



West of England Partnership

**Bath & North East
Somerset Council**



**North
Somerset
COUNCIL**

**South Gloucestershire
Council**

Draft Minutes of meeting of the

West of England Partnership Board

Tuesday 13 July 2010, 10am, Council House, Bristol

Present

Bath & North East Somerset Council

Cllr John Bull
Cllr Francine Haeberling

Bristol City Council

Cllr Geoff Gollop
Cllr Barbara Janke

North Somerset Council

Cllr Nigel Ashton
Cllr Elfan Ap Rees
Cllr Nan Kirsan

South Gloucestershire Council

Cllr John Calway
Cllr Ruth Davis
Cllr Roger Hutchinson

Social, Economic & Environmental Partners

John Savage, Business West
Rachel Robinson, Care Forum
Steve Grainger, Avon Biodiversity Partnership

Observers

David Warburton, Homes & Communities Agency
Kevin Tinsley, GOSW (vice Hilary Neal)
Tony Bray, South West Regional Development Agency

In attendance

John Everitt, Bath & North East Somerset Council
Graham Turner, North Somerset Council
Amanda Deeks, South Gloucestershire Council
Barbara Davies, West of England Partnership
Terry Wagstaff, West of England Partnership
Daniel Moore, West of England Partnership
Bill Davies, West of England Partnership
Ian Collinson, West of England Partnership

1. Apologies for absence

Helen Holland, Bristol City Council
Prof David Clarke, Bristol University
Hilary Neal, Government Office South West

Janet Rowse, NHS PCT
Stephen Harrison, Skills & Competitiveness Board
Peter Brown, South West Councils
Ian Ducat, Unison

2. Declarations of Interest

There were no declarations of interest.

3. Member and Public Forum - Statements

There were no public forum items.

4. Minutes of meeting held on 14 June 2010

The minutes were agreed as a true record.

5. Matters arising from the minutes, not on the agenda

Local Transport Powers: Improving Transport in the West of England.
Cllr Hutchinson requested, and the Board agreed, an additional sentence at the end of the paper to state that the Board had concluded an Integrated Transport Authority would offer no additional powers or functions to those the Joint Transport Executive Committee could hold, and therefore the West of England Partnership was not opting for an Integrated Transport Authority. With this comment, the board noted the paper.

6. Application for Adult Skills Statutory Planning Powers

Terry Wagstaff introduced the report. It was recognised that the skills agenda would be part of the submission of the Local Enterprise Partnership proposal to government.

Agreed:
That the Board note the current position.

7. Local Enterprise Partnership

Amanda Deeks introduced the report and suggested the inclusion of an additional item on the August Forward Plan to look at the proposal.

Cllr Janke requested clarity on the Partnership's plans to accommodate the loss of the Regional Development Agency (RDA) in the proposed Local Enterprise Partnership (LEP) arrangements, as well as an assurance that the LEP would be open to working across its boundaries with neighbouring authorities where necessary.

Agreed:
That the Board delegate to the Chair and Vice Chair, in consultation with the Council Leaders, the submission of an outline proposal for a West of England Local Enterprise Partnership before 6th September 2010.

8. Joint Waste Core Strategy

Laura Grady presented the report, which set out the responses to stakeholder consultation representations, notably those from Gloucestershire County Council, SITA

and Strategic Land Partnerships.

The report also outlined the Strategy's prioritisation of brownfield over greenfield sites.

Cllr Crossley raised concerns over the length of the consultation process required by national planning policy, citing this as a possible area for improvement and cost cutting in future work.

Agreed:

That the Board endorsed the report and noted the Joint Waste Core Strategy would be submitted to the Secretary of State in July 2010 with an examination likely in October/November 2010, and that final adoption was anticipated by March 2011 subject to Council Cabinet timetables.

9. Joint Local Transport Plans

Joint Local Transport Plan 2 progress report:

Bill Davies presented an annual progress report on performance against the trajectories and indicators in the Joint Local Transport Plan 2 (JLTP2).

A summary of the key headlines follows:

- Bus patronage remained above the trajectory for 2009/10
- Rail patronage and cycling uptake had increased substantially
- Road safety continued to improve substantially
- Nitrogen Dioxide (NO₂) emissions had reduced to within trajectory in Bristol's Air Quality Management Area
- Traffic growth indicators remained on target

Cllr Ruth Davis queried how the trend in the reduction in child casualties was affected when presented on a per capita (child population) basis.

Graham Turner asked what proportion of the increase in bus patronage since 2003/04 was due to concessionary fares?

John Everitt expressed the need for care when presenting progress to DfT in order to minimise the chances of reduced funding on the basis that good progress was being achieved with existing limited funds.

Action: To provide answers to the questions above, appended to the minutes of the meeting, for consideration on the 31st August.

Agreed:

That Members note the Joint Local Transport Plan 2 progress report.

Joint Local Transport Plan 3:

Barbara Davies presented a report on the revised draft Joint Local Transport Plan 3.

Key points from the presentation included:

- The Delivery Plan may be subject to change in response to the upcoming Comprehensive spending Review.
- Major public consultation was due to run between July and September 2010.

- Provision for demand management had been built in to the plan in the form of 'hooks' that authorities might use according to circumstance.
- Initial JLTP3 drafts had been considered by the Transport Plan Commission, chaired by Rachel Robinson.
- That the timescale for Councils' approval would be in December/January, not February, and the programme for responding to consultation outcomes and the Comprehensive Spending Review were being reviewed.

Subsequent discussion raised the following points and comments:

- Rachel Robinson, on behalf of the Transport Plan Commission wished to see a greater focus on the reduction of carbon emissions.
- A greater emphasis needed to be placed on maintenance and the Port of Bristol.
- Existing transport networks must be maintained.
- Air quality, including peak congestion times around junction 19 of the M5, needed to be bolstered in the Plan.
- Cllr Janke stressed the need to bring economic development plans and transport plans together, following the example of London. A further request was to emphasise the walking element of the plan, something in which Bristol City Council may be able to provide some support.
- That consideration be given to cheap independent travel for young people (as suggested on page 7 of the Executive Summary) be extended to urban as well as rural areas.
- That ferry transport be considered for inclusion in the Plan.
- Barbara Davies and the Joint Transport Team were thanked for the progress so far.

Agreed:

That Members note the revised JLTP3 Strategy and Supplementary documents for formal engagement July to September 2010.

10. Research and Intelligence to Support Policy Development and Prioritisation

Laura Grady presented a report summarising the use of national databases and local research and intelligence to support policy and prioritisation work in the West of England.

- Cllr Janke suggested the West of England might raise an expression of interest in the work of the South West Observatory. Amanda Deeks said cost effectiveness would be a consideration in deciding on how functions were organised.
- Laura confirmed that currently the West of England Partnership Office (WEPO) received £8,000pa funding from the RDA for its work in support of the South West Observatory.
- Cllr Ap Rees saw scope for charging for the services of the WEPO economic intelligence work.

Agreed:

That the Board note the report.

11. Partnership Board Forward Plan 2010-11

Terry Wagstaff introduced the Forward Plan highlighting:

- The final draft of the JLTP3 was to come to the Board in November 2010.
- Cllr Janke requested that a further report on the Local Enterprise Partnership be made to the 31st August meeting.

The Board noted and agreed the Forward Plan.

12. Next Meeting

Tuesday 31st August, 15.00 – 16.00 at the Council House, Bristol

The meeting closed at 11.15am.

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**WEST OF ENGLAND PARTNERSHIP BOARD 13TH JULY:
RESPONSE TO TRANSPORT QUESTIONS**

Question from Cllr Ruth Davis, South Gloucestershire Council

How is the reduction in child casualties reflected when presented on a per capita (child population) basis?

Child casualty rates per capita (child population) are outlined below:

Year	Casualty rate
2001-04 (annual average)	One fatality or serious injury per 3,381 resident children
2009	One fatality or serious injury per 10,350 resident children

This compares with a reduction in the absolute number of child casualties from 56 (2001-04 annual average) to 18 in 2009.

Question from Graham Turner, North Somerset Council

Can you provide a breakdown of cause of accidents for child casualties?

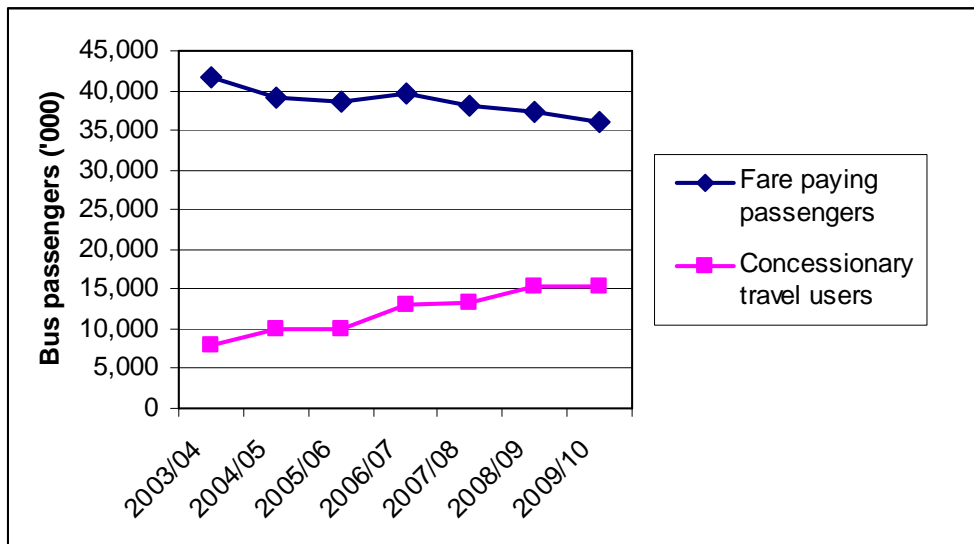
The breakdown of accidents varies from year to year but broadly 60% of child Killed and Seriously Injured (KSI) casualties are pedestrians, 25% cyclists and the remainder car occupants or motorcycle passengers.

Although detailed information on specific causes of child casualties is not available, in terms of overall casualty causes 'inattention/ distraction' is the cause of about 55% of accidents and 'speed/ aggressive driving' 28%. Other more minor causes included impairment due to alcohol/drugs, visual impairment/obscuration and road surface condition.

What proportion of the increase in bus patronage since 2003/04 is due to concessionary fares?

In 2006/07 bus patronage grew by 8% compared with the previous year, largely due to the introduction of the national free fare scheme on the 1st April 2006, although also partly due to a modest, estimated increase in fare paying passengers.

Since 2006/07, whilst bus patronage remains above the JLTP trajectory, and have grown overall by 3.7% since 2003/04, it is evident that a decrease in fare paying passengers since the commencement of the economic downturn has been offset by a larger increase in concessionary fare users, as shown in the accompanying diagram.



Note: concessionary travel data estimated for 2003/04 to 2006/07

In addition to the impact of the economic downturn, however, two further factors should be noted. Firstly, by 2008/09 the proportion of bus passengers in the West of England using the concessionary travel scheme (29%) was significantly lower than the average for both non-metropolitan authorities (34%) and for metropolitan authorities (35%), indicating that the reduction in fare paying passengers has been less marked in the sub-region compared with elsewhere.

Secondly, targeted investment in 'showcase' bus routes has been demonstrated to deliver patronage growth of 10% or more on those corridors, and the completion of 10 further showcase corridors through the Greater Bristol Bus Network in 2011/12 is expected to significantly increase the overall level of network-wide fare paying passengers on the bus network.