning Appeals (including Expert Witness).
- Road Agreement Model



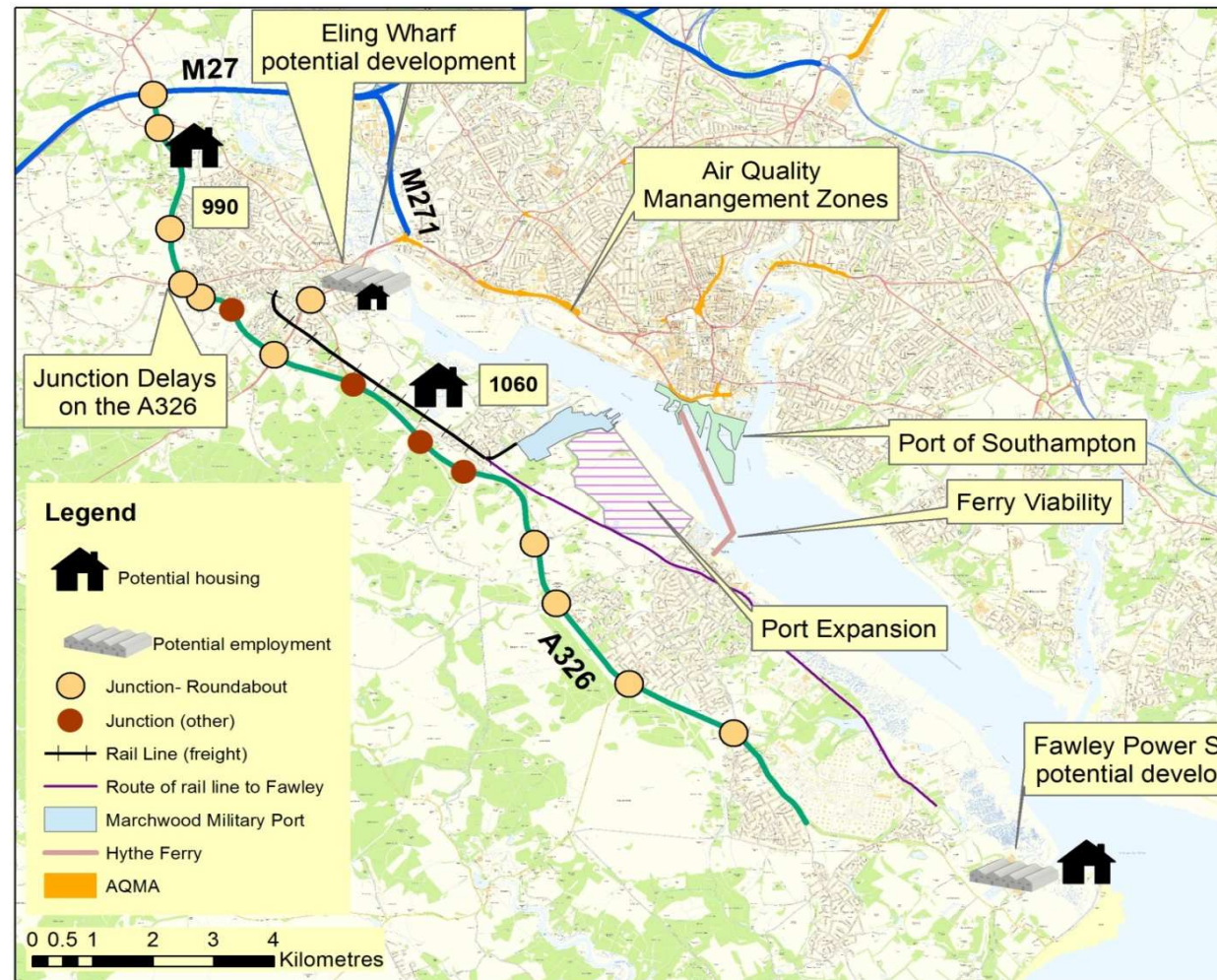
White Policy WH1 - Eco-town

Key opportunities

- Funding – From a variety of sources e.g. Central Government, LEPs
 - new Large Local Majors, Transforming cities fund
- New Technology – 5G, electric or clean fuel vehicles
- Sharing integrated transport services with other local authorities
- Trading our services to others inc. master planning services to major developers, scheme development, scheme design, business case appraisals, traffic surveys etc.

Waterside – Large Local Majors Opportunity

- £100m - £200m scheme to increase capacity on A326
- Sensitive environment
- Nationally significant growth opportunities:
 - Growth in the capacity of the UK's leading export port
 - 5000 plus homes and 2000 plus jobs



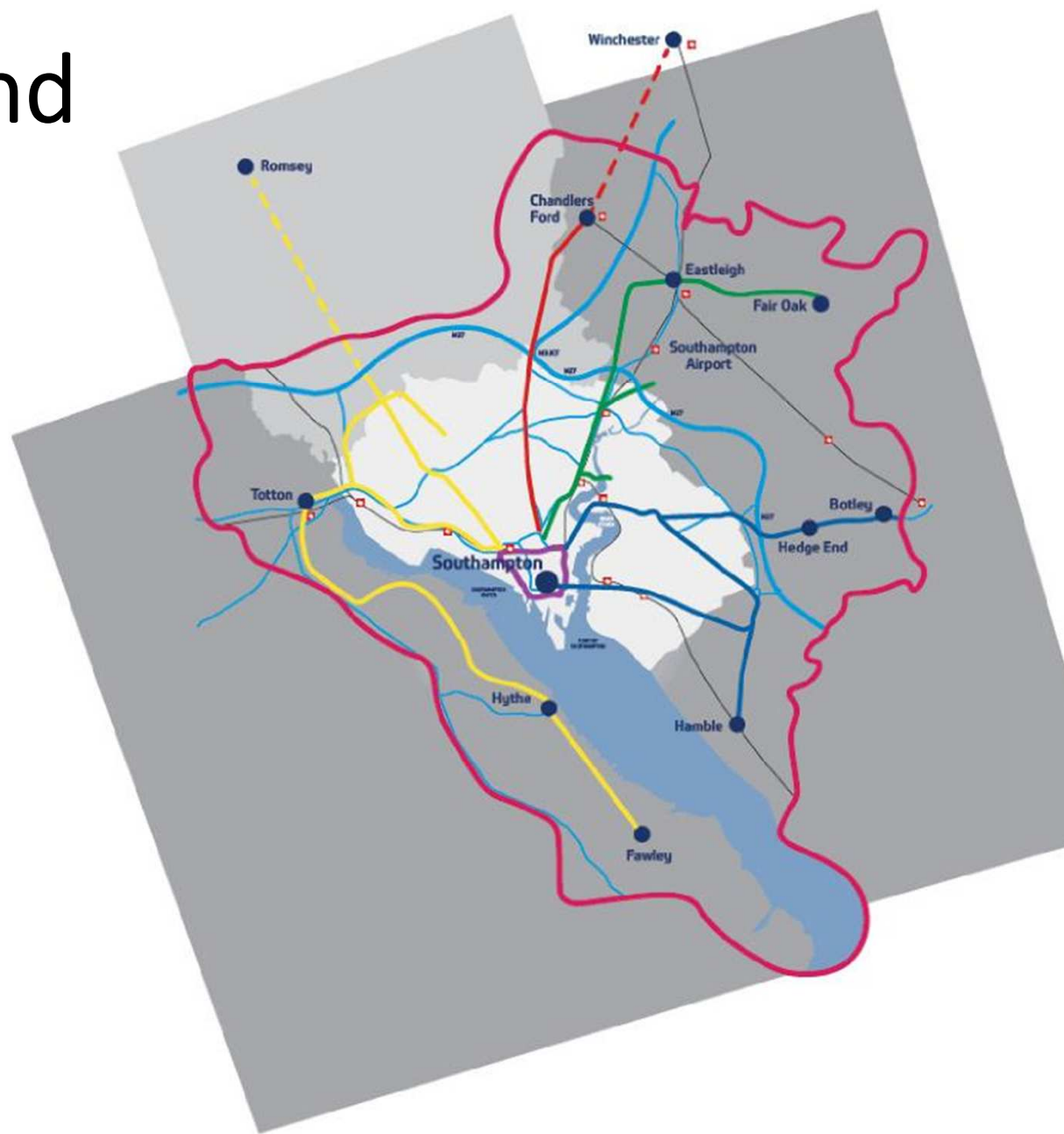
Transforming Cities Fund

Southampton and wider area

C.£100M plus opportunity

Cycling, public realm, bus priority and P&R, air quality

DfT positive



Transforming Cities Fund

Portsmouth
and wider area

C.£150 -
£200m
opportunity

Would
deliver large
part of South
Hampshire
Bus Rapid
Transit

Map 3: Portsmouth and South East Hampshire region - key corridors for investment and development

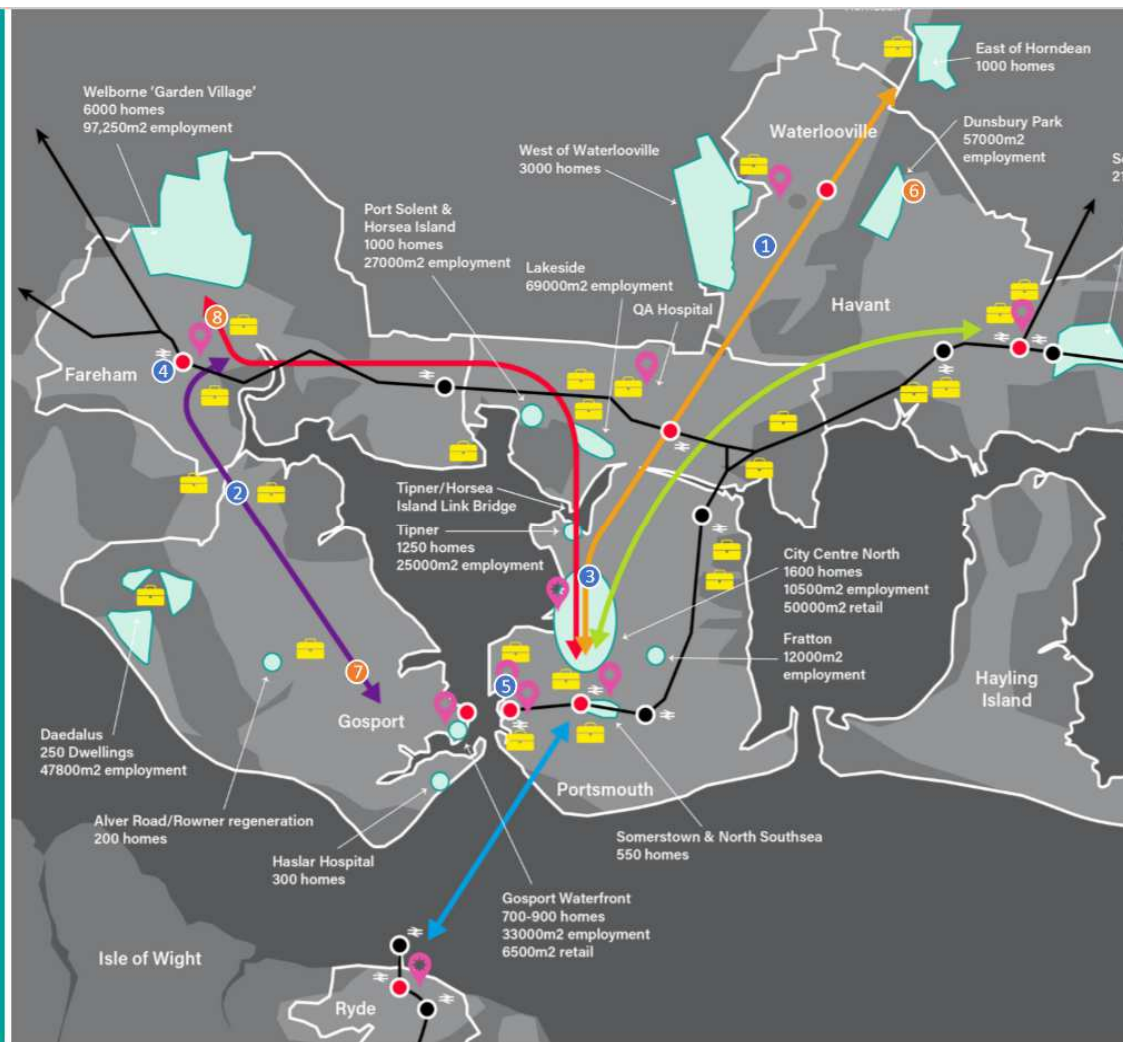
- Employment hubs
- Major trip attractors
- Major development sites
- Existing urban areas
- Rail stations
- Interchange
- Fareham-Portsmouth corridor
- Waterlooville-Portsmouth corridor
- Havant-Portsmouth corridor
- Fareham-Gosport corridor
- Cross-Solent corridor

Parts of Network already delivered:

- 1 "Star" Cosham- Waterlooville-Horndean bus priority corridor
- 2 "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1a
- 3 Portsmouth Park & Ride
- 4 Fareham town centre & station interchange
- 5 The Hard interchange

Parts of Network committed for future delivery:

- 6 Dunsbury Hill Farm link (2018/2019)
- 7 "Eclipse" Fareham-Gosport Bus Rapid Transit phase 1b (2019) & link to Solent Enterprise Zone
- 8 Eclipse BRT extension to Welborne (early 2020s)



Basingstoke – Bus / Rapid Transit

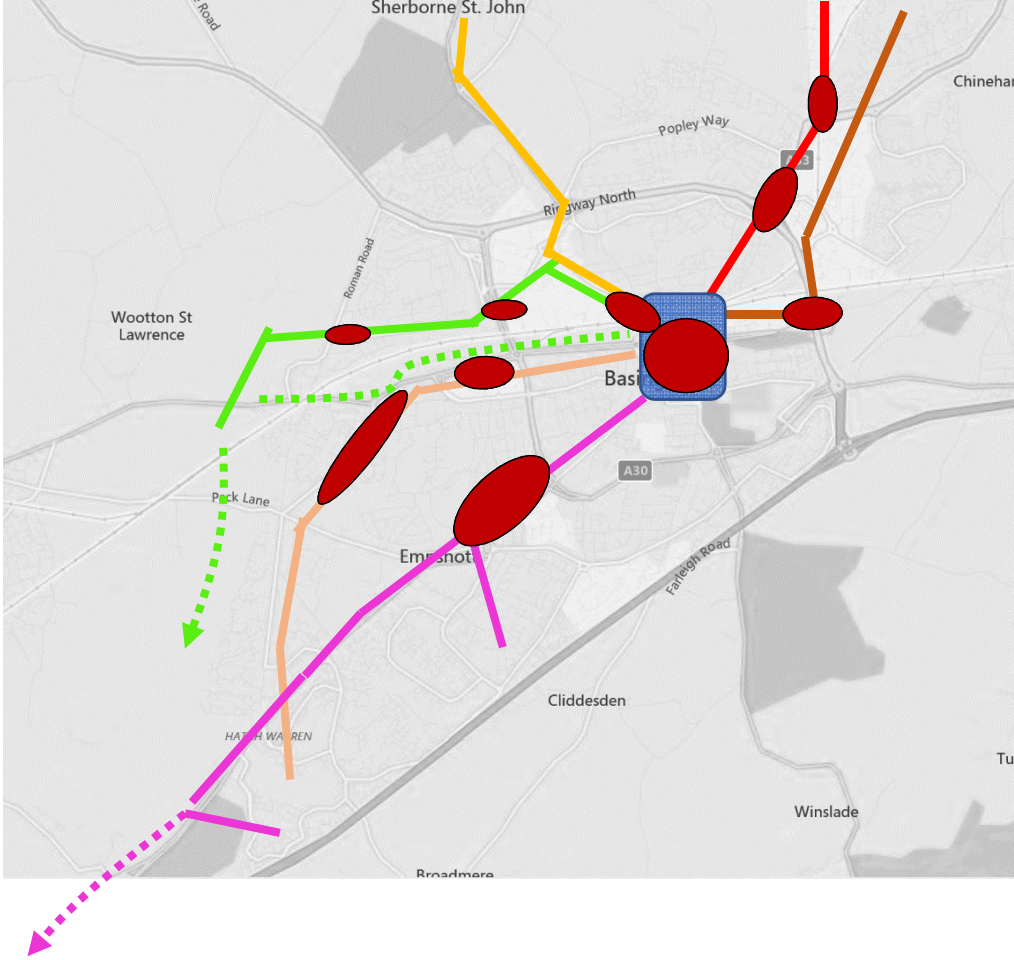


Short / Medium term focus:

- Town Centre is key
- Establish key corridors – to build upon for potential future expansion
- Commercial viability



- Fresh from factory!



What is the future of transport? What do we want technology to do for us? What role do HCC play?



Opportunity – Technological change

California May Push Uber And Lyft To Go Electric, With Far-Reaching Consequences



Alan Ohnsman, FORBES STAFF
FULL BIO

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Video: Driverless cars to be tested on Scotland's roads later this year



By ALASTAIR DALTON
Email

Published: 06:00
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Saturday 09 June 2018

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APPLE'S FLEET OF AUTONOMOUS VEHICLES IS SECOND LARGEST IN USA

Team OD / 17 May 2018 13:14:25 IST

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In a recent filing with the United States DMV in California, Apple has shown its fleet of autonomous driving vehicles stand at 55. This puts it in the second spot after GM-owned Cruise Automation's 104 vehicles and in front of Waymo's 51 vehicles.

China drafts rules to track electric car battery output, use

Reuters Staff

2 MIN READ



SHANGHAI (Reuters) - China aims to launch a system to track the production, sale, use and recycling of electric car batteries by August, according to draft rules published by the industry ministry on Thursday, as it tries to prevent mounting pollution risks.

China aims to become a dominant global producer of electric vehicles but it is also racing to create policies, incentives and recycling capacity to handle spent battery waste, which is set to reach as much as 170,000 tonnes this year.



Opportunity - Cost recovery, trading and shared services

- Shared services with others – economies of scale and retained expertise
- Offer consultancy to others – developers, other local authorities, town councils and parishes
- Fees, charges and enforcement income

NOW

- We recover about 50% of our staff costs through recharging to external funding sources

FUTURE

- Potential to recover 80% of our staff costs in three years time
- We do so in order to be able to retain in house capacity (esp. on client side)

Challenges

- Need for a new or refreshed LTP
- New work areas:
 - Rise of environmental issues such as climate change and air quality
 - Transport and social inclusion
 - Future of Mobility
- Capacity to deliver in light of step change in volume of work if we continue to be successful on TCF and LLM

New or Refreshed LTP 4

- The funding environment has changed
- The policy environment has changed
- The highway authority need to influence land use but are not a land use planning authority
- The regional governance has changed and is still changing
- Technology is moving at pace and could result in transformational and possibly disruptive change
- Local government finances means a need to redesign services to meet our core needs

Changing policy background

- Environmental & health issues:
 - Climate change
 - Clean Air Zones – SoS directives on Farnborough, Basingstoke and Fareham
 - Horizon 2050
 - Obesity
- Future of transport in towns and cities
- Future of Mobility

15th February

Winchester students protested outside of the Hampshire County Council offices over climate change



By Sam Hatherley | [@HatherleySam](#)
Apprentice reporter



[f](#) [t](#) [in](#) [m](#) 9 comments

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Capacity of client and supply chain

- Capital prog is 2.5X larger than 5 years ago
- If continue to be successful with TCF and LLM bids then programme could double again
- Our partnerships and contracts may need to be retendered
- We will need to grow and shape the marketplace to meet our needs
- We may need to consider and address new delivery models

Conclusions

- Significant success in recent years
- Experienced and respected resources
- Significant opportunities (if we have the right skills & capacity)
- Need to be agile, flexible, commercial and innovative in changing times with a changing agenda.