

AT A MEETING of Solent Transport held in The Wellington Room, Hampshire County Council, The Castle, Winchester on Tuesday, 21 March, 2017

**Voting Members Present:**

**Chair:**

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

**Vice-Chair:**

Councillor Rob Humby, Executive Member for Environment and Transport, Hampshire County Council

Councillor Jim Fleming, Cabinet Member for Traffic & Transportation, Portsmouth City Council

Councillor Ian Ward, Executive Member for Transport and Infrastructure, Isle of Wight Council

**Solent Transport Officers**

Andrew Wilson – Manager

**Hampshire County Council Officers**

Dominic McGrath – Strategic Transport Manager

Jackie Taylor - Democratic and Member Services

Jenny Wadham – Principal Accountant

Graham Wright – Strategic Transport

**Isle of Wight Officer**

Ashley Curzon – Head of Economic Development

**Portsmouth City Council Officer**

Alan Cufley – Director of Transport, Environment and Business Support

**Southampton City Council Officers**

Pete Boustred – Transport Policy Team Leader

**PUSH**

Councillor Tony Briggs, Deputy Leader, Havant Borough Council

**Solent Local Enterprise Partnership**

*Jeff Channing*

**Highways England**

*John Henderson*

*Jim Doxford*

### **Interested Parties**

*Department for Transport – Maureen Pullen*

*Network Rail – Alasdair Couper-Johnston*

*Gosport Ferry – Clive Lane*

*South Hampshire Bus Operators Association – Richard Soper*

*Bluestar – Richard Tyldsley*

### **Observers**

*Eastleigh Borough Council – Ed Vokes, David Airey*

*Fareham Borough Council – Oli Seebohm*

*Test Valley Borough Council – Viv Messenger*

#### **120. APOLOGIES FOR ABSENCE**

No apologies of absence were received.

#### **121. DISCLOSURE 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 Southampton 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.

#### **122. MINUTES OF PREVIOUS MEETING AND MATTERS ARISING**

It was confirmed that an update on the Rapid Transit Study work as discussed in Minute 116 would be provided in the Solent Transport Business Plan 2017-18 (Item 10 on the agenda).

The Minutes of the Meeting held on 29 June 2016 were agreed as a correct record and signed by the Chair.

#### **123. DEPUTATIONS**

There were no deputations on this occasion.

## 124. CHAIR'S ANNOUNCEMENTS

The Chair welcomed new Member, Councillor Ian Ward to the Joint Committee and thanked Members for re-arranging their diaries to accommodate the meeting at short notice. The Chair announced that to provide greater flexibility in nominating deputies for future meetings in the absence of an Executive/Cabinet Member, a report would be brought to the next Joint Committee meeting to amend this section in the Terms of Reference. Members also heard that there would be two formal Joint Committee meetings per annum, to be held in the Spring and Autumn, and two informal meetings to be held in between these.

The Chair informed Members about the formation of the Sub National Transport Board, and the membership of this.

The Chair also announced that The Isle of Wight Council, Southampton City Council and Hampshire County Council had successfully secured funding through the Department for Transport's Access Fund for a programme of sustainable transport initiatives over the next three years. The joint Southampton and Hampshire project secured £2.3 million and would focus on promoting cycling in the Southampton travel-to-work area. Members also heard that the Isle of Wight project secured £1.35 million and would focus on promoting sustainable travel initiatives in the tourism, business and education sectors.

The Chair was pleased to confirm that the Solent Go multi-operator travel ticket would soon be launched and the M-ticket will soon be available on mobile phones for customers to download and show to their bus driver. The Chair congratulated bus operator partners, and was pleased to see Solent Go evolving and continuing to launch new products. Members were invited to a photocall immediately proceeding the meeting for the launch of the Solent Go Mobile ticket.

The Chair also announced that with the help of grant funding from Hampshire County Council, the Solent's bus operators would be investing in contactless payment technology for their fleet of buses to enable passengers to be able to pay by debit or credit card which would make it easier for passengers to pay for bus travel as well as making it quicker for bus drivers, speeding up overall journey times. Members heard that this was another major improvement to bus travel in the Solent and would be introduced over the coming months. The Chair noted that the Solent fleet of buses already benefited from free WiFi on board and audio-visual 'Next Stop' announcements.

The full Chair's Announcements are appended to these Minutes in the Minute Book.

## 125. SOLENT TRANSPORT BUDGET 2016/17 AND 2017/18

Members received a report summarising the latest budget monitoring position for the revenue and capital budgets for Solent Transport outturns for the 2016/17 financial year and setting out a provisional revenue budget for 2017/18 (Item 8 in the Minute Book).

Members attention was drawn to Section 2 of the report, and approval for the remaining £76,000 surplus from Sub Regional Transport Model (SRTM) Commissions to be carried forward and ring-fenced as a contribution towards the next SRTM upgrade was supported by the Joint Committee, and was also seen as a base for future uplifts. Attention was also drawn to the £5,000 staffing underspend and Members supported that this should be carried forward to the 2017/18 revenue budget, which would allow for greater flexibility with future recruitment. It was noted that an update on the 2017/18 revenue budget would be provided at the next Joint Committee meeting.

Section 8 of the report and also Table 3 highlighted the provisional partner revenue contributions for 2017/18 and the officer highlighted that approval was sought for these to remain the same and in line with recent years.

**RESOLVED:**

That the Joint Committee:

- (a) Notes the forecast outturn for the 2016/17 revenue and capital budgets.
- (b) Approves the proposed carry forward of the anticipated unspent balance, including the proposal to ring-fence this in part to fund the next SRTM upgrade.
- (c) Approves the provisional partner revenue contributions for 2017/18.
- (d) Approves the provisional revenue budget for 2017/18.

**126. HIGHWAYS ENGLAND SMART MOTORWAYS PRESENTATION**

Members received a verbal update from representatives of Highways England on Smart Motorways schemes affecting the Solent area. The schemes were outlined as M3 Junctions 2-4a, M27 Junctions 4-11 and M3 Junctions 9-14. It was explained that the outcomes of the schemes were to reduce the amount of delays and congestion, and take pressure off the network at peak times. Collaborative working with Hampshire County Council and Southampton City Council would also help to identify pinch points.

It was noted that whilst supportive of the schemes, concerns were raised by representatives of the Bus Operators in relation to disruption to the network whilst the schemes were in development and Members raised concerns regarding possible negative effects such as “rat run” traffic through local towns and cities, as well as diversionary journeys. It was explained that work with local businesses and transport providers would assist in understanding employee travel patterns, as well as looking at other ways of travelling and additional support for traffic measures whilst the schemes were in development. Members reinforced the need for communication and reassurance to the public regarding the timescales for scheme completion and these would be discussed at the next Travel Demand Management Board.

The importance of communication, working closely with emergency services and signposting road users was emphasised and Members heard that this had been a key work stream. Queries were raised regarding whether work would continue past the junctions identified and it was noted that there were no plans to further develop the schemes at the moment, and the priority was to ensure that disruption to the road network was minimal at any one time.

Members noted the presentation and requested progress updates over the forthcoming months.

RESOLVED:

That the Joint Committee notes the presentation.

#### 127. **M27 SMART MOTORWAYS TRAVEL DEMAND MANAGEMENT**

Members received a report setting out the role of Solent Transport playing a local co-ordinating role in working with Highways England to offset the impact of major works on the M27 during the implementation of the Smart Motorways project (Item 7 in the Minute Book).

Following on from the update from Highways England, Members were taken through the Report. Members welcomed the investment from Highways England as well as the opportunity to work closely delivering the Smart Motorways Schemes and the wider Highways England Road Investment Strategy projects. The engagement with Traffic Managers and the formation of a detailed communication plan was also emphasised, as well as the possibility of exploring other funding streams.

The Committee also noted the potential for additional bus services to alleviate pressure on the road networks during the delivery of the projects, and engagement with local businesses, the Solent LEP and other major stakeholders. Attention was also drawn to Section 1.4 of the report which highlighted other Highways England RIS 1 schemes and the importance of co-ordinating the delivery of these schemes.

Members agreed to amend slightly the original recommendations within the report to reflect the engagement with the Highways Authorities and the new recommendations are listed below.

RESOLVED

That:

- (a) The Joint Committee approves Solent Transport carrying out a co-ordinating role across the four Solent Transport highway authorities to engage effectively with Highways England, transport operators, local businesses, the Solent LEP and other major stakeholders to collectively deliver a programme of Travel Demand Management measures during the implementation of Smart Motorways on the M27 and the wider

Highways England Road Investment Strategy (RIS 1) projects in the Solent area.

- (b) That Solent Transport submits a bid for funding to Highways England which would propose that Solent Transport manages the Travel Demand Management programme in partnership with Highways England as part of the M27 Smart Motorways project.
- (c) That Solent Transport engages with the Highways Authorities, to help ensure that effective strategic traffic management is undertaken, and operational resilience of the road network is maintained during a time of significant works on the M27 and surrounding local road network.

## 128. ISLE OF WIGHT INFRASTRUCTURE TASK FORCE

Members received a report which detailed the work to date of the Isle of Wight Transport Infrastructure Task Force, and also seeking approval for continued support during 2017-18 (Item 9 in the Minute Book).

Members heard about the background to the establishment of the Task Force, and its main objective to assist the Isle of Wight Council in preparing an integrated Island-wide Transport Infrastructure and Services Development Plan, from gathering evidence and analysing background data. The importance of the continued mainland Highway and Transport authorities engagement in the work of the Task Force was also highlighted. It was noted that since its establishment in the summer of 2016, the Task Force had heard evidence and gathered information from approximately forty organisations, including businesses and bus and ferry operators, relating to future transport infrastructure and the Island. The Pro-Link campaign for an Island fixed link had also presented evidence and the background to the campaign was discussed. It was reported that evidence gathering had now concluded, and after analysis, initial findings would be identified in summer 2017.

It was heard that amongst the remit of its work, the Task Force assessed the impact of the Island Line on the Island's economy and examined the scope for extending the service. It was heard that the new franchise for operating the Island Line would soon be announced and Members discussed the importance of partnership working to ensure the sustainability and potential growth of the Island Line going forward.

The Sub Regional Transport Model and the new Solent Development Fund which was recently launched by the Solent Local Enterprise Partnership were also highlighted as opportunities for transport infrastructure project development on the Island.

**RESOLVED:**

That the Joint Committee notes the progress made by the Isle of Wight Transport Infrastructure Task Force and agrees to continue to support the work of the group during 2017-18.

129. **SOLENT TRANSPORT BUSINESS PLAN 2017-18**

Members received a report presenting the 2017-18 Business Plan as required by the Solent Transport constitution and to provide direction for Solent Transport over the 2017-18 financial year (Item 10 in the Minute Book).

The report was outlined to the Committee and Members noted the changing climate since the last Business Plan was adopted, with attention being drawn to the devolution debate. The different funding mechanisms for transport schemes were outlined to Members which included the Sustainable Travel Transition Year and the Low-Emission Bus Scheme. Attention was also drawn to Section 2.1 of the report which detailed Solent Transport's main areas of work over the last two years, and it was heard that secured funding had enabled the base year upgrade of the Sub Regional Transport Model (SRTM) which was now near completion.

The Officer took Members through the 2017-18 work plan, and key aspects of the main areas of work were highlighted. A discussion ensued around the work across the Solent Transport authorities to improve air quality management areas, and the focus on behavioural change and public awareness was noted. Members also discussed the formation and role of the Sub National Transport Board and it was noted that this would hold its first shadow Board meeting at the end of June 2017.

It was heard that in terms of deliverability of the Work Plan for 2017-18, there were still some adjustments to be made and it was highlighted that the staffing vacancy could be recruited to within the Budget. The Committee noted that the Solent Transport Senior Management Board were confident of the deliverability of the Solent Transport Work Plan for 2017-18 within the proposed resources, and Members were content to approve the recommendations.

RESOLVED:

- (a) That the Joint Committee approves the Solent Transport Business Plan 2017-18.
- (b) That Hampshire County Council, Isle of Wight Council, Southampton City Council and Portsmouth City Council be invited to ratify this adoption, through their respective decision-making processes.

130. **SOLENT TRANSPORT WORKING IN PARTNERSHIP**

Members received a report highlighting the contribution that Solent Transport and its predecessor Transport for South Hampshire have made and continue to make to transport investment in the Solent (Item 11 in the Minute Book).

The report was introduced and the Officer outlined the purpose of bringing the paper to the Committee to focus a discussion around collaborative working going forward. It was highlighted that Solent Transport would need to evolve in the future in response to local and national political change and as funding streams became more diverse. A discussion ensued and Members of the Committee emphasised the importance of joined up working, as well as defining a vision of

working, particularly in the light of current and future major transport schemes being developed in the Solent area. A more robust and collaborative approach to working was also seen as key for future government funding. The potential for a mapping project was also discussed as well as the need for frequent informal meetings between the Members.

Representatives from organisations attending the Committee meeting such as Network Rail, the Department for Transport and the Solent LEP endorsed the collaborative approach and the commitment from Solent Transport Members for strengthened partnership working and offered their support.

The Committee agreed an addition to the recommendation to highlight their commitment to begin work to further develop its relationships with its partners and stakeholders, and with this amendment the recommendation was agreed.

RESOLVED:

That, in the light of the changing local and national political picture, as well as the changing nature of funding opportunities, the Joint Committee is committed to and will begin work to further develop its relationships with its partners and stakeholders and to consider how a single Transport Delivery Plan for the sub-region can be delivered.

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Chair,