

AT A MEETING of SOLENT TRANSPORT (formerly the STATUTORY JOINT COMMITTEE) held on 25 JUNE 2014 in CONFERENCE ROOMS 3 & 4 CIVIC CENTRE, SOUTHAMPTON

PRESENT:

Voting Members Present:

Councillor Seán Woodward, Executive Member for Economy, Transport and Environment, Hampshire County Council

Councillor Ian Stephens, Leader, Isle of Wight Council

Councillor Ken Ellcome, Executive Member for Economy and Transport, Portsmouth City Council

Councillor Simon Letts, Leader, Southampton City Council

Solent Transport Officers

Stephen Gee – Project Officer

Tom King – Project Officer, Smart Ticketing

Phil Marshall – Principal Transport Planner

John Rider – LSTF Programme Manager

Hampshire County Council Officers

Dominic McGrath – Strategic Transport Manager

Helen Maxwell – Democratic & Member Services

Sue Lapham – ETE Finance Business Partner, Corporate Services

Keith Willcox – Head of Strategic Transport

Andrew Wilson – Passenger Transport Infrastructure and Information Manager

Isle of Wight Officer

Chris Wells – Principal Officer, Transport Policy and Strategy

Portsmouth City Council Officers

Simon Moon – Head of Traffic and Street Management

Marc Griffin - Assistant Head of Traffic and Street Management

Kathy Wadsworth – Strategic Director for Regeneration

Southampton City Council Officers

Frank Baxter - Travel and Transport Policy Manager

PUSH

Cllr Tony Briggs, Leader Havant Borough Council

Interested Parties

Black Velvet Travel – Phil Stockley

Go South Coast – Andrew Wickham

Hampshire Chamber - Mark Miller

Peter Brett Associates - Bob Pinkett and Alastair Mackie

Red Funnel Ferries - Murray Carter and Jonathan Green

Sustrans - Nick Farthing

Observers

Federation of Small Business and Railfuture Wessex - Charles Burns

Eastleigh Borough Council – Cllr David Airey

Fareham Borough Council – Robert Burton

Havant Borough Council – Stuart Wood

Systra – Ian Burden

Test Valley Borough Council – Vivien Messenger

Winchester City Council – Cllr Mike Southgate

1. APOLOGIES FOR ABSENCE

Apologies were received from Cllr Jacqui Rayment, Cabinet Member for Environment and Transport, Southampton City Council for whom Cllr Simon Letts, Leader, Southampton City Council was present as Substitute Member.

2. DISCLOSURES OF INTEREST

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 6 of the City Council's Members' Code of Conduct leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 6(4) of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 4 Paragraph 13 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

There were no declarations made by Members.

3. MINUTES OF THE MEETING HELD ON 27 FEBRUARY 2014 AND MATTERS ARISING

Members agreed the Minutes of the Meeting held on 27 February 2014 were a correct record and signed by the Chairman.

4. DEPUTATIONS

There were no deputations.

5. CHAIRMAN'S ANNOUNCEMENTS

The Chairman updated the Joint Committee on its Membership, welcoming Cllr Ken Ellcome as Executive Member for Traffic and Transportation for Portsmouth City Council and to include Cllr Simon Letts, Leader of Southampton City Council, as the Substitute Member for Cllr Jacqui Rayment.

He confirmed recent appointments by Associate Member Councils to the Joint Committee (Cllr Keith Evans, Fareham Borough Council and Cllr Peter Langdon, Gosport Borough Council).

Looking ahead to Central Government's announcement on Local Growth Deal funding, and in response to the Solent Economic Plan, the Chairman stressed the important role of transport infrastructure and interventions in economic and housing growth in the Solent region. The hoped-for investment would realise high quality access to strategic sites together with wider transport network improvement benefiting the whole Solent economy.

The SRTM evidenced complex travel patterns between Southampton and Portsmouth and improving their connectivity had been a high priority in the SEP. The Chairman looked forward to working closely with the Solent LEP on projects to achieve this.

In April 2014, Portsmouth had opened the Tipner Park & Ride Scheme providing access from M275 and a frequent bus service with the city centre. Usage at 65,000 people had exceeded predictions in the first two months, with 31 May its busiest day at 2,840 people using the service.

The Chairman's Announcements are appended to these Minutes and are available at:

http://www3.hants.gov.uk/councilmeetings/meetingsummary.htm?date_ID=1522

6. APPROVAL OF 2013/2014 ACCOUNTS

The Joint Committee received a report (Item 6 in the Minute Book) from the Lead Authority incorporating the Audit Commission's Annual Return of the Statement of Accounts and Governance Statement.

Progress on revenue and capital budgets in 2013/2014 was provided and Members noted the proposal to carry forward unspent balances to 2014/2015 rather than return funds to the LTAs. DfT had agreed the carry forwards in addition to the year's allocations.

The Joint Committee were asked to approve the 2014/2015 revenue and capital budget positions together with the carry forward of 2013/2014 revenue and capital balances into 2014/2015.

RESOLVED:

- (i) to note the 2013/2014 budget position for revenue and capital;
- (ii) to approve the Annual Return for the financial year 2013/2014; accepting Section 1 – Accounting Statements and Section 2 – Annual Governance Statement and authorising the Chairman to sign the Annual Return Sections 1 and 2;
- (iii) to approve the carry forward from 2013/2014 of unspent revenue and capital balances to the 2014/2015 budget; and
- (iv) to approve the 2014/2015 revenue and capital budget.

7. PUBLIC TRANSPORT DELIVERY STRATEGY

The Joint Committee received a presentation on the Public Transport Delivery Strategy (also known as the Transport Delivery Plan or TDP) from their consultants, Peter Brett Associates, together with an update on the Solent Go Smartcard by the Smart Ticketing Project Officer (Item 7 in the Minute Book).

Members were reminded of the priorities of the Public Transport Vision and Strategy Statement of regional and sub-regional connectivity; enabling growth and development through the Solent region; financial sustainability and modal shift to achieve (amongst other things) seamless travel and reduced emissions. The Plan followed the DfT's Early Appraisal Sifting Tool (EAST) and contributed to identifying the strategic priorities in the region of

- i) Havant-Woking rail line speed improvement
- ii) Interchange schemes at The Hard Portsmouth; Gosport and Fareham and Woolston.
- iii) South East Hants bus rapid transit;
- iv) Southampton eastern corridor bus priority; and
- v) Personal journey planning tool through www.myjourney.com

The shortened journey time between Havant-Woking (11 minutes saved) was generally welcomed and included a request for a change in train rolling stock from 450 stock 2+3 to that of 4-stock found on express services to improve the quality of the journey.

Cllr Airey (Eastleigh Borough Council) welcomed the East-West connectivity projects and encouraged the bus operators to become fully involved as early as the road or residential estate design stage so that design and configurations took account of their manoeuvrability and demonstrated an alternative to car usage.

Cllr Southgate (Winchester City Council) urged more information on fares to encourage passengers in their decision making to achieve behavioural change.

Solent Go – From A to B to Sea was the new brand and name for the region-wide SMART ticketing project; pivotally important was the inclusion of cross-Solent linking. Members were told of the progress to completion of the project; the involvement of the bus and ferry operators; together with the branding landmarks in the design to emphasise the local-ness of the scheme to users. The newly designed website included a section for employers to incentivise their staff to use Solent Go. Marketing events are to take place on 27 June (involving all bus operators) and on 4 August a launch event in Southampton with 12 roadshows through August-October progressing across to Portsmouth.

Representatives from SHBOA described the opportunities and challenges that this project had presented to the region's operators, not least because it had meant bringing in technical and other commercial resources from the national network.

Overall, the scheme was believed to be a great initiative of widening choice to travellers and SHBOA's members continued to work on bringing services to the region comparable to those experienced by London bus passengers (rolling out audio-visual next-stop notifications; refurbishment of the existing fleet; 170 new buses in circulation by Autumn 2014; Wi-Fi and LED lighting).

Representatives from the ferry operators told Members of the establishment of cross-Solent links through the introduction of ticketing machines that enabled real integration of bus with ferry and with rail for local and visiting passengers.

The operators were encouraged by the District and Borough representatives to respond to their populations who aspired to a service that mirrored TfL's Oyster Card; and the development of the passenger market through next-stop announcements and refurbished and well-cleaned fleets.

8. MARKETING AND COMMUNICATIONS STRATEGY

The Joint Committee received a report on the Marketing and Communications Strategy (Item 8 in the Minute Book).

The intention of the new plan was to undertake marketing and communication in a more pro-active and structured manner with the use of social media; newsletter circulation; use of a stakeholder database and mail solution and new website.

The new website (designed in discussion with businesses) was intended to promote itself to the business sector and other key parties.

RESOLVED:

To approve the Marketing and Communications Strategy.

9. PUSH SPATIAL STRATEGY

The Joint Committee received a report on the PUSH Spatial Strategy and the participation of the Joint Committee in its development. (Item 9 in the Minute Book).

Members were told of the part the Joint Committee could play in the formulation of the PUSH Spatial Strategy (2016-2036) alongside that of the SEP (2014-2020) and the PUSH business plan. Namely, strategic transport advice supported by the evidence of the SRTM.

RESOLVED:

To endorse Solent Transport's important role in developing the PUSH Spatial Strategy 2016.

10. LOCAL SUSTAINABLE TRANSPORT FUND (LSTF)

Members received a report and presentation on the progress of the Local Sustainable Transport Fund (Item 10 in the Minute Book).

Members' update included

- i) Delivery of the Smart Ticketing project, although slower than programmed had been with achieved using c50% of its capital budget; and 83% of its revenue budget;
- ii) New style Way-finding signage was being installed across the Region; and
- iii) My Journey continued to be promoted with a variety of marketing and promotional activities at town centre events.
- iv) Smart Ticketing now included a cross-Solent operator, bus operators had invested in new ticketing equipment and other transport providers around the region were progressing with their participation in the scheme.

Members heard that coming in under budget, an expanded scheme and overcoming logistical and commercial obstacles had identified it as a case study for the Department of Transport. Surplus funds had contributed to implementation of schemes in Portsmouth (Tipner park and ride), Southampton (delivery of initial phases of Central Station North works) and the New Forest (Totton Rail Station Access).

RESOLVED:

To note

- (i) progress on scheme delivery (reallocation of £1.5M to Capital Schemes in the LSTF programme from the Smart Ticketing Project);
- (ii) progress in the delivery of the Smart Ticketing whilst exceeding project scope; and
- (iii) the 2013/2014 outturn expenditure and return to original claiming grants arrangements in 2014/2015.

11. SUB REGIONAL TRANSPORT MODEL (SRTM)

Members received a presentation on the Sub Regional Transport Model, how it had been established more than 10 years ago and its contribution, as an evidence base, towards the development of transport business cases; planning applications etc.

The SRTM has been updated to include the Isle of Wight within its core modelled area.

The original cost of setting up the SRTM was £2.2m; it had secured transport investment of £28.6m producing a Benefit:Cost ratio of 13:1.

The model had been commissioned for use on 22/25 occasions during 2013/2014 and generated £18,000 of income from the private sector, which had been reinvested into the model.

In due course, the Committee would receive a detailed proposal for updating with recent and current data to maintain the Model's relevance to the regional sector.