

**AT A MEETING of the TRANSPORT FOR SOUTH HAMPSHIRE (TfSH) JOINT COMMITTEE of HAMPSHIRE COUNTY COUNCIL, SOUTHAMPTON CITY COUNCIL AND PORTSMOUTH CITY COUNCIL HELD ON THE 29 MAY 2012 AT 10:30 IN SUITE 1, SOLENT CONFERENCE CENTRE, SOUTHAMPTON**

**PRESENT:**

**Voting Members:**

Councillor Mel Kendal – (Chairman) Executive Member for Environment and Transport at Hampshire County Council

Councillor Jason Fazackarley - Cabinet Member for Traffic and Transportation at Portsmouth City Council

Councillor Asa Thorpe – Cabinet Member for Environment and Transport at Southampton City Council

**Co-opted member**

Russell Kew – Solent LEP

**Hampshire County Council Officers**

Stuart Baker – TfSH Project Manager

Rory Fitzgerald – Head of Finance

Geoff Hobbs – Senior Transport Planner

James Strachan – Assistant Director of Environment

Heather Walmsley – Project Coordinator

Keith Willcox – TfSH Project Director & Head of Strategic Transport

David Wilson – Strategic Transport Manager (Delivery)

Graham Wright – Senior Engineer

**Portsmouth City Council Officers**

Felicity Patrick – Transport Planning Manager

**Southampton City Council Officers**

Frank Baxter – Travel and Transport Policy Manager

Paul Walker – Team Leader – Transport Policy

**Stakeholders / Invited Speakers**

Adil Chaudhrey - Atkins

Phil Dominey, South West Trains

Andrew Dyer – Stagecoach South

Nick Farthing – Hampshire Chamber

Bobby Lock – ACoRP and Lymington-Brockenhurst and Isle of Wight Community Rail Partnership

Maureen Pullen – Department for Transport  
Josie Rogers – Network Rail  
Chris Wells – Isle Of Wight (to be voting member)  
Andrew Wickham – Go South Coast

### **Observers**

Charles Burns – Portsmouth Community/ Rail Futures/ Federation of Small Business

### **Compton & Shawford Parish Council**

Councillor Mike Southgate

### **Fareham Borough Council**

Rosemary Fletcher

### **Gosport Borough Council**

Councillor Peter Langdon

David Duckett

### **Test Valley Borough Council**

Viv Messenger

***The Chairman opened the meeting by welcoming Councillor Asa Thorpe, the new Cabinet Member for Environment and Transport at Southampton City Council and Chris Wells from the Isle of Wight.***

## **104. APOLOGIES FOR ABSENCE**

Apologies for absence were received from:

- Cllr David Airey – Eastleigh Borough Council
- Graham Ellis – Southern Enterprise Alliance
- Cllr Keith Evans – Fareham Borough Council
- Anne-Marie Mountifield - PUSH
- John Preston – University of Southampton
- Marc Reddy – First Hampshire and Dorset
- Steve Thurston - BAA
- Cllr Vicki Weston – Winchester City Council

## **105. 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 8, 9, 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.

## **106. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman updated the Committee on a number of topics, including the Better Bus Area Fund Bid, Local Sustainable Transport Fund success, the opening of the Eclipse Bus Rapid Transit and the Port of Southampton. A full set of the announcements can be found in the Minute Book.

## **107. MINUTES OF THE MEETING HELD ON 26 JANUARY 2012**

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

## **108. EXPANSION OF TRANSPORT FOR SOUTH HAMPSHIRE**

The Joint Committee considered a report from the Project Director for TfSH, which sought approval to expand the TfSH agreement and amend the terms of reference. This was in light of the Isle of Wight (IOW) accepting an offer to join TfSH and become a full voting member.

The officer highlighted the map on page 2 of the report, which depicted the current core and marginal areas of the TfSH Sub-Regional Transport Model. It was confirmed that whilst the IOW had been previously listed as a marginal area, officers would investigate the implications of the model being updated to include the IOW within the core fully modelled area.

A new TfSH map representing the expanded boundary would be produced.

The Joint Committee agreed that the Transport for South Hampshire (TfSH) name had become slightly outdated following the membership of the IOW Council and it was agreed that officers would look at options for a new name.

It was also agreed that Local Highway Authorities in a "buffer" area where there are demonstrable travel flows with the TfSH area, should be invited to TfSH meetings when issues of mutual interest are to be discussed.

Charles Burns, from the Federation of Small Business, told the Joint Committee (JC) that he was delighted that the IOW had agreed to join. The Chairman confirmed that the JC were looking forward to working with the IOW and also the Enterprise M3 and Dorset LEP's.

**RESOLVED:**

The Joint Committee agreed that:

- a) Local transport authorities in a buffer area around Transport for South Hampshire (TfSH) area would be invited to meetings where issues of mutual interest were discussed
- b) Full membership of Isle of Wight Council would be offered following their acceptance of the invitation to join the TfSH Joint Committee.
- c) A contribution of £20,000 for the remainder of the 2012/13 financial year would be set for Isle of Wight Council.

- d) Authority would be delegated to the Monitoring Officer to update the Joint Agreement.

#### **109. 2011/12 BUDGET UPDATE; 2012/13 BUDGET**

The Joint Committee considered the report of the County Treasurer for Hampshire County Council and the Project Director for TfSH (Item 6 in the Minute Book) which informed the Joint Committee of the capital and revenue budget outturn.

The officer confirmed that since the publication of the reports, the £425,000 had been updated to £428,000 due to some budget's combining and releasing funds. It was highlighted that some costs had been saved due to staff vacancies and the capital for 2011/12 had been spent to budget, although this excluded the PUSH funding, which went straight to Portsmouth City Council for projects there.

In Table 6 it was noted that the Better Bus funding had not yet been divided across the two upcoming years as it was still unknown in what proportion this would be split. The £20,000 contribution from the IOW had not yet been incorporated, but would be once the terms of reference had been formally amended to reflect their joining.

RESOLVED:

The Joint Committee:

- a) Noted the 2011/12 Budget positioning for revenue and capital;
- b) Noted that the draft Statement of Accounts and Annual Governance agreement will be issued via email by the 30 June 2012 for Joint Committee Member approval;
- c) Approved the carry forward of the 2011/12 under spend forecast at £428,000 to the 2012/13 budget;
- d) Confirmed that partner contributions at 2011/12 levels (Hampshire County Council £100,000, Southampton City Council £50,000 and Portsmouth City Council £50,000); and
- e) Agreed the provisional 2012/13 Budget.

#### **110. BUSINESS PLAN UPDATE**

The Joint Committee considered a report from the Project Manager for TfSH (Item 7 in the Minute Book), which summarised the updates to the TfSH Business Plan.

The updates included the incorporation of recent successes and also future opportunities that TfSH hoped to develop in the shorter and longer term. The Better Bus Area Fund (BBAF) money had been received and the TfSH were awaiting the outcome of the submitted £18m Business Case to the Department for Transport (DfT) Local Sustainable Transport Fund, the results of which would be received in a few weeks time. South Hampshire Bus

Operators Association (SHBOA) were thanked for their help and support in developing the BBAF bid.

The officer enforced the importance of working closely with agencies and providers for developing new projects in the future.

Maureen Pullen (DfT) suggested that the Highway Agency's Pinch Point funding programme should be referenced within the Business Plan.

The Chairman requested the flexibility to make contextual changes to the Business Plan, including updating the signed agreement to reflect the Cabinet changes at Southampton City Council and the appointment of Cllr Asa Thorpe.

RESOLVED:

- a) The Transport for South Hampshire Business Plan (2012/13) update was adopted, subject to contextual arrangements delegated to the Chairman of the Joint Committee

#### **111. SOUTH EAST HAMPSHIRE BUS RAPID TRANSIT PROGRESS UPDATE AND PRESENTATION**

The Joint Committee considered a report and presentation from the Project Coordinator Major Schemes for TfSH (Item 8 in the Minute Book), along with a joint presentation by Adil Chaudhrey, Atkins, and Andrew Dyer, Stagecoach South.

The officer informed the Joint Committee of the successes following the opening of Phase 1 of the Eclipse Bus Rapid Transit (BRT) project. Lots of positive press and feedback had been received and 100,000 passengers had used the Eclipse bus service within 25 days of the service opening in April.

Adhil Chaudhrey from Atkins talked about the future phases, which included looking at short, medium and long term plans and the importance of finding routes that covered growth areas and that linked in well with the local network. He discussed the various costs and subsequent funding options available and the importance of partnership agreements and close working with stakeholders.

Andrew Dyer discussed the future challenges in developing the wider BRT, including the technical aspects with smart ticketing and real-time passenger information. It was crucial that the next phases fit neatly in with conventional bus and rail services and be successful in increasing passenger numbers as with Phase 1.

Councillor Asa Thorpe shared concerns that the focus on the east of the County may jeopardise similar projects and funding in the Southampton area, but the Chairman assured him that there were also plans for the Southampton area, which would be of equal importance going forward.

Councillor Jason Fazackarley also informed the Joint Committee that there were some plans in the Portsmouth area that did not have the full support of Portsmouth City Council (PCC) and further work was needed to develop the proposals for Portsmouth. It was agreed that recommendation b) would be amended to reflect the need for ongoing consultation and close working with PCC in developing the BRT network to more closely reflect constraints and priorities in this area..

The officer highlighted that timing and linking in with the Enterprise Zone at Daedalus was also important and close working would continue between these two key projects. This was discussed in Item 9 of the agenda.

RESOLVED:

The Joint Committee agreed that:

- a) The conclusions of the Eclipse Bus Rapid Transit (BRT) Network Future Phases study was approved as a flexible basis for progressing the short, medium and longer-term wider BRT network and that studies and findings were adopted as the way forward;
- b) The design work would be progressed, commencing with those schemes on the short-term network in Gosport and Fareham; the A3 ZIP Corridor, links to the Queen Alexandra hospital, Havant and Waterlooville; and measure in Portsmouth, yet to be decided with Portsmouth City Council, including links to The Hard and Southsea in order to have a range of schemes in a state of readiness which can enable a flexible approach to be taken as funding opportunities arise;
- c) Findings of the Funding and Delivery Strategy forming a key part of the study be adopted and that work commence on the preparation of more detailed operations, economic and financial appraisals and that business case preparation be commenced; and
- d) The benefits of close working with South Hampshire Bus Operators Association (SHBOA) and individual bus operators be recognised and continued as a critical part of the successful progressing of the wider network.

***Councillor Fazackarley gave apologies and left the meeting after Item 8***

## **112. SUPPORT FOR DAEDALUS**

The Joint Committee considered a report from a Senior Engineer for Hampshire County Council (Item 9 in the Minute Book) regarding the plans for the Daedalus site and the related access strategy.

The officer proposed the access strategy, as summarised in sections 1-4 in paragraph 12 of the report. The importance of the Enterprise Zone and the access strategy being developed alongside each other was highlighted, as one would not be successful without the other. In response to a stakeholder question, the officer commented that the bus access strategy for the Enterprise Zone was being prepared by the developer and the bus company, in parallel to proposals by TfSH for wider BRT. It was noted that opportunities

would be sought to further strengthen the linkages between these two projects.

RESOLVED:

The Joint Committee agreed that:

- a) The contents of the report were noted;
- b) The access strategy for the Solent Local Enterprise Partnership at Daedalus, adopted by Hampshire County Council on 6 March 2012, was endorsed; and
- c) If invited to by the Solent Local Enterprise Partnership, TfSH authorised Hampshire County Council to prepare a full business case on its behalf and bid for Growing Places funding, to enable the early stage delivery of transport enhancements to the Newgate Lane corridor, linking the Enterprise Zone with strategic transport networks at M27, Junction 11 and Fareham Railway Station.

### **113. UPDATE ON RECENT RAIL INDUSTRY DEVELOPMENTS AND RAIL CAPACITY**

The Joint Committee considered a report from the Senior Transport Planner for Hampshire County Council (Item 10 in the Minute Book), which provided updates on a number of rail issues.

The officer explained that the Government had accepted the key findings of the review of rail industry costs undertaken in 2011 by Sir Roy McNulty which suggested that annual cost savings of £3.5 billion a year were achievable by 2018/19. Attention was drawn to the anticipated benefits that would arise from the Deep Alliance between Network Rail and South West Trains, announced in April 2012, which will improve collaboration and enable faster decision-making, better integration and planning of investment. The report discussed the issue of the shortage of capacity on passenger rail services into London Waterloo in the morning peak from the Portsmouth and Southampton areas, and noted that most train services on these corridors were already at their maximum possible length. Network Rail are at the early planning stage of looking at addressing capacity shortfalls at Waterloo as a whole over the medium term, looking at longer platforms, and improvements to track and signalling and it was anticipated would require a very large investment from Government. Until all discussions had taken place it was difficult to provide timescales for when improvements were likely to be progressed.

The improvements to Southampton Central station were nearly complete and was a good example of the positives and successes undertaken by the rail companies in the past year.

RESOLVED:

The Joint Committee:

- a) Noted the contents of the report

#### **114. 'A SUCCESSFUL RAIL PARTNERSHIP' PRESENTATION**

The Joint Committee received a presentation from Bobby Lock, which informed the Committee of various initiatives set up to improve travel in and around the Solent area, with the involvement of stakeholders and local authorities.

The full presentation can be found via the link below:

[http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item\\_ID=4068&tab=2](http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=4068&tab=2)

#### **115. BETTER BUS AREA FUND DELIVERY**

The Joint Committee considered a report from the Project Manager for Transport for South Hampshire (Item 12 in the Minute Book). It confirmed the £4.48 million from the Department for Transport (DfT), with £2.14 million from bus operators and £750,000 from TfSH authorities. The officer drew particular attention to Page 3 of the report, which identified interventions that would make bus travel more attractive. The Joint Committee also discussed the improvements to be made to buses, including Wi-Fi and internal LED lighting. Reports would be made to the DfT on a six monthly basis and progress meetings would also take place through existing SHBOA meetings. Progress would be reported on a regular basis to TfSH so authorities and stakeholders were kept fully up-to-date.

RESOLVED:

- a) The key role and support of South Hampshire Bus Operators Association in developing, funding and delivering the package was noted.
- b) The proposals for delivery of the Better Bus Area Fund package were noted.

#### **116. TRANSPORT FOR SOUTH HAMPSHIRE PUBLIC TRANSPORT DELIVERY PLAN**

The Joint Committee considered a report from the Transport Policy & Sustainable Travel Team Leader for Southampton City Council (Item 13 in the Minute Book), which discussed the Public Transport Delivery Plan by TfSH. It was confirmed that the plan would compliment existing strategies and look to reduce transport barriers by linking rail, bus and ferry networks. The officer confirmed that the plan was in the very early stages and that stakeholders would be consulted and have an opportunity to input, along with local authorities.

RESOLVED:

- a) The Joint Committee approved the commissioning of a report into a public transport delivery plan to report back to the Committee later in the financial

year that delivers the vision of making the public transport, and the bus in particular, the mode of choice for transport in south Hampshire.

#### **117. 'MY JOURNEY' CAMPAIGN ADOPTION AND JOINT MARKETING**

The Joint Committee considered a report from the Interim Centre for Sustainable Travel Choices Manager for Southampton City Council and an ITS Service Manager for Hampshire County Council (Item 14 in the Minute Book). The report detailed the development of the 'My Journey' campaign and history of the project. The campaign would be interchangeable and adaptable depending on where it was being used and a website would be further developed to help market it. The officer confirmed that whilst the current report used Portsmouth, Southampton and Hampshire as examples, the 'My Journey' campaign would expand to include the Isle of Wight.

#### **RESOLVED**

- a) The proposed 'My Journey' campaign and the associated device/logo was adopted for high-level travel awareness campaigns and sustainable travel marketing activities by the TfSH authorities that are funded by successful project bids to external funding streams such as the Department for Transport's Local Sustainable Transport Fund and Better Buses Area Fund where appropriate.
- b) TfSH authorities agreed to work together to take a co-ordinated approach towards marketing of sustainable travel options through pooling or sharing of specialist marketing staff resources, combining the marketing components of the various different Local Sustainable Transport Fund and Better Buses Area Fund work.

#### **118. ANY OTHER BUSINESS AND CLOSE**

The Chairman confirmed that the next meeting was scheduled for the 25 September 2012 and closed the meeting.