



West of England Partnership

Bath & North East
Somerset Council



North
Somerset
COUNCIL

South Gloucestershire
Council

Draft minutes of meeting of the

Joint Transport Executive Committee

Friday 2 July 2010, 10.30am – 14.00pm, BAWA, Filton

Present

Cllr Charles Gerrish	Bath and North East Somerset Council (Chair)
Cllr Gary Hopkins	Bristol City Council
Cllr Elfan Ap Rees	North Somerset Council
Cllr Brian Allinson	South Gloucestershire Council

In Attendance

Peter Dawson	Bath and North East Somerset
Cllr John Rogers	Bristol City Council
Peter Mann	Bristol City Council
Richard Gibson	CrossCountry
Julian Crowe	First Great Western
Louise Harrison	Government Office South West
Chris Aldridge	Network Rail
Colin Medus	North Somerset Council
Chris Sane	South Gloucestershire Council
Ian Ducat	Unison
Terry Wagstaff	West of England Partnership
Barbara Davies	West of England Partnership
Pete Davis	West of England Partnership
James White	West of England Partnership
Bill Davies	West of England Partnership
Daniel Moore	West of England Partnership
Rachel Robsinson	Chair of the Transport Plan Commission

1. Annual Business

- Election of Chair for the Joint Transport Executive Committee:

Resolved

That Cllr Charles Gerrish (Bath & North East Somerset Council) be elected as Chair for 2010/11.

- Election of Vice Chair for the Joint Transport Executive Committee:

Resolved

That there be no Vice Chair for 2010/11

- Training and support needs for the Chair

That this should be planned for 2011 elections. All agreed that it should not involve any cost.

- Dates of meetings

Members agreed the 26th October (pm) as an additional date to accommodate the 'Leadership in Climate Change' workshop led by Jonathon Porritt.

2. Apologies for absence

There were no apologies.

3. Declarations of Interest

There were none.

4. Chair's update

Cllr Gerrish updated the Board on the content of letters sent to Ministers on behalf of the Joint Transport Executive Committee regarding Transport Plans in the West of England.

Cllr Hopkins related to the Board that he had recently spoken with Norman Baker (Parliamentary Under Secretary of State for Transport), and that Mr Baker was keen to look into public transport solutions and was considering a visit (though it was not clear if the visit was to Bristol specifically or to the West of England).

5. Member and public forum

David Redgwell made a statement on behalf of Transport South West Network & Bath Transport Interchange, highlighting issues around security and maintaining value for money. He highlighted congestion impacts on Dorchester Street and the need for a more customer/passenger-focussed bus network in Bath.

David Redgwell went on to request discussions about safeguarding revenue on the Severn Beach line, the need to descope major schemes, and expressed concerns about the planned cycle tracks on the Portishead line. Cllr Ap Rees clarified that there were no plans for any cycle paths on the Portishead line.

Ian Crawford made a statement on behalf of the Transport for Greater Bristol Alliance (TfGB). In the context of the Joint Local Transport Plan 2 (agenda item 10), he explained that there had been no improvement on modal shift and congestion, and highlighted the need for an ITA. With regard to rail powers, Ian argued that in the opinion of TfGB the government was more likely to concede powers. He also highlighted that Portishead had been taken off Business West's website.

Brendan Biggs made a presentation on behalf of the Friends of Suburban Bristol Railways (FoSBR). It concerned the Joint Local Transport Plan 3's failure to address the re-opening of railway stations in Greater Bristol. He believed there was a particularly

strong case for re-opening the station in Ashley Hill. Barbara Davies confirmed that this statement would be taken as part of the submission to the JLTP3 consultation.

6. Standing items

Barbara Davies presented a report summarising the minutes of the previous Joint Scrutiny Committee relevant to the Joint Transport Executive Committee. Cllr Gerrish thanked Barbara for the report and there were no further comments.

7. Minutes of meeting held on 18 March 2010

Item 3, page 2: the office at 513 Fishponds Road is a public office as part of the engagement process.

With this addition, the minutes were agreed as a true record of the meeting held on the 18 March and signed by the Chair.

8. Joint Transport Committee Executive Forward Plan 2010-11

The Forward Plan was noted and approved.

9. Memorandum of Understanding (MoU) with the Rail Industry

Chris Aldridge voiced Network Rail's support for the West of England Partnership and their keenness to sign the Memorandum of Understanding (MoU) and work with the partnership on developing the action plan.

They explained that all Network Rail plans were currently going ahead and that they were planning an early day motion to the House of Commons, on which they welcomed the Committee's support and advice.

Julian Crow (First Great Western) and Richard Gibson (CrossCountry Trains) also expressed support for working with the Partnership on rail matters.

Resolved:

That the Memorandum of Understanding between the West of England Partnership, Network Rail, First Great Western, CrossCountry and South West trains be signed.

10. Joint Local Transport Plan 2 (2006 – 2011)

Bill Davies presented an annual progress report on performance against the trajectories and indicators in the Joint Local Transport Plan 2 (JLTP2). This report was not a formal requirement; it was a product of the useful discipline in regularly reviewing the delivery of the plan's strategies, to engage with residents, stakeholders and the Department for Transport.

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) had reduced in Bristol's Air Quality Management Area
- Access by public transport to key employment sites was significantly better than the JLTP trajectory

- Traffic growth indicators remained on target

Bill informed the Committee that a letter had been received from the Department for Transport (DfT) explaining that the last tranche of funding (approximately £600k) was to be cut by three quarters. Bill proposed to forward the report to the DfT following desktopping and printing.

Cllr Allinson commented that the increased uptake in cycling had resulted in a noticeable reduction in journey times and that cycling accidents had not risen proportionally due to increases in road safety.

Resolved:

That the 2009-10 Joint Local Transport Plan 2 progress report be approved.

11. Draft Joint Local Transport Plan 3 (2011 – 2026)

Prior to the presentation of the report, Rachel Robinson provided feedback from the Transport Plan Commission on the Joint Local Transport Plan 3 (JLTP3). Rachel told the Committee that she had chaired the previous two meetings of the Commission in March and June 2010 and that they recognised the work and effort of the team producing the JLTP3.

A strong message from the Commission was that the reduction of carbon emissions must be accelerated and the JLTP3 must reflect the issue more strongly than it currently does.

Rachel also commented on the underpinning framework of the JLTP3, that it needed an ethical framework for people to better engage with it, particularly in this political and economic climate. Rachel highlighted four areas of the Plan that could be developed.

- How the Plan related to the reduction of carbon emissions
- For the Plan to talk in terms of economic prosperity rather than growth
- For the Plan to highlight the subsequent health and quality of life benefits of its strategies (e.g. reduction of carbon emissions, walking, cycling, etc.)
- For the Plan to encourage people to make 'smarter choices' (to walk or cycle for example) and to actively discourage car use.

James White presented the report on the progress of the draft Joint Local Transport Plan 3. James highlighted that this was not the finished product; rather, it was a second draft due to be subject to formal stakeholder engagement between July and September 2010.

The Plan was in 3 parts:

- A strategy taking the long term policy view, with an executive summary
- Supplementary documents
- Delivery Plan with short term implementation proposals

Engagement of the initial draft had been focused around the meetings of the Transport Plan Commission in March and June 2010. There had been continued changes to the document as it had developed over the last few months. The key changes were highlighted.

James confirmed that he would take the comments made by the Friends of Suburban

Bristol Railways (FoSBR) in the Public Forum and consider them for the next draft.

It was proposed that the appended draft Memorandum of Understanding (MoU) with the health sector, (intended to capture the health benefits of active travel and build closer relationships between the primary Care Trusts and the local authorities) be signed off at the Joint Committee's next meeting on the 17th September 2010.

James acknowledged the length of the Plan (some 200 pages) and the associated difficulties in capturing all the important issues whilst still reducing length. He also acknowledged that there might be future changes to the document depending on the level of government funding cuts.

James also highlighted some concerns over the timescales for the programme and confirmed that he was still following the legal requirement to have a completed Plan by March 2011, though this may be subject to change.

Louise Harrison of the Government Office for the South West spoke, acknowledging the good progress made on JLTP2 and how this demonstrated effective partnership working. Louise went on to state that, in terms of Local Transport Plans (LTPs), it was unlikely that this government would provide new guidance, preferring instead that it came from the 'bottom up'. There were currently no discussions about timelines for LTPs changing.

Louise confirmed that the JLTP3 currently ran along the right lines in terms of the government's needs, but some of the language may need to be adjusted to suit the current political climate. Louise explained that she did not know if there would be a regional funding allocation, but if there was it was likely to be less than the previous level. Louise urged the Committee to focus on outcomes so that it might amend delivery plans to suit potential changes to circumstances. Louise continued, saying that the spending review will not take place until 20th October 2010 and that in terms of delivery plans, the Partnership needed to make sure it had a list of priorities that could be met regardless of the results of the spending review. Finally, Louise stated that government saw partnerships as the 'new ground', and, in her opinion, the West of England Partnership was in a strong position. Louise suggested it would be advisable to engage the private sector more readily than previously and for this to be somehow reflected in the JLTP3.

Cllr Hopkins said the Committee needed to prepare to make radical changes to the document in the next few months and that they needed to plan for their own needs rather than presupposing what government would want it to say.

He also said that he wanted the Plan to be more ambitious and include wording relating to new technology and transport, encouraging innovation in those areas and the hydrogen economy and to be more specific on demand management.

Louise Harrison reinforced the sentiment stating that we were well placed to tell government what we want rather than waiting for government to dictate.

Ian Ducat queried the levels of interest and participation from major employers, citing the importance of highlighting to employers the correlation between health and travel to work, and engaging employers support in influencing their staff.

Cllr Gerrish provided a detailed analysis of the Plan, highlighting a series of suggested

amendments. All were accepted and were to be incorporated into the draft. His broader comments on the structure and length of the plan would be taken forward to the production of the revised plan.

Louise Harrison told the Committee that there were no plans to abolish National Indicators (NIs) yet, though she suspected that they would not survive in the long term.

Cllr Ap Rees queried the cost of meeting NIs and suggested caveats be applied to the Plan in anticipation of changes made by government.

Officers were to bring recommendations to future meetings regarding the requirements of reporting NIs, setting targets and their costs.

Members expressed reservations about the impact of the Comprehensive Spending Review on the timescale of the JLTP3. The two primary concerns were the challenge of concluding a long-term strategic plan by March 2011 when the Comprehensive Spending Review will not be available until 20th October 2010; and the practical difficulties in the programme of seeking the formal agreement of the Councils at their Council Budget meetings.

In light of these issues officers were requested to:

- Review the timetable to enable formal agreement of the Councils in December/January 2011.
- Ensure sufficient frequency of Member and Officer meetings in the sub-region and the authorities to enable the Plan to be finalised earlier, taking into account the outcomes of the public engagement process that concludes on 4th October 2010, and the Comprehensive Spending Review.

It was agreed that the Transport Plan submitted to Government by 31 March 2011 could be reviewed in Autumn 2011.

Resolved:

That members endorsed the revised JLTP3 Strategy and Supplementary Documents for formal engagement July to September 2010.

12. Cycling City

Cllr John Rogers spoke in support of the Cycling City project, reinforcing the point that cycling helps to manage climate change, has a low environmental impact and increases health and well being.

Ed Plowden, Cycling City Project Manager for Bristol City Council and South Gloucestershire Council and Mark Parry of South Gloucestershire Council presented the report, detailing the three major areas of the project to date:

- Engineering – building new cycle paths and other infrastructure
- Education – working with schools and young people
- Encouragement – incentives to cycle

Ian Ducat stated the potential of cycling to be a major contributor to JLTP3 outcomes and queried the user groups that had been engaged in the Cycling City project. He argued that an enormous amount of space could be saved if car parking spaces were converted to cycle parks, and that the issue must be pushed with major employers.

Ed Plowden responded, saying that, amongst others, Sustrans, CTC, the police, LSP, UWE, health agencies and other major employers and user groups had been engaged.

Cllr Allinson stressed the need for employers to provide showers in order to help combat some of the inconveniences of cycling to work.

Cllr Gerrish queried the West of England's role in supporting the project and whether we could, for example, explore the purchase of electric bikes (through environmental funding streams perhaps) in JLTP3.

Barbara Davies responded, saying that a meeting with Bristol and Bath cycling campaigns was scheduled for mid July, relating to cycling strategy feedback and the JLTP3 process.

Ian Ducat explained the need to address the image of cycling and the importance of persuading leaders of business to personally set a cycling example.

Resolved:

That the progress made with the Cycling City project be noted.

13. Delivering a Sustainable Transport System (DaSTS)

Bill Davies presented a report on the completion of the first stage of the DaSTS West of England Transport Study.

Cllr Elfan Ap Rees suggested that carbon emission reduction targets should follow transport changes, not inform them.

Cllr Hopkins maintained that carbon and transport were intrinsically linked and the authorities should plan ahead with this in mind.

Cllr Gerrish highlighted the reduction in carbon emissions and fuel consumption as a way of ensuring we are well placed to meet the demands of peak oil, therefore effectively saving money in advance.

Cllr Allinson maintained that future standards for vehicle emissions would have significant potential.

Resolved:

That the progress made with the DaSTS West of England Transport Study be noted.

14. Major Schemes

Pete Davis presented the report on the forthcoming national review of transport investment and priorities and the performance monitoring of all active major transport schemes.

Members agreed that they needed to show confidence in the current Major Schemes programme.

The Committee was informed that the Transport and Works Act application for the Ashton Vale to Temple Meads Rapid Transit scheme had been signed off by two

Councils on Thursday 1st July.

Peter Mann advised that confirmed the 2010/11 funding for SmartCard would be received.

Resolved:

That the performance monitoring report be approved.

15. Greater Bristol Bus Network (GBBN) – Change Requests

Chris Sane presented the report on three major elements of the Great Bristol Bus Network (GBBN) and sought approval for a number of new change requests.

Members were asked to make an early decision on whether or not they would support the increased £1.05 million cost of the A4174 Coldharbour lane to M32 scheme. Chris reported that the estimated cost changes of the three highlighted schemes, including this increase, resulted in an overall net reduction of £1.06 million.

Resolved:

That the GBBN change request be approved.

The meeting ended at 14.05

16. Next meeting

Friday 17 Sept, 10.30 – 1, Council House, Bristol.