

**AT A MEETING of the TRANSPORT FOR SOUTH HAMPSHIRE JOINT COMMITTEE of HAMPSHIRE COUNTY COUNCIL, SOUTHAMPTON CITY COUNCIL AND PORTSMOUTH CITY COUNCIL HELD AT PORTSMOUTH GUILDHALL ON 21 JUNE 2010.**

**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  
Peter Murnaghan – Project Manager, TfSH  
Tom Niedrum – Head of Finance, County Treasurer's Department  
James Strachan – Assistant Director, Environment  
Steve Williamson, TfSH Project Consultant  
Pete Brunskill, TfSH Project Consultant  
Heather Walmsley – Principal Engineer  
Ben Clifton – Senior Transport Planner  
Rachel Handley – TfSH ?

**Portsmouth City Council**

Councillor Gerald Vernon-Jackson – Leader of Portsmouth City Council (Part)  
John Slater - Head of Planning Services  
Kathy Wadsworth – Strategic Director  
Pam Turton – Assistant Head of Service (Strategy)

**Southampton City Council**

Councillor Matthew Dean – Cabinet Member for Environment and Transport  
Phil Marshall - Regional Transport Planner  
Paul Nichols – Head of Planning and Sustainability  
  
Professor Phil Goodwin – Consultant, UWE, Bristol  
David Cooper – Government Office for the South East (GOSE)  
Maureen Pullen – Department for Transport  
Cherrie Mendoza – Highways Agency  
Graham Ellis - Hampshire Economic Partnership  
Kate Neill-Sneller – Network Rail  
Andrew Dyer – Stagecoach South and South Hampshire Bus Operator Association (SHBOA)  
Phil Dominey - South West Trains  
Anne-Marie Mountifield – Partnership for Urban South Hampshire (PUSH)  
Rachel Barker – South East England Partnership Board (SEEPB)

**Observers**

**Eastleigh Borough Council:**

Councillor Keith House  
Councillor David Airey

Matt Grantham

**Fareham Borough Council**

Councillor David Swanbrow  
Dominic Lyster

**Gosport Borough Council**

Councillor Peter Langdon  
David Duckett

**Havant Borough Council**

Councillor Jenny Wride

**New Forest District Council**

David Stannard

**Test Valley Borough Council**

Vivien Messenger

**Winchester City Council**

Councillor Vivian Achwal

**35. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Jason Fazackarley, Portsmouth City Council; Simon Moon, Portsmouth City Council; and David Lees, Southampton Airport.

**36. 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.

**37. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman opened the meeting by confirming the appointment of Councillor Jason Fazackarley as the new Portfolio holder for Traffic and Transportation at Portsmouth City Council and thanked Lynne Stagg for her hard work and dedication whilst on the Committee.

The Chairman went on to tell the Committee that The Stage 1 Urban South Hampshire Delivering a Sustainable Transport System (DaSTS) report had been submitted to the South East England Partnership Board on 21 May 2010.

The report was the first stage in a two-stage process of defining the delivery strategy for the sub-region for the period 2014 – 2019. Following a review of published material and stakeholder engagement, five strategic outcomes were identified and prioritised:

1. Strengthened International Gateways in the sub-region, fulfilling their role in supporting the local and national economy.
2. Delivering planned housing and employment growth in existing economic centres first.
3. The transport sector contributing to the sub-region achieving its commitment to reduce carbon emissions.

It was currently unclear whether the Stage 2 study would proceed as originally planned.

The Chairman explained that there was scope for the work to continue through the TfSH Evidence Base work stream; and was considered to be the most appropriate way to build a robust and evidenced delivery package to take the sub-region forward.

The Chairman informed the Committee that Transport for South Hampshire had appointed a team headed by the MVA Consultancy to develop, use, maintain and manage an Evidence Base for South Hampshire.

The commission included the development of WebTAG compliant analysis and forecasting tools. The sub-regional transport model suite would provide an ongoing shared resource for partners and be used to define current and future challenges and to develop funded and practical solutions and transport interventions, in order to achieve local, sub-regional, regional and national objectives.

With regards to Bus Rapid Transit, it was confirmed that the TfSH £20 million scheme to boost public transport between Gosport and Fareham was back on track following a decision in the Court of Appeal on 10 June 2010. This meant that construction could start on the much-needed, innovative busway that would deliver a high quality, reliable public transport alternative for the people of Fareham and Gosport.

Finally, the Chairman informed the Committee that a letter had been sent the previous week to the new Secretary of State for Transport (the Rt Hon Philip Hammond, MP) promoting the importance of three critical schemes in the TfSH area, including the M27 Junction 5 improvements, the northern Bridge in Portsmouth and Tipner Interchange and the Chairman pointed out in his letter that there was a clear case for each of these schemes to progress in the interests of economic growth, sustainability and safety.

### **38. MINUTES OF THE MEETING HELD ON 22 JANUARY 2010**

The Minutes of the meeting held on 22 January 2010 were confirmed as a correct record and signed by the Chairman.

### **39. STATEMENT OF ACCOUNTS 2009/2010, BUDGET 2010/2011 AND FINANCIAL PROTOCOL REVISION**

The Committee considered the joint report of the Treasurer and Project Director for Transport for South Hampshire (Item 5 in the Minute Book) presenting the final outturn for the 2009/2010 financial year, to recommend the revenue and capital budgets for 2010/2011 and to agree revisions to the Transport for South Hampshire (TfSH) Financial Protocol.

The Head of Finance highlighted that it was a statutory requirement that Governance was reviewed as part of the Statement of Accounts for 2009/2010 and updated as necessary. It was noted that Table 1 summarised the 2010/11 funding and Table 2 listed how the budget was to be utilised. However, since the report was prepared, the anticipated £160,000 from SEEPB and £3,307,000 from New Growth Point had not been secured and it was agreed that it was important for the Budget Headings listed in Table 2 to be prioritised in the event that not all of the expected funding became available. It was requested that this be incorporated into the recommendations for this item.

RESOLVED:

That the Joint Committee:

- i. Approves the Annual Governance Statement on pages 4 to 13 of the Statement of Accounts which is attached as Appendix 1 to the report.
- ii. Approves the draft Statement of Accounts of the 2009/2010 financial year, attached as Appendix 1 to the report.
- iii. Agrees to the carry forward of underspends of £563,000 on the revenue budget to 2010/2011.
- iv. Approves the revenue and capital budgets for 2010/11 subject to confirmation of resources being available, notably for the capital programme as a whole.
- v. Approves the revised Transport for South Hampshire Financial Protocols, attached as Appendix 2 to the report.
- vi. Notes that the Chief Finance Officer has authority to make any further minor revisions to the Financial Protocol as necessary.
- vii. Mandates the Transport for South Hampshire officers to review and prioritise the work streams over the current year in light of potential funding shortfalls, as listed in Table 2 of the report and report back to the Transport for South Hampshire Members before the next Joint Committee meeting.

### **40. REDUCE STRATEGY – INDEPENDENT REVIEW**

The Joint Committee received a presentation from Professor Phil Goodwin, who summarised the key findings from his report. He initially outlined the key elements of the Strategy (Smarter Choices and Land Use Planning interventions) and outlined the reasons for the Strategy, including the need to allow economic growth without congestion, together with a number of wider environmental, health and other benefits. It was demonstrated that Smarter Choices had worked elsewhere, with evidence quoted from the recently completed Sustainable Travel Town projects.

Professor Goodwin believed that given its characteristics, South Hampshire was an appropriate area to implement Smarter Choices. The proposed budget was sufficient, but would require complementary measures to be funded from the Manage and Invest Strategies. He recommended a revised funding profile that builds up to a higher level of spend for a period of five years, before declining to a rate 40% of this to maintain behavioural change.

Professor Goodwin identified a risk factor that some elements of the Invest and possibly Manage Strategies could conflict with the Reduce Strategy and they need to be designed to support it.

Professor Goodwin outlined how the Reduce Strategy offered good value for money and if the amount of funding for the Invest Strategy was reduced significantly, then funding for the Reduce Strategy should be increased.

RESOLVED:

That the Joint Committee:

- i. Notes the Transport for South Hampshire Reduce Strategy Independent Peer Review
- ii. Delegates authority to the Senior Management Board to modify the Reduce Strategy to take account of the Peer Review and consult with key stakeholders prior to formal adoption.
- iii. Authorises officers to seek appropriate funding sources to deliver the Reduce Strategy, as part of the overall TfSH Reduce-Manage-Invest strategy.
- iv. Authorises officers to work closely with Urban South Hampshire Local Planning Authorities to ensure that the Reduce Strategy is incorporated as appropriate into their Local Development Documents.
- v. Agrees to develop a Smarter Choices programme for delivery within Southampton, subject to budgetary constraints.

#### **41. URBAN CHALLENGE FUND**

The Committee considered a report from the Regional Transport Planner from Southampton City Council (Item 7 in the Minute Book), which summarised the TfSH consultation response to the proposed Department for Transport (DfT) Urban Challenge Fund.

The Regional Transport Planner highlighted paragraph 11 on page 3, which covered some of the key points to the response and confirmed that TfSH was a good model of Governance and delivery. TfSH welcomed the Fund and the response, which made some positive suggestions on how elements of it would operate in practice.

RESOLVED:

- i. That the TfSH Joint Committee ratifies the officer response to Government's consultation on the Urban Challenge Fund.

## **42. AUDIT IMPROVEMENT PLAN AND RISK REGISTER**

The Committee considered a report of the Transport for South Hampshire Consultant (Item 8 in the Minute Book) reviewing and updating the Audit Improvement Action Plan and supporting Strategic Risk Register.

The TfSH Consultant highlighted area R6 and R7 in the Action Plan, being information to partners and development of a consultation policy. It was confirmed that a communications audit was currently underway and it was hoped that both would be addressed in a forthcoming TfSH Communications Strategy.

The Strategic Risk Register had been recommended in the District Auditor's report, and it was confirmed that Southampton, Portsmouth and Hampshire Councils regularly scrutinised decisions to minimise risks.

RESOLVED:

That the Joint Committee:

- i. Approves the updated Improvement Action Plan, attached as Appendix 1 to the report.
- ii. Approves the Strategic Risk Register, attached as Appendix 2 to the report.

## **43. MULTI-AREA AGREEMENT, PUBLIC TRANSPORT**

The Committee considered a report of the TfSH Project Consultant (Item 9 in the Minute Book) seeking approval for two new formal agreements to be signed with key partners in the rail industry and local bus operators.

The TfSH Project Consultant acknowledged the informal working relationships that existed with rail and bus operators and recognised that, as part of the Multi Area Agreement, these arrangements would be formalised. It was noted that only one such arrangement existed with the rail industry nationally. The documents summarised working principles and terms and conditions and also specified the meetings that should take place each year.

District and Borough Councils requested that they have the opportunity to liaise with the group at a more local level and it was agreed that this would be a good approach to the agreements.

The agreements were signed by the relevant operators.

RESOLVED:

That the Joint Committee:

- i. Approves the Rail Communications Protocol, attached as Appendix 1 to the report.

- ii. Approves the South Hampshire Bus Partnership Agreement, attached as Appendix 2 to the report.

#### **44. NETWORK RAIL PRESENTATION**

The Committee received a presentation from Network Rail on recent projects and future plans. The work undertaken at Andover Road Bridge was expected to be completed under budget and ahead of schedule, which would allow larger containers to be transported, minimising lorries on the road. Future developments included signalling improvements at Fareham and Southampton Central stations and also renovation to platform three at Eastleigh Station. Redevelopments were also taking place at Southampton Central and Fratton in Portsmouth, and 378 additional car parking spaces were planned for Southampton Airport Parkway.

A question to the Joint Committee enquired as to whether there were any plans to improve luggage holding at Southampton Central as part of the redevelopment, so cruise passengers could leave their cases and visit the City Centre. Unfortunately due to concerns with rail security this was not possible and the cruise companies had shown no interest in getting involved in the project.

The Chairman agreed with the importance of rail security. He noted that many smaller communities were divided by railway stations and used the station to access the other side of the town or village. The positioning of ticket barriers needed to be carefully considered so that movements of residents across such stations was not restricted.

The Route Utilisation Strategy covering South Hampshire was being compiled by Network Rail and work had begun on identifying gaps. Network Rail expected that the first draft would be prepared for consultation around Christmas 2010.

#### **45. LOCAL TRANSPORT PLAN 3 – JOINT STRATEGY PRESENTATION**

The Committee received a presentation from the Assistant Head of Service (Strategy) at Portsmouth City Council and the TfSH Project Consultant on the Local Transport Plan (LTP3).

It was confirmed that the LTP3 gave greater flexibility and this would give more of an opportunity to make transport modes more resilient, particularly with challenges faced over winter.

Work had followed on from LTP2 and a screening approach was taking place on the various options available. A statutory consultation would be taking place from early July for 12 weeks, with stakeholder workshops taking place.

#### **46. BUS RAPID TRANSIT FOR SOUTH EAST HAMPSHIRE**

The Committee received the report of TfSH Project Manager (Item 12 in the Minute Book) providing an update on the progress being made with Phase 1 of the Bus Rapid Transit scheme (Fareham to Gosport) and seeking endorsement for the work necessary to deliver a wider network in South East Hampshire to address the dual pressures of growth and congestion.

The Committee were presented with a DVD demonstrating the scheme and the plans proposed and the TfSH Project Manager drew attention to the vision and aims in paragraphs 12-14 of the report.

Marketing and branding still needed developing and the most feasible choices for routes had been established. Concerns were raised about the March 2011 deadline for funding due to the delays as a result of the legal challenges, but it was confirmed that this had been addressed and should not cause difficulties.

The Chairman emphasised the commitment of himself and Hampshire County Council in delivering the project.

Questions were raised about links with HMS Daedalus and buses between Havant and Waterlooville, and it was confirmed that there were currently five buses every hour between the two towns ahead of the Dunsbury Hill Farm development.

A question was raised on the branding of the Bus Rapid Transit and how this would fit in with other bus services so it was not seen as being completely detached. It was confirmed that this would be explored as part of a pilot and TfSH would liaise with SHBOA to ensure effective delivery.

#### RESOLVED:

- i. That the proposed vision and objectives set out in the report be adopted as the guiding principles for the future development of the South East Hampshire Bus Rapid Transit;
- ii. That the development of an operational agreement with the bus operators, to determine high levels of service and reliability be supported;
- iii. That the feasibility work undertaken to date on defining options for the wider Bus Rapid Transit network be noted and approved;
- iv. That work to progress future elements of the network in a timely fashion to be ready when funding opportunities arise for implementation be endorsed;
- v. That work on establishing a suitable brand for the promotion of Bus Rapid Transit be supported.

#### **47. M27 CORRIDOR STUDIES**

The Committee considered a report by the Principal Engineer for TfSH (Item 13 in the Minute Book) summarising the findings of the M27 Corridor Junctions 5-12 transport study and the three M27 Corridor Parallel Studies which identify packaged access strategies for North/North East Hedge End Strategic Development Area (SDA), North Whiteley Development and North Fareham SDA.

It was highlighted that the studies were undertaken jointly with District Councils and consultants.

##### North Hedge End SDA

It was confirmed that Junction 8 was the preferred access to the M27 for cars and public transport and highway improvements were planned for Kings Copse

Avenue and Maple roundabout linking to junction 8. Movements were to be discouraged through central Hedge End and the parking facilities at Hedge End Station would be improved. Botley Road would also be reopened as a public transport to link to the eastern approach to Southampton.

All development allocated in the South East plan including that at the Rose Bowl were considered as part of the study and it was also confirmed that the findings were purely interim guidance which would be ratified once the evidence base work was completed in 2011. It was agreed that more work would need to be done in order to prepare for the SDA and construction of a suitable infrastructure around it.

#### North Whiteley

The study showed that the number of trips generated by the proposed developments at Hedge End and Whiteley did not in their own right justify the provision of a bypass for Botley and traffic management measures were planned to discourage through trips in the Botley area. The possible re-opening of Yew Tree Drive was being considered subject to further investigation. Swanwick Station had good links with Southampton and Portsmouth and it was suggested that this was explored further in relation to the SDA plans and development.

#### North Fareham SDA

There were currently two proposed plans for Fareham, which may or may not include an Eco-town or Business Park adjacent to Junction 11. It was hoped that developments would take place to improve access to the M27 and A32. A Bus Rapid Transit link to Fareham Station would be a key component.

RESOLVED:

That the Joint Committee:

- i. Note the findings of the M27 Corridor Junctions 5-12 Transport Study and the M27 Parallel Studies
- ii. Note the conclusions of the M27 Corridor Junctions 5-12 Transport Study as a basis for strategic transport decisions prior to the completion of the evidence base during 2011 and in order to deliver the growth agenda
- iii. Agrees to formally advise Eastleigh, Fareham and Gosport Borough Councils and Winchester and Southampton City Councils of the findings of the M27 studies in order that the access strategies identified for the North/North East Hedge End Strategic Development Area, Whiteley Development and North Fareham Strategic Development Area can be used to inform work for the respective Core Strategy and Local Development Frameworks.

## **48. ACCESS TO GOSPORT STUDY**

The Committee considered a report from the Senior Transport Planner for TfSH (Item 14 in the Minute Book) seeking approval from the Joint Committee of the findings and conclusions from the Strategic Access to Gosport study (StAG).

As part of the report, existing and future accessibility issues were described and an Implementation Plan of measures identified to meet the study objectives of reducing car trips for short journeys, improving journey time reliability, improving access to non-car modes and improving access to development sites. It was agreed that improved access and the Phase 1 Bus Rapid Transit scheme would help the local economy as well as reduce the number of shorter car journeys, as the study reported that 50% of car trips surveyed were for journeys of less than five miles.

The study also included a review of Stubbington bypass, which was retained as a policy commitment in the medium to long term, but there were concerns that this would not help congestion around peak travel times. Also, there were concerns that encouraging people to use the Bus Rapid Transit scheme and then providing better access for cars would send mixed messages.

#### RESOLVED:

- i. that the outputs of the study, including the Implementation Plan, be approved as a basis for taking forward and delivering transport and accessibility improvements for the Gosport Peninsula up to 2026, subject to funding becoming available.
- ii. that the Stubbington Bypass be retained as a policy measure that could contribute to the wider objectives for improving accessibility onto the peninsula, accepting that implementation of the scheme may not come forward within the study period (to 2026)
- iii. that the study findings be adopted as a basis to inform the Local Development Frameworks for Fareham Borough Council and Gosport Borough Council, and inform the development of the Solent Transport Strategy section of Local Transport Plan 3, and the findings be shared with the Borough Councils and local County Members via the local Hampshire Action Teams.