



West of England Partnership

Bath & North East
Somerset Council



North
Somerset
COUNCIL

South Gloucestershire
Council

Minutes of meeting of the

Joint Transport Executive Committee

Thursday 12 November 2009, 10am, Council House, Bristol

Present

Cllr Charles Gerrish	Bath and North East Somerset Council
Cllr Jon Rogers	Bristol City Council
Cllr Elfan Ap Rees	North Somerset Council
Cllr Brian Allinson	South Gloucestershire Council

In Attendance

Sonia Mills	Social, Economic and Environmental Partner
Steve Grainger	Social, Economic and Environmental Partner
Peter Dawson	Bath and North East Somerset Council
David Bishop	Bristol City Council
Bob Fowler	Bristol City Council
Colin Medus	North Somerset Council
Chris Sane	South Gloucestershire Council
Terry Wagstaff	West of England Partnership
Barbara Davies	West of England Partnership
James White	West of England Partnership
Pete Davis	West of England Partnership
Bill Davies	West of England Partnership
Penny Bell	West of England Partnership

Also Present

Julian Crow	First Great Western
Claire Burch	Network Rail

1. Apologies for absence

Apologies were received from Dr John Savage and Karuna Tharmananthar.

2. Declarations of Interest

Councillor Rogers declared an interest in the public forum item, at which a statement was to be received from Friends of Suburban Bristol Railways. Councillor Rogers declared that he was a member of this group.

Sonia Mills declared an interest in agenda item 11 regarding Southmead Hospital future accessibility study.

3. Member and Public Forum

Public statements were received and presented to members from:

1. Robert Dixon representing Friends of Suburban Bristol Railways
2. David Redgewell representing Campaign for Better Transport
3. Martin Garrett representing Transport for Greater Bristol Alliance
4. Mike Landen representing Alliance against South Bristol Ring-Road
5. Peter Goodwin

All statements are available in full at:

<http://www.westofengland.org/meetings/joint-transport-executive-committee/12-november>

A petition was also received from Friends of Suburban Bristol Railways regarding the future of the Severn Beach rail line.

Members of the Joint Committee noted the statements and the petition.

4. Minutes of meeting held on 01 October 2009

Councillor Rogers enquired as to the situation regarding 'smart ticketing'. Barbara Davies informed members that a report on this would be brought to the member's briefing meeting on 17 December 2009 with a further report to be brought to the Joint Transport Executive Committee meeting on 04 February 2010.

Councillor Gerrish informed members that no response had been received from Justin Davies of First Bus in relation to concern raised at the last meeting regarding bus service enhancements at Midsomer Norton not being implemented. It was agreed that this would be raised with Justin Davies at the meeting to be held with him on 13 November 2009.

Councillor Rogers questioned the recommendation made under item 12 in the minutes and sought clarification as to whether a review of governance in the sub-region was to be carried out. Councillor Gerrish reported that this matter was to be covered under item 8 on this agenda.

5. Rail Update

Julian Crow, Regional General Manager of rail operator First Great Western, gave a presentation to members which can be found at:

<http://www.westofengland.org/meetings/joint-transport-executive-committee/12-november>

The presentation provided members with an update on First Great Western's performance, which was reported to be at an all-time high. Passenger numbers across the sub-region remained buoyant throughout the challenging financial times. Details were also given of the various timetable changes that were due in December 2009 and May 2010.

Julian Crow reported that with regards to rolling stock, the electrification announcement had led to the cancellation of the proposed 200 new vehicles. First Great Western was in discussion with Department for Transport (DfT) to obtain sufficient vehicles in 2010 to replace these on short leases.

- Councillor Allinson thanked Julian Crow for the presentation and enquired as to why the region appears only to receive old trains from other operators, instead of receiving brand new trains. Julian Crow reported that a lot of work had taken place with DfT at the beginning of the year to receive 200 new trains, but that this had been cancelled due to the proposed electrification that would prevent the need for diesel vehicles.
- Julian Crow informed members that electrification would mean better performing, higher speed trains, that would most likely be hybrid trains with a diesel engine on board so that they could also travel off the electrically wired lines if required.
- Sonia Mills enquired as to what would need to be done to benefit from new rolling stock first. Julian Crow replied that business cases for new trains were always stronger in areas with a higher number of long travel to work journeys over a longer peak time. Bristol and its surrounding areas tended to have on average shorter journeys over a shorter peak time and so other areas were seen as higher priority.
- Julian Crow offered to facilitate a meeting or half-day briefing with members to explore in greater detail rail issues across the sub-region. Members agreed that it would be useful to hold this, and it was agreed that the best time would be in the New Year.

Claire Burch, Senior Route Planner of Network Rail, gave a presentation to members regarding the draft Great Western Route Utilisation Strategy (RUS) which can be found at:

<http://www.westofengland.org/meetings/joint-transport-executive-committee/12-november>

Claire Burch explained that the RUS was a very defined process that was currently 18 months into the process, with stakeholder management and consultation throughout. It was a rail industry study that was being led by Network Rail.

The RUS was focusing on the next 10-year period, but considered implications of growth over the next 30 years.

The Performance and Capacity Analysis Team were assessing each identified option in the RUS against the Benefit Cost Ratio (BCR) framework. An option must obtain a BCR of 1.5 or greater for a service change, or a BCR of 2 or greater for infrastructure schemes.

The consultation for the draft RUS was launched on 01 September 2009 for a 3-month period and ended on 27 November 2009. It would then go through a process of rework, further analysis and reassessment, before publication of the final version in spring 2010.

During the course of the presentation Claire Burch addressed the concerns addressed in the report at agenda item 6, Joint Response to the Great Western Route Utilisation Strategy: Draft for Consultation, in particular deep concern that the RUS underestimated future passenger demand.

- Councillor Allinson thanked Claire for the presentation and questioned why there was no reference to the proposed Bristol Metro, particularly as it is a concept that has local public support.
- Councillor Rogers questioned why there was no mention of the Portishead line, and also commented on the low Benefit Cost Ratios (BCR) for projects such as Filton bank and the Severn Beach line.
- Claire Burch informed members that the Government sets a very strict process for making business cases that had to be followed, particularly in relation to BCR, which was a standard industry measure. The RUS would not duplicate work already in motion by the West of England Partnership, such as the Portishead Line, and the absence of a scheme from the RUS did not mean that the scheme could not proceed.
- Councillor Gerrish remained concerned about the issues raised in the report at agenda item 6 and suggested that it would be beneficial to hold a further meeting with Network Rail to develop a greater understanding of growth forecasts and figures regarding BCRs. This meeting should be held before the RUS consultation deadline of 27 November 2009.
- Brian Allinson highlighted concern that he was not aware of the Stakeholder Management Group meeting that was coming up and that better communication was needed. Claire Burch informed members that the four councils had been involved in the RUS consultation

process over the last 18 months.

Resolved:

- 1. To hold a further meeting with Network Rail before the 27 November 2009 consultation deadline for the RUS.**
- 2. To accept First Great Western's offer to organise a half-day briefing on rail issues in the New Year.**

6. Joint Response to the Great Western Route Utilisation Strategy: Draft for Consultation

This item was considered with item 5 above.

7. Multi-Area Agreement: Rail Memorandum of Understanding

Barbara Davies presented a report that outlined progress on the draft Memorandum of Understanding (MoU) with the rail industry. The draft MoU was in relation to the 3 transport related 'asks' in the West of England Multi-Area Agreement (MAA).

The MoU would be an important basis for progressing and reporting back to the Committee on rail issues. It was intended that the draft MoU be further developed by both parties with the intention of signing it off at the Joint Committee meeting on 18 March 2010. An action plan would then be developed to assist the MoU to move forward.

- Sonia Mills enquired as to whether a contingency should be built into the MoU in the eventuality that some schemes might be missed from the emerging RUS.
- Claire Burch informed members that this was not a problem, as the RUS was intended to be a snap-shot in time and that further 'Generation 2' documents would look at local areas in more detail.
- Charles Gerrish felt that it was too soon to endorse the draft MoU at this stage and members agreed. Instead, an updated version of the draft MoU should be prepared for member's endorsement following the meeting to be held with Network Rail.

Resolved

That a further report and updated version of the draft MoU be brought back to the meeting on 18 March 2010 for endorsement by members.

8. Opportunities to Maximise the use of Existing Transport Powers in the West of England (to reflect the Local Transport Act 2008)

Terry Wagstaff presented a report that outlined suggestions for how the West

of England Partnership authorities could maximise the use of existing transport powers.

Options explored in the report included Voluntary Partnership Agreements, Quality Partnership Schemes and Quality Contract Schemes to improve bus services, as well as complementary working with Highways Agency and the Rail industry through the development of MOUs. There were also opportunities for the councils as highway authorities to reduce costs and increase flexibility by reviewing the resourcing and development of Major Transport Schemes and joint procurement.

None of the options explored required a formal review of governance or the creation of a new body.

- Councillor Rogers expressed his dissatisfaction at the report, stating that this was not the report that he had understood was to be brought to this meeting. His understanding was that a report would be produced that would assist members to decide whether to undertake a review of transport governance in the sub-region, and whether an Integrated Transport Authority (ITA) should be pursued.
- Councillor Rogers was concerned that the Committee was repeating work that had already been done, and felt that a clear decision should be made on whether or not a review of governance would take place.
- Councillor Ap Rees highlighted the impact that the current recession was having and felt that it was not the right time to be taking on new responsibilities that would increase the taxpayer's bill. There was a meeting due to take place on 13 November 2009 with First and this type of action was the best way forward.
- Councillor Rogers agreed that the main concern of this Committee was to enhance transport services in the sub-region as soon as possible, but was still concerned that a decision had failed to be reached which resulted in a lack of clarity for members and for the public.
- Councillor Ap Rees proposed that work continued to develop the Partnership using existing transport powers and not to move towards an Integrated Transport Authority unless current circumstances changed. Councillor Allinson seconded the proposal and Councillor Gerrish gave his support. Councillor Rogers was against the proposal.
- Councillor Allinson wished to acknowledge the success of the West of England Partnership thus far, particularly in relation to the Regional Funding Allocation, and felt that its strengths should be focussed on delivering further success through existing arrangements.
- David Bishop felt that the minutes of the last meeting did not capture the strong views that had been expressed and that, based on his recollection, the recommendation was not correct. Councillor Rogers

was of the same opinion. It was agreed that minutes of future meetings would be circulated within a week of the meeting to assist members and officers in making comments.

- Councillor Gerrish suggested that the next step should be to look into Quality Partnership Schemes and Quality Contract Schemes as a way of taking things forward and members agreed. The report at the next meeting needed to explore the value and benefits of both options, experiences elsewhere in the country and also how to progress such options successfully.
- Chris Sane commented on paragraph 8 of the report that referred to the progression of a framework for a Quality Bus Partnership Scheme for the Greater Bristol Bus Network corridors. He suggested that an update on progress towards developing the Quality Bus Partnership scheme for GBBN would inform the discussions at the next meeting.

Resolved:

- 1. That the Joint Transport Executive Committee continued to develop the Partnership using existing powers and not move towards an Integrated Transport Authority unless current circumstances changed.**
- 2. That a report be prepared for the next meeting which explored the options surrounding Quality Partnership Schemes and Quality Contract Schemes.**

9. Major Schemes Project Monitor

Pete Davis presented a report on progress and issues related to the current programme of transport major schemes in development.

The authorities were seeking ways to move the major schemes through the development process as quickly as possible, taking advantage of the pilot scheme in the Multi-Area Agreement designed to quicken delivery and reduce costs. A more formal monitoring report would be brought to the next meeting.

A description of progress and future plans for each of the major schemes being implemented in the next 10 years was provided. Those major schemes were:

- The Bath Transportation Package
- The Weston Package
- South Bristol Link Phases 1 and 2
- North Fringe to Hengrove Package
- Portishead Rail Corridor.

Of these, the Bath Transportation Package was proposed for submission to DfT for Conditional and Full approval.

Further reports on progress with the developments of the South Bristol Link and North Fringe to Hengrove Package would be taken to the meeting of the Committee in February.

The Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit was another major scheme currently in development. The update is at agenda item 10.

The 'Travel+' website had been launched and was a portal for all transport news and travel information across the sub-region. The website can be viewed at www.travelplus.org.uk.

Resolved:

To recommend to Bath and North East Somerset Council that the Bath Transportation Package is progressed to DfT for Conditional and Full approval.

10. Rapid Transit Ashton Vale to Temple Meads and Bristol City Centre

Bob Fowler presented a report on the development programme for the Rapid Transit route from Ashton Vale to Temple Meads and Bristol City Centre and requested that the Joint Committee recommended Bristol City Council and North Somerset Council to approve the application for Transport and Works Act Orders (TWAOs) at their councils.

In March 2009 the project submitted a Major Scheme Bid Case (MSBC) to DfT in order to gain programme entry status and secure £43.12 million of regional funding available from the South West Regional Funding Allocation (RFA). It was expected that DfT approval would be received this month.

- Councillor Gerrish enquired about the impact that the new Bristol City football stadium would have, particularly when considering the uncertainty of some of the details of the new stadium. Bob Fowler informed members that the designs of this scheme were being taken forward with two scenarios - the stadium being built and not being built.
- Councillor Gerrish also enquired as to the financial implications of both scenarios, particularly if the stadium did not go ahead. Bob Fowler explained that this was being managed within the project budget as a 'risk' and that the application to DfT was based on bid costs. If the costs then turned out to be higher, and these could not be accommodated via value engineering, the shortfall would be met by Section 106 contributions and other local sources.

Resolved:

To recommend Bristol City Council and North Somerset Council approve the application for a Transport and Works Act Order (TWAO).

Councillor Rogers and Councillor Ap Rees welcomed the report and supported the scheme, and would be recommending to their Councils that the TWAO applications be approved.

11. Southmead Hospital Future Accessibility Study

James White presented a report that informed members of proposed options to improve public transport access to Southmead Hospital following the redevelopment of the Southmead and Frenchay hospital sites.

The report examined current and future levels of accessibility and proposed various options. It was recommended that members endorsed the list of potential options and also the proposed methods of consultation.

- Sonia Mills recommended that more work should be carried out and more detail provided on the proposed options and costs before they go out to consultation.
- Councillor Gerrish enquired whether this could be achieved within the timescales that had been set, and it was felt that this could be achieved.

Resolved:

That further detail be provided on the proposed options and costs before public consultation was undertaken.

12. Joint Local Transport Plan Update

Bill Davies presented a report and appendices on progress and issues related to the current Joint Local Transport Plan (JLTP), the draft 2009 update to the Congestion Delivery Plan (CDP) and progress and issues related to the emerging replacement JLTP3. This included draft chapters for JLTP3 relating to the introduction, vision and goals, and challenges and opportunities.

Following discussion, members made the following points:

- The previous Local Transport Plans had included details of community transport under the public transport section; it was felt that this is a separate issue and deserved to be dealt with separately
- Effort was needed to ensure that the public were consulted effectively and well informed on how the CDP would impact on local communities

- A typing error was identified on page 22, paragraph 3.31 of the CDP, where the second figure should read '2000' instead of '2010'
- In page 1 of the draft JLTP3 chapters, Norton Radstock should not be referred to as a single market town, but as Midsomer Norton and Radstock
- The MoU considered earlier in the agenda should be acknowledged in the JLTP3 document
- As well as reference being made to Bristol's deprived wards in the JLTP3, recognition should also be made to deprived areas in Bath and elsewhere
- The CDP should also include a reference to encouraging cycling through provision of facilities at employment sites
- A press statement should be released in reference to paragraphs 9.6 and 9.7 of the desktop draft of the Congestion Delivery Plan outlining progress made with this indicator
- Future chapters in JLTP3 should reflect emphasis on walking and cycling.

Resolved:

To endorse the Autumn 2009 version of the CDP and note the results of the Travelsmart campaign in Worle.

13. Next meeting

Thursday 04 February 2010, 10.30am, Fry Club, Keynsham