

**AT A MEETING of the TRANSPORT FOR SOUTH HAMPSHIRE JOINT COMMITTEE of HAMPSHIRE COUNTY COUNCIL, SOUTHAMPTON CITY COUNCIL AND PORTSMOUTH CITY COUNCIL HELD ON THE 26 JANUARY 2011, 14:00 AT HAMPSHIRE COUNTY COUNCIL, ASHBURTON HALL, THE CASTLE, WINCHESTER.**

**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  
James Strachan – Assistant Director, Environment (part-meeting)  
Tom Niedrum – Head of Finance, County Treasurer’s Department  
Pete Brunskill, TfSH Project Consultant  
Stuart Baker – Senior Transport Planner  
Alison Linnell – Principal Transport Planner

**Portsmouth City Council**

Simon Moon – Head of Transport and Street Management  
Pam Turton – Assistant Head of Transport and Street Management (Strategy)

**Southampton City Council**

Councillor Matthew Dean – Cabinet Member for Environment and Transport  
Frank Baxter – Travel and Transport Policy Manager  
Paul Walker – Transport Policy Team Leader

**Stakeholders**

Paul Best – Network Rail  
Alex Carter – Go-South Coast/SHBOA  
Phil Dominey – South West Trains  
Graham Ellis – Hampshire Economic Partnership  
Cherrie Mendoza – Highways Agency  
Anne-Marie Mountfield – Partnership for Urban South Hampshire (PUSH)  
Lucy Norton – Network Rail  
Maureen Pullen – Department for Transport  
Adam Tewkesbury – University of Southampton  
Nick farthing – Hampshire Chamber of Commerce/Sustrans (part-meeting)  
Dave Lees – BAA Southampton Airport (part-meeting)

**Observers**

**Eastleigh Borough Council**

Ed Vokes

**Fareham Borough Council**  
Councillor David Swanbrow  
Richard Hudson

**New Forest District Council**  
David Stannard

**Test Valley Borough Council**  
Vivien Messenger

**Winchester City Council**  
Councillor Eleanor Bell

Rhod MacLeod– WSP Consulting  
Charles Burns – Portsmouth Community Futures

## **58. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Stuart Jarvis, Hampshire County Council; Councillor Jason Fazackarley, Portsmouth City Council; Phil Marshall, Southampton City Council; Andrew dyer, Stagecoach/SHBOA; Marc Reddy, First Hampshire and Dorset/SHBOA, and Councillor David Airey, Eastleigh Borough Council.

## **59. 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.

## **60. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman opened the meeting by informing the Joint Committee of the departure of Peter Murnaghan and Pete Brunskill and thanking them for their hard work and dedication to TfSH. Councillor Dean offered his own personal thank-you to Pete and Peter for being such dedicated public servants and wished them well for the future.

The Chairman then detailed some of the Local Transport Plan settlements and the allocations for Hampshire over the coming years. They represented an approximate 50% reduction in Integrated Transport and a slight increase in Maintenance. Southampton and Portsmouth were in similar positions with their

allocations. The funding provided will be a capital grant, rather than supported borrowing and will not be ring-fenced.

The Joint Committee were then informed of last legal challenge against the Bus Rapid Transit (BRT) scheme, which had been rejected in the Supreme Court. The Law Lords announced their judgement on Wednesday 19 January, which dismissed the appeal against Hampshire County Council and confirmed that the County had followed correct planning procedures. Work now continues on the BRT.

The Chairman confirmed that as part of the Solent LEP bid to the Regional Growth Fund that was submitted on the 21 January, two TfSH transport schemes had been included; Platform Road in Southampton and M27 Junction 5. The Chairman thanked ABP and BAA for their help and support with the bids.

Finally, the Chairman spoke of Performance Indicators and reminded the Joint Committee that in September 2009, it was stated that there was a need to develop a more robust set of performance indicators for the sub-region as a result of targets from the Partnership for Urban South Hampshire (PUSH). Following Eric Pickles' announcement in 2010 stating that the Audit Commission would be disbanded and the national indicators abolished, TfSH would move more towards reporting and publishing performance primarily at a local level.

As part of the work on LTP3, it had proved possible to harmonise data sets and working practices across Hampshire, Portsmouth and Southampton and give Members a clear and concise view of progress in delivering vital changes to transport. TfSH have subsequently abandoned work on developing a new set of performance indicators.

## **61. MINUTES OF THE MEETING HELD ON 22 NOVEMBER 2010**

Two changes to the attendance list were confirmed:

Rachel Barker, SEEPB was confirmed as not being in attendance and Cllr Bell from Winchester City Council stated that she was at the meeting on 22 November.

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

## **62. TFSSH BUDGET MONITORING 2010/2011, 2011/12 BUDGET**

The Committee considered the report from the County Treasurer and TfSH Project Director (Item 5 in the minute book), which detailed the revised capital and revenue budgets and also the forecast outturn for 2010/2011.

The Head of Finance highlighted Table 2 in the report, which reflected the additional £10,000 funding from Havant Borough Council for a cross borough bus study, taking the revenue budget to £1,699,000. It was also confirmed that an additional £97,000 had been incorporated into Table 3 since the last meeting, which was PUSH funding for the Tipner project.

Anticipating a likely underspend on the revenue budget of £157,000, it was proposed that this be carried forward to the 2011/12 budget. Budget allocations would continue to be monitored for the year, as these would change depending on the success of projects such as Platform Road.

RESOLVED:

That the Joint Committee:

- i) Agrees the revised 2010/11 capital and revenue budgets, to match available funding;
- ii) Notes the 2010/11 forecast outturn for revenue and capital budgets;
- iii) Approves the carry forward of underspends (£157,000) from the 2010/11 revenue contingency to help support the 2011/12 budget strategy; and
- iv) Approves the 2010/11 revenue and capital budgets, subject to confirmation of partners' funding contributions.

### **63. RECENT GOVERNMENT INITIATIVES AND ANNOUNCEMENTS**

The Committee considered the report of the TfSH Project Director and Senior Transport Planner (Item 6 in the Minute Book) which provided a summary of recent key central government policy announcements relating to transport.

The Senior Transport Planner confirmed that the announcements were still happening, the most recent being that of a white paper on local transport. TfSH has supported bids for Platform Road in Southampton and Junction 5 on the M27 in Eastleigh as part of the Solent Local Enterprise Partnership (LEP) application to the Regional Growth Fund (RGF). A further transport scheme was included in the Solent LEP application, for access to Dunsbury Hill Farm.

An opportunity for Local Transport Authorities has arisen to bid for part of the Local Sustainable Transport Fund (LSTF), which is to make available £560,000,000 over four years for local authorities outside London and is available for interventions that primarily improve local economic growth and reduce carbon emissions. It is proposed that TfSH submit a Joint Large Project Package bid to the LSTF and that a Steering Group (including SHBOA) coordinate a bid for expression of interest submission in April, which would likely include development of a public transport Smart Card system.

It was agreed that before the bid would go forward, the Transport Alliance would be consulted, which is comprised of the Hampshire Economic Partnership, Business Southampton and Hampshire Chambers of Commerce. The Transport Alliance acts a single business voice for the Southampton area, enabling better use of revenue and would assist TfSH in working closer with businesses and the private sector. A further recommendation in the report was for TfSH officers to consider options for closer working with the private sector, as there was a clear direction from recent central Government announcements that closer private / public working should be pursued. It was confirmed that a paper on this would be brought to the next Joint Committee meeting in April.

RESOLVED:

That the Joint Committee:

- i) Note the contents of the report;
- ii) Approves the proposed approach to bidding to the Local Sustainable Transport Fund; and
- iii) Agrees to officers exploring options for the establishment of a separate forum to facilitate public/private sector joint working.

#### **64. TFSSH GOVERNANCE AGREEMENT**

The Joint Committee received an update from the TfSH Project Consultant who confirmed that the Isle of Wight acknowledge the advantages of joining TfSH and a report will be considered by their Full Council in March. An update will be provided at the next Joint Committee meeting in April.

#### **65. PRESENTATION BY SHBOA**

The Joint Committee received a presentation from Alex Carter on behalf of South Hampshire Bus Operators Association (SHBOA).

The Joint Committee was reminded that SHBOA was formed in 2008 and open to all bus operators in South Hampshire. It enables the operators to share targets and goals and provide a single voice to the authorities in South Hampshire on strategic matters, whilst not inhibiting dialogue with individual operators where necessary.

As well as developing current services, SHBOA aims to work closely with new and proposed housing developments to enable a reliable transport system to be incorporate at an early stage.

After the presentation, the Department for Transport advised that fourteen case studies have been completed in support, with Local Authorities researching effective transport links in new developments. The Highways Agency enquired as to whether they could work closely with SHBOA in the early stages of transport development and SHBOA confirmed that this would be welcomed.

The DfT noted that TfSH would provide an important role in advising the Solent LEP and that joint working across DfT, the Highways Agency and TfSH would be crucial in future working along with the LEP.

Charles Burns advised the Joint Committee that taxis also play an important role in public transport and that many people were uncertain about using buses. This would need to be considered and addressed in order to encourage more people to use public transport rather than use their car.

#### **66. EVIDENCE BASE – DATA SHARING AND SURVEY RESULTS**

The Committee considered a report of the Senior Transport Planner for Hampshire County Council (Item 9 in the Minute Book) which updated on

progress with the development of the suite of interlinked transport and land-use models covering the TfSH area and the data collection exercise that has now been completed. The Joint Committee were informed of the various modelling components and capabilities of the modelling suite.

The Senior Transport Planner highlighted the transport surveys conducted as part of the Evidence Base in Table 1, which provide the necessary inputs and baseline information from which the modelling suite is constructed. A summary of the results of the survey work is proposed to be published on the TfSH website.

RESOLVED:

That the Joint Committee:

- i) Note the contents of the report
- ii) Agrees to the *Report on Surveys* be published on the TfSH website

## **67. EVIDENCE BASE – USE OF THE MODELLING CAPABILITY**

The Joint Committee considered a report from the Principal Transport Planner at Hampshire County Council (Item 10 in the minute book), which gave an overview of current work to facilitate the future use of the transport modelling suite, by both public and private sectors.

It was confirmed that protocols and guidance in using the tool were to be developed so that it could be used easily by both sectors.

The Joint Committee considered which potential users should be counted as part of the public sector, since it could be construed that some bodies could potentially use the tool at the same cost as public sector partners who have contributed financially to its development, in contrast to private sector developers. It was agreed that the definitions of 'private' and 'public' sector, and details of charging mechanisms would need to be clearly set out with guidance documents before the tool was available for wider use.

RESOLVED:

That current work aimed at facilitating future use of the Sub-Regional Transport Model by both the public and private sector for a suitable fee in a way that is fair, transparent and non-discriminatory, and which also reflects the level of contribution to date by public sector partners be approved.

## **68. TIPNER UPDATE**

The Joint Committee considered the report from the Assistant Head of Transport and Street Management for Portsmouth City Council (Item 11 in the minute book), updating the Joint Committee on progress with Tipner so far and its current status.

It was confirmed that under the new government, all major scheme bids had been put on hold and so a decision had not been reached by the DfT. As a result, the project would be monitored and brought back to Committee once there was a further update and/or a decision by the DfT.

RESOLVED:

That the Joint Committee:

Notes the contents of the report

## **69. “FUTURE RAIL IN SOUTH HAMPSHIRE” PRESENTATION BY NETWORK RAIL AND SOUTH WEST TRAINS**

The Joint Committee received a presentation from the Route Planner and Wessex Enhancement Manager at Network Rail together, with the South West Trains Stakeholder Manager; covering recent improvements, current projects and the draft London and South East Route Utilisation Strategy (RUS).

The draft RUS was published during December 2010 and is currently being consulted on, with a deadline for responses of the 18 March. The RUS covers up to 2031 and three chapters were highlighted, as being of particular relevance. Chapter 7 considers capacity issues at London termini. The possibility of re-using the former International Platforms at Waterloo for fifteen carriage trains from the South West Main Line was raised. This would be very costly and would also involve the need for new flyovers and other infrastructure on the station approach.

Chapter 9 looks at freight issues and the Joint Committee were informed that Network Rail are very aware of the key importance of rail freight to the Port of Southampton, an International Gateway. The Rail Gauge Enhancement will be completed during March and route clearance is committed for the diversionary line via Laverstock. The RUS includes many positive proposals for freight, including the general use of 775m long containers trains, protection of freight paths and a number of options to increase capacity in the Midlands and through to the North West.

The Joint Committee were pleased to note that Chapter 10 is specifically dedicated to South Hampshire and the Solent and goes into some detail on options for improving Southampton - Portsmouth services, links to Southampton Airport from the east and the potential to re-open the Waterside rail line for passenger use. The Network Rail Route Planner talked through the challenges in making such improvements and the balance that needs to be struck between frequency and speed, bearing in mind constraints such as signalling and track capacity. There was lengthy discussion on the pros and cons of 'skip stopping' services between the two cities and the desirability of diverting some services via the Botley line. There was a request for more detailed information on local bus services to help refine the RUS.

The Chairman stated that there was a desire to reintroduce passenger services on the Waterside Line to give another public transport option and help lessen congestion / air pollution on the western approach to Southampton.

Recent investment and initiatives included a new multi-storey car park at Southampton Airport Parkway and new cycling schemes to encourage people to cycle to railway stations rather than drive and park. Access to many stations had been dramatically improved and 110 new cycle parking spaces had been installed at Southampton Airport Parkway.

Access for All schemes had included the improvement of footbridges at Fareham, Fratton, Southampton Airport Parkway and Havant and ramps and lifts had also been improved at many stations to make them more accessible for people with buggies and in wheelchairs. There were also plans to improve the footbridges at Brockenhurst and also [in the longer term] Fleet and Winchester.

The Joint Committee were notified of other projects currently in the pipeline. These included plans for the Olympics 2012 at Weymouth and making spectator areas and routes easy to access and to use. Another scheme underway is live information boards. They had been introduced at Southampton Airport, helping to link the airport with the station and one had recently been installed at IKEA in Southampton. Plans were in place for these boards to be displayed at other places, including hospitals and theme parks.

The Chair enquired as to when the works would start on the footbridge in Brockenhurst and it was confirmed that this would be late 2011 / early 2012. When asked with regards to putting stations along more remote areas of track, it was confirmed that trains need to get through single track areas as quickly as possible to prevent delays, and installing stations on these areas would not be suitable.

The Joint Committee confirmed that an Officer response would be submitted to the draft RUS and this would subsequently be reported to the April meeting, being held in Southampton.