

**AT A MEETING of SOLENT TRANSPORT held on 25 FEBRUARY 2015 at
CONFERENCE ROOM A, CIVIC OFFICES, GUILDHALL WALK, PORTSMOUTH**

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

Phil Marshall – Principal Transport Planner

John Rider – LSTF Programme Manager

Andrew Wilson – 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 – Assistant Director - Strategic Transport

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

Peter Boustred – Transport Policy and Sustainable Travel Team Leader

PUSH

Cllr Tony Briggs, Deputy Leader, Havant Borough Council

Interested Parties

Department of Transport – Maureen Pullen and James Sharples

Go South Coast – Andrew Wickham

Stagecoach – Mark Turner and Andrew Dyer

First Group - Marc Reddy

Hampshire Chamber - Mark Miller

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

South West Trains – Phil Dominey and Samantha McCarthy

Southampton Airport - Steve Thurston

University of Southampton – Professor John Preston and Adrian Hickford

Observers

Federation of Small Business and Railfuture Wessex - Charles Burns

Eastleigh Borough Council – Cllr David Airey

Fareham Borough Council – Robert Burton

Gosport Borough Council – David Duckett

Havant Borough Council – Stuart Wood

New Forest District Council – David Stannard

Sustrans - Nick Farthing

58. 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.

59. APOLOGIES FOR ABSENCE

None.

60. 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.

61. MINUTES OF THE MEETING HELD ON 8 OCTOBER 2014 AND MATTERS ARISING

Members agreed the Minutes of the Meeting held on 8 October 2014 were a correct record and signed by the Chairman.

Members agreed to co-opt Dave Lees, the Transport Lead for Solent Local Enterprise Partnership in place of Russell Kew on the continuing basis of a right to speak at the invitation of the Chairman.

62. DEPUTATIONS

There were no deputations.

63. CHAIRMAN'S ANNOUNCEMENTS

The Chairman welcomed presenters for today's presentations: Sam McCarthy, Commercial Director, Stagecoach SWT/Network Rail Alliance; Philip Sheppard, Asset Manager Hampshire and East Dorset, the Highways Agency and Professor John Preston of the University of Southampton.

He noted that the Traffic and Transport portfolio at Winchester City Council was now held by Cllr Ernie Jeffs replacing Cllr Mike Southgate.

A Consultation-Presentation by Govia Thameslink scheduled for 21 March at Fareham was notified. The meeting's purpose was to present proposals on how the recently awarded franchise to Govia Thameslink intended to serve the area when the existing Southern network and Gatwick Express services are absorbed into the franchise from July onwards.

The Chairman updated the meeting with developments in transport funding, the Solent Transport Investment Plan and a visit by the Department of Transport on 30 January 2015. He welcomed Andrew Wilson to the role of Manager of Solent Transport and he provided a synopsis of his transport and traffic sector experience.

For the region, the Highways Agency had secured funding for the region's strategic road network with the purpose of localised measures for worst-capacity bottlenecks and the implementation of SMART Motorways measures on the M3 and M27. Similarly Solent LEP had secured further Growth Deal funding for Fareham/Gosport improvements and essential maintenance for the approaches to Southampton Port.

The Chairman stressed the importance of aligning the Solent Strategic Land and Infrastructure Board's work on its Transport Investment Plan with that of PUSH's spatial strategy for the next 20 years.

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

http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?date_ID=1710

64. NETWORK RAIL WESSEX ROUTE STUDY CONSULTATION RESPONSE

Members received a report on the Response to the Network Rail Wessex Route Study Consultation (Item 6 in the Minute Book).

Members noted that having widely circulated the Consultation, Officers had compiled a Response that took account of the contributions received and the submission made to meet the Consultation's closing date of 18 February 2015. The Response to the Consultation appeared as the Appendix to the Report.

The purpose of the consultation was to assist Network Rail in identifying the required investment priorities for the rail network up to 2043.

The Response's main elements were Journey times to and from London; East-West Connectivity (Portsmouth-Southampton); a long term sustainable solution for Island Line; interconnectivity between the rail network and other modes of transport including freight.

The Response supported the Wessex Route Study's to identify investment choices for CP6 (2019-2024).

Members **RESOLVED**:

To ratify the Response submitted on 18 February 2015 to Network Rail's Wessex Route Study Consultation.

65. **RAIL**

Members received a presentation from the Stagecoach/South West Trains on the Wessex Route Study (Item 7 in the Minute Book).

Members heard about the off-peak connectivity, freight and station capacity features of the region that South West Trains had as targets in the long term strategy being compiled by Network Rail. Forecasts of demand in Main Line and Suburban routes were at 40+% with the potential for overcrowding at 20% for the Main Line routes. Freight growth was forecast at 6% per annum.

To satisfy the capacity gap, the Wessex Route Study had demonstrated a need for 6 additional trains running during the high peak hour by 2024 and more than doubling to 13 trains per hour by 2043.

To cope with the growth of passenger numbers, South West Trains envisaged lengthening trains and platforms; Cross Rail 2 (Wimbledon-Victoria lines) and in-cab signalling. Radical proposals could include double-deck trains to run during peak hours between Basingstoke and London Waterloo; accelerated implementation of the European Train Control System and full electrification of the North Downs Route. Anticipated capital investment was £373million for platform lengthening at London Waterloo and £350million for new rolling stock on the London Suburban lines together with extension of existing rolling stock to its maximum length.

Both developments, if sanctioned by Treasury funding would necessarily mean significant disruption to the existing infrastructure and surroundings. Lengthening platforms at Waterloo would mean closing half of the station and negatively impact on revenue streams. On Suburban routes there would be a need for compulsory purchase of land.

The anticipated growth in passenger numbers also meant that there would be increased numbers of passengers standing and from further out on the Region's network.

The franchise was already dealing with passenger safety risks at Clapham Junction's platforms through staffing positioned to contain waiting passengers. If necessary, platforms would be closed as an ultimate measure to ensure all-round passenger and Stagecoach employee safety.

Timetable punctuality might be improved through the introduction of 5 tracks at Surbiton for suburban services and in-cab signalling would enable trains to be run more closely together on the routes.

Stagecoach acknowledged that whilst 3+2 seating was not popular amongst its traveling public it would continue to be deployed as best it could be to optimise meeting the demand for seating.

Contributions from Members encouraged closer collaboration with PUSH, Solent LEP and wherever possible the individual Local Transport Authorities through Solent Transport. Led by the Chairman, Members urged this on South West Trains in their quest for gaining greater allocation in the Network Rail Investment programme for the region.

66. **BUDGET 2014/2015 AND PROPOSED BUDGET 2015/2016**

Members received a report from the Accountable Body on the forecast revenue and capital outturn for 2014/2015 financial year together with proposed 2015/2016 revenue and capital budget (Item 8 in the Minute Book).

Members heard the forecast outturn was £284,000 by year-end and the reasons for the surplus which it was proposed to Members to retain and carry forward. Consequently this would support partner contributions to remain unchanged from those of 2014/2015 and the first phase of the SRTM upgrade.

Table 4 and paragraph 9 of the report, evidenced the areas of work to be undertaken by Officers during 2015/2016 that ranged from elements of the upgrade SRTM; technical support to the PUSH Spatial Strategy Review and continuation of joint working with partner organisations such as SHBOA, Solent LEP and the Highways Agency.

Members **RESOLVED:**

- (i) to note the 2014/2015 budget position for revenue and capital;
- (ii) to approve the proposed carry forward of the anticipated unspent balances from 2014/2015 to 2015/2016;
- (iii) to approve the proposed partner revenue contributions for 2015/2016;
- (iv) to approve the proposed revenue budget for 2015/2016 and
- (v) to delegate to the Chairman and Assistant Director – Strategic Transport to meet using a mutually convenient venue or method and to receive a report on the 2014/2015 budget position from the Accountable Body incorporating the 2014/2015 Annual Statement of Accounts and Governance Statements and to delegate authority to the Assistant Director – Strategic Transport to take any and all necessary action to enable the filing of documents on or before 30 June 2015.

67. **HIGHWAYS INVESTMENT PROGRAMME FOR THE SOLENT AREA**

Members received a presentation from the Highways Agency on the Investment Programme for the Solent Area (Item 9 in the Minute Book).

The presentation slides are available at:

http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?date_ID=1710

and further details of the Agency's road investment strategy can be read at:

<https://www.gov.uk/government/collections/road-investment-strategy>

Members heard that of the £1.4billion budget for London and the South, schemes to the value of between £400-800million were earmarked to the Solent area.

There were seven schemes affecting both Motorways and A-roads in the Solent area aimed at utilising SMART operation technologies; improving access to commercial centres and connections to other transport centres (Southampton Port and Southampton Airport Parkway Railway Station) and general East-West connectivity.

68. **SUB REGIONAL TRANSPORT MODEL (SRTM)**

Members received a report on progress with the commissioning of the upgrade of the Sub Regional Transport Model (Item 10 in the Minute Book).

Continued from earlier reports to Members, this item summarised the value of commencing the data collection surveys in Spring 2015 towards the upgrade and general maintenance of the SRTM's Webtag compliance status and public and private sector users.

Members also heard that it was hoped that the funding shortfall had reduced further with contributions from partners.

Extension of the contract with Systra was necessary with its imminent expiry on 31 March and Members were told the extension would be sufficient to cover the duration of the upgrade work.

In light of this, Members **RESOLVED**:

- i) to approve the confirmed and available funding for the SRTM Evidence Base Upgrade from the Solent Transport budget in order to commence work on the Upgrade to include undertaking new data collection surveys and enhancements to the SRTM; and
- ii) to delegate to Officers to extend the SRTM contract for up to two years.

69. **LOCAL SUSTAINABLE TRANSPORT FUND (LSTF)**

The Joint Committee received an updating report on the Local Sustainable Transport Fund (Item 11 in the Minute Book).

The Programme Manager summarised the delivery of the Local Sustainable Transport Fund and Better Bus Area Fund and their projects for way-finding infrastructure; real time information systems; travel smartcard products; bus rapid transport and the completion of Phase I of the Southampton Station Quarter improvements at Southampton Railway Station.

Members **RESOLVED:**

- i) to note the progress of the scheme delivery;
- ii) to note the expenditure during the first nine months of 2014/2015 and the remaining spend still to be claimed in the last three months of the programme; and
- iii) to authorise the Solent Transport Senior Management Board to take any necessary action in discussion with the Programme Manager to ensure the full grant is claimed to include switching expenditure between programmes and if necessary between Authorities.

70. **IMPACT OF THE LOCAL SUSTAINABLE TRANSPORT FUND**

The Joint Committee received a presentation jointly presented with Professor John Preston of the University of Southampton. (Item 12 in the Minute Book).

The presentation slides can be found at:

http://www3.hants.gov.uk/councilmeetings/meetingsummary.htm?date_ID=1710

Members were told of the effect of the second year of strategies deployed through the LSTF project and their effect on the travelling corridors defined in the Fund's work. Trends of increased use of public transport modes are emerging, attributed to Personal Journey Planning, Eclipse bus service, the My Journey website.

Reduction in road usage can be attributable to these changes and also through petrol pricing and the region's general economic activity and prosperity.

Monitoring and evaluation of the Fund's effectiveness would continue to the end of 2015/2016 despite the ending of the Fund's work at 31 March 2015.

Observations from Member Authorities included indications that similar small-scale projects might be effective on the Isle of Wight and could feature as part of larger projects once funding was more certain after the General Election. LSTF had demonstrated its ability to not only get projects off the ground throughout the Corridors but to attract interest and continued funding from County Council-led Departments such as Public Health and Childrens Services (Bike It programme).

In concluding the meeting, Members discussed the venue for its June meeting and accepted the invitation from Cllr Smart to hold it on the Isle of Wight during which Members would be able to review some of the areas of development on the Island to include the East Cowes Regeneration project site.

Meeting closed at 11.51am