

AT A MEETING of SOLENT TRANSPORT (formerly the STATUTORY JOINT COMMITTEE) held on 8 OCTOBER 2014 in MITCHELL ROOM, ELIZABETH II COURT, WINCHESTER

PRESENT:

Voting Members Present:

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

Councillor Shirley Smart, Executive Member for Economy and Tourism, Isle of Wight Council

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

Councillor Jacqui Rayment, Cabinet Member for Environment and Transport, Southampton City Council

Solent Transport Officers

Mark Heath – Monitoring Officer

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

Marc Griffin - Assistant Head of Traffic and Street Management

Southampton City Council Officers

Paul Walker – Acting Head of Transport, Highways and Parking

PUSH

Cllr Tony Briggs, Deputy Leader, Havant Borough Council

Interested Parties

Go South Coast – Andrew Wickham

Hampshire Chamber - Mark Miller

Solent Local Enterprise Partnership – Stuart Baker, Head of Local Growth

South West Trains – Phil Dominey

Southampton Airport - Steve Thurston

Observers

Federation of Small Business and Railfuture Wessex - Charles Burns

Eastleigh Borough Council – Cllr David Airey and Ed Vokes

Fareham Borough Council – Cllr Keith Evans

Hampshire Business Alliance – Graham Ellis

Winchester City Council – Cllr Mike Southgate and Simon Finch

1. BROADCASTING ANNOUNCEMENT

The Chairman announced that the press and members of the public were permitted to film and broadcast the meeting. Those remaining at the meeting were consenting to being filmed and recorded, and to the possible use of those images and recording for broadcasting purposes.

2. APOLOGIES FOR ABSENCE

None.

3. 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.

4. MINUTES OF THE MEETING HELD ON 25 JUNE 2014 AND MATTERS ARISING

Members agreed the Minutes of the Meeting held on 25 June 2014 were a correct record and signed by the Chairman.

5. DEPUTATIONS

There were no deputations.

6. CHAIRMAN'S ANNOUNCEMENTS

The Chairman updated the Joint Committee on its Membership, welcoming Cllr Shirley Smart as Executive Member for Economy and Tourism for Isle of Wight Council.

Since the Committee's last meeting, there had been the cross-region launch of Solent Go smart Travelcard enabling multi-modal and multi-operator travel options with services extended across bus, rail and ferry operators. A recent addition included Southampton's City Car Club Scheme and other products would be added as more operators joined the network.

In support of improving east-west connectivity and economic growth, the meeting would hear of the response to the consultation on the South West Trains franchise renewal.

The Chairman also renewed the Committee's invitation to work with all parties and to receive contributions from other transport organisations whose services operated across the region. In that respect, Govia Thameslink Railways would be welcome to describe their proposed service improvements that impacted on the London Victoria-Brighton and Southampton routes.

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

http://www3.hants.gov.uk/councilmeetings/meetingsummary.htm?date_ID=1535

7. BUDGET 2014/2015

The Joint Committee received a report (Item 6 in the Minute Book) from the Accountable Body on the initial budget monitoring position for 2014/2015.

Anticipating the later report on the Sub Regional Transport Model, Members were told of the available funds (£125,000) in the 2014/2015 budget that could be an ear-marked contribution towards the SRTM upgrade subject to the outcome of submissions to external funding sources.

Currently, the anticipated cost of the Model's upgrade was £452,000 with an allocation of £258,000 to be made in 2015/2016.

Members noted that an amount of £69,000 towards SRTM upgrade already existed in the 2014/2015 budget. If the proposed earmarking of funds (£125,000) were approved, their combined total (£194,000) would not be used until Members had received and given approval to the full package of funding.

RESOLVED:

- (i) to note the initial forecast for revenue and capital spend in 2014/2015; and
- (ii) to authorise the earmarking of the forecast revenue underspend of £125,000 to support the comprehensive update of the Sub Regional Transport Model.

8. SUB REGIONAL TRANSPORT MODEL (SRTM)

The Joint Committee received a report (Item 7 in the Minute Book) on progress with the commissioning of the upgrade of the Sub Regional Transport Model.

Following June's presentation to the Joint Committee, this report summarised intervening development of Local Plans; spatial strategy work and extension of model development across the region into North Hampshire.

Members were also alerted to the effects of not updating the evidence base, namely weakened status in any proposed development project; reduced reliance upon the model by the private sector in its assessment work for new regional development projects; and loss of income source.

Members heard that during its lifetime, the Model had secured direct funding towards Schemes of some £28M and more when matched funding was taken into account.

The report outlined the value of SRTM and its components as a transport and land use modelling tool and its respected position by DfT when demonstrating the integrity of supporting evidence to transport business cases. Of particular significance was that the region continued to have a model fully compliant with DfT's Web TAG, a guidance measure used when prioritisation of schemes for funding was carried out.

Members received a summary of the projected costs of enhancement and data collection, the latter thought to be achievable at reduced costs if carried out by the local authorities.

Members understood the LTAs proposed to seek funding from external sources (private and public) to support the updating of the Model but dependent on the outcome of those efforts, the parent Authorities might have to contribute funds over and above their annual contribution which were detailed in the report.

In light of this, Members unanimously

RESOLVED:

- i) to note the preliminary proposed funding package to update and enhance the SRTM to a 2015 base year and to delegate to Officers the securing of external contributions to the cost of the upgrade;
- ii) to note the maximum local authority contributions would be required to support the funding package in 2015/2016; and
- iii) that any updates and/or enhancements should utilise the recommended methodology of the Evidence Base Steering Group

9. LOCAL SUSTAINABLE TRANSPORT FUND (LSTF)

The Joint Committee received an updating report on the Local Sustainable Transport Fund (Item 8 in the Minute Book).

The Programme Manager summarised the launch activities of Solent Go together with the outcome of the legacy planning bid.

Members noted greater linkage (value for money) between LSTF and the Solent Economic Plan was sought but also reflected that historically it had been strongly supported with funding and therefore had been able to make earlier and more significant developments with achieving sustainable transport objectives than others.

Members received details of the proportionate contributions from their parent authorities to both revenue and capital funding and understood the need to give Officers sufficient flexibility in order to maximise utilisation of the available grant funds to the extent of transferring funds between Authorities.

Members **RESOLVED** to note:

- i) the progress of the scheme delivery;
- ii) the expenditure (incurred) and remaining in 2014/2015; and
- iii) to authorise the full grant is claimed, to include switching expenditure between programmes, and if necessary between Authorities through the necessary action of the Solent Transport Senior Management Board in discussion with the Programme Manager.

10. SOUTH WEST TRAINS FRANCHISE

The Joint Committee received a report on the Response to the Consultation on the South West Trains Franchise submission. (Item 9 in the Minute Book).

Members had available the text of the submitted Response to the Consultation to meet DfT's deadline of 26 September and Members noted their role was to ratify that submission.

Key themes for the region were to secure short and medium term service enhancements that would benefit the overall travel offer and also contribute to east-west connectivity and consequently support economic growth.

Contributions to discussion about the future of services included careful thought to be given to skip-stopping which could impact suburban services and therefore reduce connections for commuting populations accessing the major business centres around Basingstoke, Woking, Farnborough etc. in the direction of London. Similarly, routes around Andover, Exeter and towards London Heathrow could be similarly affected.

Attention was given to the age of the Island Line's rolling stock and the significance of its replacement in supporting the local economy and tourism. Cllr Smart emphasised the importance of the Island's rail network and the need to strengthen the linkage with the available ferry services.

Members' attention was drawn to the absence of any reference to supported funding for Community Rail Partnerships and endorsed its addition to the Response. There was general agreement amongst Members for the importance of such provision and further and they noted a wish from contributors for more comfortable passenger seating configuration from 5-across to 4-across.

RESOLVED:

To ratify the Response to the Consultation submitted on 26 September 2014 in respect of the extension of the South West Trains franchise to 2019 and to include the provision of funding by South West Trains in support of Community Rail Partnerships.

11. SOUTH HAMPSHIRE BUS OPERATORS ASSOCIATION

Members received a presentation on the work of the Association represented by Marc Reddy (Managing Director, First Hampshire, Dorset & Berkshire and Mark Turner, Commercial Director of Stagecoach, South) (Item 10 in the Minute Book).

The Association met with the Local Transport Authorities on a quarterly basis as a minimum. DfT found it helpful as an effective single communication channel.

Collaboration with the LTAs had produced improved passenger services and experience in a context of continued commercial pressures. SHBOA noted that its members had the capacity to absorb the bus service market where local authorities had had to withdraw due to budget cuts.

Noted changes included a 14% modal shift in the travelling public with the introduction of the Eclipse service; real time bus information and announcements (akin to that provided by Transport for London) introduced with further development coming on stream soon; and a complementary smart card alongside Solent Go.

The meeting was told that LTA funding and support was particularly valued for strengthening their position when there was competition for corporate investment funding.

Looking ahead, SHBOA members intended to maintain their focus on the importance of infrastructure deliverables because increased passenger numbers had been demonstrated and therefore had an economic growth benefit; bus rapid transit networks with high quality public transport corridors. The Association hoped to work closely with Solent LEP and this was supported by Interested Parties and Observers at the meeting.

Discussion developed on the opportunity for this forum to work more closely with the Solent LEP and there was general agreement that something akin to a Enterprise M3 LEP's transport advisory group was desirable to harness the Joint Committee's expertise without replication. It was suggested that momentum with realising economic growth plans could be promoted with the presence of the SLEP Chairman and there was general agreement for senior members of the LEP to be at future meetings. The Head of Local Growth was asked to convey this message back into the LEP organisation.

Meeting closed at 10.45am