

AT A MEETING of the TRANSPORT FOR SOUTH HAMPSHIRE JOINT COMMITTEE of HAMPSHIRE COUNTY COUNCIL, SOUTHAMPTON CITY COUNCIL AND PORTSMOUTH CITY COUNCIL HELD ON THE 20 APRIL AT 14:30 IN THE COUNCIL CHAMBER, PORTSMOUTH CITY COUNCIL, GUILDHALL SQUARE, PORTSMOUTH

PRESENT:

Hampshire County Council

Councillor Mel Kendal - Executive Member for Environment
Keith Willcox - Project Director, Transport for South Hampshire (TfSH) and Head of Strategic Transport
John Osborne – Assistant Director, Environment
James Strachan – Assistant Director, Environment
Tom Niedrum – Head of Finance, County Treasurer’s Department
Chris Walton – Policy and Funding Manager
Stuart Baker – Transport for South Hampshire, Project Coordinator
Rachael Handley – Transport for South Hampshire, Transport Planner
Heather Walmsley – Principal Engineer Major Schemes

Portsmouth City Council

Councillor Jason Fazackarley, Cabinet Member for Traffic and Transportation
Simon Moon – Head of Transport and Street Management
Pam Turton – Assistant Head of Transport and Street Management (Strategy)

Southampton City Council

Councillor Matthew Dean – Cabinet Member for Environment and Transport
Phil Marshall – Regional Transport Planner
John Roseveare – LSTF Bid Manager

Stakeholders

Alex Carter – Go-South Coast/SHBOA
Dave Lynch – Go Ahead Group plc
Phil Dominey – South West Trains
Keith Edwards – Gosport Ferry
Matthew Kitchen – First Hampshire and Dorset
Simon Newport – First Hampshire and Dorset
Simon Pratt - Sustrans
Maureen Pullen – Department for Transport
Lee Sambrook – Department for Transport
Josie Rogers – Network Rail

Observers

Eastleigh Borough Council

Councillor David Airey

Fareham Borough Council
Councillor David Swanbrow
Richard Hudson

Gosport Borough Council
Councillor Peter Langdon

New Forest District Council
Nick Hunt

Test Valley Borough Council
Vivien Messenger

Winchester City Council
Councillor Eleanor Bell
Andy Hickman

Rhod MacLeod– WSP Consulting
Charles Burns – Portsmouth Community/ Rail Futures/ Federation of Small Business
Hilary Reed – Portsmouth Cycle Forum and CTC
John Holland – Portsmouth Cycle Forum and Rail Future

70. APOLOGIES FOR ABSENCE

Apologies for absence were received from John Foster, Gosport Ferry; Matthew Golton, First Great Western; David Lees, Southampton Airport, Marc Reddy, First Hampshire and Dorset and Adam Tewksbury, University of Southampton.

71. DECLARATIONS OF INTEREST

Members were mindful that, where they believed they had a personal or personal prejudicial interest in any matter to be considered at the meeting, they should normally at the time of the debate declare their interest, and having regard to the circumstances described in paragraphs 9, 10, 11 and 12 of the County Council's Code of Conduct, consider whether to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with paragraph 12 of the Code.

There were no declarations made by Members under this item.

72. CHAIRMAN'S ANNOUNCEMENTS

The Chairman opened the meeting by informing the Joint Committee that the Solent Local Enterprise Partnership bid to tranche 1 of the Regional Growth Fund had been unsuccessful. This had included improvements at Junction 5 of the M27 and Platform Road in Southampton. Bidding for round two of the Fund was now open and it was confirmed that the deadline for submissions was the 1 July.

The Chairman then confirmed the departure of Tom Niedrum, Head of Finance, who had worked alongside TfSH since its establishment in 2007. Tom was

thanked for his support and hard work over the past four years and the Chairman and Joint Committee wished him all the best for the future.

The Joint Committee were then informed of the importance of private sector engagement and forging relationships with the business community and the wider stakeholder community. A further meeting with the private sector is to take place in May, with a paper likely to be presented to the next Joint Committee meeting.

Finally, the Chairman spoke of progress being made with Phase 1 of the BRT. Despite delays, encouraging advances had been made in constructing the busway and work to the gas pipes would take place in June/July this year when the gas pressure was at its lowest.

73. MINUTES OF THE MEETING HELD ON 26 JANUARY 2011

The Minutes of the meeting held on 26 January were confirmed as a correct record and signed by the Chairman.

74. SOUTH EAST HAMPSHIRE BRT UPDATE AND DEVELOPMENT OF WIDER NETWORK

The Committee considered the report from the Principle Engineer for Hampshire County Council (Item 5 in the minute book), which detailed progress with the BRT.

Now legal challenges had successfully been defended, it was confirmed that work would continue to advance as quickly as possible. The tarmac and acoustic fencing had been completed at the northern end of the site and junction works onto the A27 started in March.

The legally enforceable Voluntary Partnership Agreement with the South Hampshire Bus Operators Association has been progressing well and will be completed in advance of the scheme opening.

A report had been brought to the June 2010 committee showing plans for the wider BRT, which had now been prioritised. It was confirmed that direct links to Phase 1 of the BRT, A3 work and also links between Fareham and Queen Alexandra Hospital were of high priority, where as medium and lower priority items were in relation to longer term development plans with the BRT and where good bus routes already existed.

Whilst the focus has, to date, been on the South East of the TfSH area, it was confirmed that this was only a starting point and that there were plans to link in with Southampton and the South West of the area, as detailed in paragraph 34 of the report.

Charles Burns from Portsmouth Community Futures highlighted the importance of working with smaller businesses in the area, as well as the larger ones and requested that the Federation of Small Businesses and Commerce be included in all future consultations. Cllr Langdon from Gosport Borough Council supported the priorities set out in the report particularly for Gosport and stated that the links

south from Phase 1 to Gosport town centre would relieve traffic congestion, particularly with access to and from Gosport Ferry.

The Chairman confirmed that consultation had been very wide and that smaller businesses were invited to contribute. It was also confirmed that steps to preserve wildlife in the area had been successful, with bat boxes and badger sets being used. Foliage that had been planted was also growing well.

It was asked whether the branding for Phase 1 would be used across all areas of the BRT network and The Assistant Director of Environment confirmed that all areas of the BRT had been considered, but there was still work and consultation to be done with partners with regards to the brand name and where it would appear.

The Cabinet Member for Southampton City Council emphasised working with the south west of the area as discussed in paragraph 34 of the report, but enforced that links would need to be methodical and as part of the wider plan, rather than on an ad hoc basis. The Project Director for TfSH confirmed that £50,000 had been earmarked for a public transport strategy within the TfSH 2011-12 budget, as featured in Item 11.

RESOLVED:

- i) That progress regarding legal issues, construction and the draft voluntary partnership with the bus operators for the South East Hampshire Bus Rapid Transit (BRT) Phase 1 Redlands Lane in Fareham to Tichborne Way in Gosport be noted and that the draft Voluntary Partnership Agreement for BRT Phase 1 should form the basis for similar agreements covering the wider network.
- ii) That the prioritised work programme and delivery strategy for the wider BRT network be approved as a way forward.

75. BRT BRAND

The Committee considered the report of the Assistant Director of Environment (Item 6 in the Minute Book) which provided a summary of the new confidential branding and logo.

The Joint Committee was informed of the importance of the branding, especially considering negative press that it had received. It was vital that the buses encouraged the modal shift in getting people using them instead of cars and it was explained how Phase 1 of the BRT would set a precedent for the rest of the development.

It was confirmed that the amount spent on branding had been very low, with officers working closely to guide the brand. Public sector focus groups had provided valuable feedback and it was felt the brand and logo looked as top quality as the service that would be provided.

In the longer term, ferry and train companies were not expected to change their logos to feature the new one, but there would be a link showing that they were

part of the BRT development. Further discussions would be had with partners to finalise this.

RESOLVED:

- i) That the proposed BRT brand name and the associated device/logo are accepted as the brand for South East Hampshire BRT, Phase 1 and wider.

76. LOCAL SUSTAINABLE TRANSPORT FUND PRESENTATION

The Joint Committee received a presentation from John Roseveare, LSTF Bid Manager and also Dave Lynch (Group Technology and Procurement Director) from Go-Ahead Group Plc. The presentation introduced the Local Sustainable Transport Fund, the transport problems and opportunities in South Hampshire, and the bidding strategy that TfSH would be employing in formulating its initial proposal to the Fund for a 6th June submission. Three themes of the bid were identified: 1) smart ticketing and media; 2) behavioural change physical interventions; and 3) behaviour change revenue interventions. A bid in the region of £25m will be submitted.

77. DFT INTRODUCTION AND Q&A

The Joint Committee received a presentation from Lee Sambrook from the Department of Transport (DfT), who introduced the new ways of working and engaging in contrast to the recently dissolved GOSE office. It was confirmed that the DfT would act as a 'critical friend' and assist in translating, navigating and facilitating with government policy, processes and finding solutions.

The Cabinet Member for Southampton City Council enquired as to the working in practice and how this would be a 'light touch'. It was confirmed that this would mean working with local authorities at their request rather than being a constant feature. It was then asked what the DfT's views were on the recent failed TfSH bids to the Regional Growth Fund and whether it was generally worth applicants spending time and resources on tweaking bids for resubmission in round 2. The DfT confirmed that feedback on unsuccessful bids is being provided by the Department for Business Innovation and Skills but that competition was very tight, with only four transport schemes across England being approved. It was advised that feedback should be sought and reviewed before resubmitting bids, but that the DfT would assist with this.

The Chairman confirmed to the Joint Committee that David Cooper, who had previously worked alongside TfSH with GOSE, had a new role as the Head of Roads Policy and wished David all the best for the future in his new role.

78. RESPONSE TO NETWORK RAIL'S LONDON & SOUTH EAST RAIL UTILISATION STRATEGY

The Committee considered a report from the Regional Transport Planner at Southampton City Council (Item 9 in the minute book), which details the response

to Network Rail's strategy. The main areas concentrated on were main links into London Waterloo, freight and South Hampshire.

It was confirmed that double-decker trains were not a viable option due to the extensive work needed to adjust bridges and tunnels, and also the width of the track space needed. Previous research had been done and the main line between Southampton and Waterloo would cost in the region of £1.4 billion alone, yet only providing an extra 20% in capacity.

It was agreed that it was felt some seating on trains was uncomfortable for long distance, (particularly for commuters to London) but the necessary checks and research had been done and they were compliant and fit for purpose.

The Cabinet Member for Southampton City Council told the Committee that he felt Southampton City Station had significant development potential, and would need improving in consideration of the projected growth in passenger and freight numbers at and through the station.

The Chairman confirmed that currently, it was anticipated that opening a passenger train link between Marchwood and Hythe would be £7 million and possibility something to be considered for the future.

Councillor Bell from Winchester City Council enquired as to a station being put by Knowle Village as part of the Fareham SDA, and it was confirmed that this was something will be considered as part of the plans for North Fareham SDA.

It was agreed that additional comments from the meeting would be sent to Network Rail as a follow up to the formal response.

RESOLVED:

- i) That the officer submission to the consultation draft London and South East Route Utilisation Strategy (RUS), featured as Appendix 1, be adopted by the Joint Committee as the formal TfSH response to the consultation
- ii) That officers look to arrange an early meeting with the new Wessex devolved business unit of Network Rail to explore the scope for closer partnership working with the rail industry in line with the TfSH Rail Communications Protocol (June 2010).

79. TFSH EVIDENCE BASE – USE OF MODELLING CAPABILITY

The Committee considered a report of the Principle Transport Planner for Hampshire County Council (Item 10 in the minute book), which detailed the pricing structure for use of the model and also the guides that would support it. It was confirmed that public sector partners that had contributed would have work carried out at cost, public sector partners with no involvement would be 1.5 times the cost and private sectors would be twice the cost value, detailed in paragraphs 7-9 in the report. It was felt that this method of pricing was comparable to similar operations elsewhere in the country and it was confirmed that money gained from the costings would be used to keep the model up to date.

RESOLVED:

- i) That the proposed processes and protocols set out in the guidance documents be approved.
- ii) That the proposed charging mechanism based on actual costs, and using different rates to reflect the differences between the public and private sectors, and financial contributions made in building the Sub-Regional Transport Modelling Suite be approved.
- iii) That it be agreed that funding be set aside in order to complete biennial updates, subject to the anticipated revenue stream for use of the modelling suite being realised and resources being available.

80. BUDGET MONITORING 2010/11 AND PROVISIONAL 2011/12 REVENUE AND CAPITAL BUDGETS

The Committee considered a report from the County Treasurer and the Project Director for TfSH (Item 11 in the minute book), which summarised current expenditure and future capital and revenue budgets.

The Head of Finance highlighted the £535,000 carry forward in Table 2 and also the additional £10,000 for work on the eastern access to Southampton. Table 4 reflected the difficult financial times and included the £535,000.

Three minor errors were spotted in the report, being;

- a) Paragraph 4 on page 2 – “2011/12” being corrected to “2010/11”
- b) Table 2 on page 3 – “Southampton City Centre Masterplan” being corrected to “Southampton Port Masterplan”
- c) Paragraph 11, page 4 – “£435,000” being corrected to “£535,000”

The Project Director for TfSH confirmed new staff structural changes to TfSH as detailed on page 5 of the report and confirmed that the Business Plan would be started once these changes had fully taken place and presented to the next Joint Committee.

The Chairman confirmed that despite changes to the structure, TfSH had not reduced capability to do work and were ready for opportunities to develop a number of schemes. It was acknowledged that TfSH would in future be working with the Solent LEP and this was something the Committee welcomed.

It was questioned whether a member of the Solent LEP should be invited to join the TfSH Joint Committee. This is to be considered by the three authorities.

RESOLVED:

That the Joint Committee:

- i) Note the latest 2010/11 forecast outturn for revenue and capital budgets.
- ii) Agree the latest 2010/11 revenue and capital budget allocations, based on the forecast outturn and including an extra £10,000 for Eastern Access to Southampton and £15,000 towards Southampton Port Masterplan;

- iii) Approve the carry forward of under-spends (£535,000) from the 2010/11 revenue contingency to help support the 2011/12 budget strategy.
- iv) Approve the 2011/12 revenue and capital budget.
- v) Approve the 2011/12 TfSH workplan.
- vi) Agree to officers developing a 2011-2013 TfSH Business Plan.
- vii) Agree to a refresh of the TfSH vision and objectives to reflect changing circumstances.