

AT A MEETING of Solent Transport held in the Council Chamber, Southampton  
City Council on Wednesday, 11th October, 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 Simon Bosher, Cabinet Member for Traffic and Transportation, Portsmouth  
City Council

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

**Solent Transport Officers**

Andrew Wilson – Solent Transport Manager

**Hampshire County Council Officers**

Adrian Gray – Head of Highways (Traffic Management)

Sue Lapham – Finance Business Partner

Dominic McGrath – Strategic Transport Manager

Jackie Taylor – Democratic and Member Services

Keith Willcox – Assistant Director, Transport

**Portsmouth City Council Officer**

Tristan Samuels – Director of Regeneration

**Southampton City Council Officers**

Pete Boustred – Transport Policy Team Leader

Richard Ivory – Service Director, Legal and Governance

**ATKINS**

Marc Woodall

**Highways England**

John Henderson

**Interested Parties**

Department for Transport – Maureen Pullen, Dr Amin Ahmadnia

Network Rail – Alasdair Couper-Johnston

Hampshire and Isle of Wight Business Alliance – Graham Ellis

South Western Railway – Phil Dominey

## **Observers**

**Eastleigh Borough Council** – Councillor David Airey

**Gosport Borough Council** – Councillor Stephen Philpott

**Test Valley Borough Council** – Viv Messenger

### **1. APOLOGIES FOR ABSENCE**

All Members of the Joint Committee were present. Apologies were received from Clive Lane, General Manager and Director of Gosport Ferry and Neil Chapman, Managing Director of Hover Travel.

### **2. DECLARATIONS 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 the 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.

No declarations of interest were received.

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

The minutes of the meeting on the 21 March 2017 were received and noted. It was noted that Graham Ellis was present at the last meeting, and with this amendment the minutes were agreed as a correct record and signed by the Chair.

### **4. DEPUTATIONS**

There were no deputations on this occasion.

### **5. CHAIR'S ANNOUNCEMENTS**

The Chair announced that following the advertisement for the vacancy of Principal Transport Planner, interviews were currently underway. It was noted that the standard of applications had been high, and the panel were aiming to make an appointment as soon as possible.

The Chair highlighted the current consultation on the M27 Southampton Junctions Improvements Scheme which was being run by Highways England

and encouraged stakeholders to respond to this by the closing date of the 31 October.

The Chair was pleased to confirm that Go South Coast had been awarded the title of Large Bus Operator of the Year at the recent Route One Awards 2017, and the Managing Director Andrew Wickham had been awarded Manager of the Year in the large operator category. The Chair highlighted the high standard of competition from other local bus operators, and announced that Go South Coast were singled out for their customer service, innovative facilities, community relations, employee engagement, sustainable transport initiatives and passenger growth. The role of Solent Transport and its constituent authorities was seen as being essential in helping to deliver many of these projects in partnership.

The Chair also announced that First Hampshire and Go South Coast had been shortlisted in the Bus Operator of the year Category to be held in the next few days.

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

## **6. PROPOSED MINOR REVISIONS TO SOLENT TRANSPORT'S CONSTITUTION**

In a change to the agenda, the Chair announced that Item 8 on the agenda would be brought forward in order that it could be considered prior to Item 6.

Members received a report detailing Proposed Minor Revisions to Solent Transport's Constitution (Item 8 in the Minute Book). The report was introduced and the Committee noted that the proposed revisions would provide greater flexibility and help to ensure the smooth running of the Committee. Members were supportive of these revisions and noted the proposal for twice yearly informal Member briefings.

The following decisions have been made:

- (a) That the Constitution of Solent Transport is revised to permit any properly appointed substitute members to attend meetings on behalf of constituent authorities rather than as currently restricted.
- (b) That Solent Transport Joint Committee support the proposed update to the Membership criteria of the Terms of Reference as set out in Annex 1 of the report and recommend the adoption of this update to the constituent Authorities of Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council. Subject to such agreement, Solent Transport Joint Committee recommends that the appointment of substitute Members is made accordingly.
- (c) That the meetings cycle be revised to two formal and two member briefings each year. For clarity, no decisions will be made at those

meetings, they are simply informal briefings. Should additional formal meetings be required to consider additional business then they will be arranged and advertised in the usual manner.

## **7. ISLE OF WIGHT TRANSPORT INFRASTRUCTURE TASK FORCE**

Members received a report which summarised the final report and recommendations of the Isle of Wight Transport Infrastructure Task Force (Item 6 in the Minute Book).

The Officer outlined the background to the formation of the Task Force and the scope of the Task Force which considered the transport infrastructure challenges to economic growth for the Isle of Wight. Members heard that the Task Force made a number of recommendations as a result of their study which addressed Cross-Solent Links, Island Gateways, Reducing Congestion, Sustainable Transport and Greater Use of Technology. In relation to road congestion, it was heard that there were a number of concerns around congestion in the Newport area as highlighted in paragraph 2.5 of the report. The Task Force's recommendations for reducing congestion were also highlighted. Members noted that a number of recommendations from the Task Force addressed the greater use of technology on the Island as set out in paragraph 2.7 of the report, and heard that close partnership working could enable integrated ticketing for travel and more efficient wi-fi.

The Isle of Wight Solent Transport Member, Councillor Ian Ward, spoke in support of the Task Force's report, and it was heard that the full report and recommendations as set out in Appendix 1 had been presented to the Isle of Wight Council for consideration. Councillor Ward emphasised the importance of partnership working and engagement with all transport operators in addressing the Task Force's recommendations, and supported the Task Force's views and recommendations around relieving traffic congestion. Members heard that the Task Force had considered the views of PRO-LINK in support of an Island fixed link, and their project proposal was noted. It was heard that the Council had been approached by PRO-LINK to support a study for a fixed link, but the Council had requested further information regarding this before making its decision. A discussion ensued about the viability of a fixed link, and the cost effectiveness of this was also highlighted. In conclusion, Councillor Ward reported that the report and recommendations of the Task Force had been well received by the Isle of Wight Council.

The following decisions have been made:

That the Joint Committee:

- (a) Approves Solent Transport becoming a member of the proposed Cross-Solent Partnership Board;
- (b) Approves Solent Transport continuing to work alongside Isle of Wight Council, South Western Railway and Network Rail in developing proposals to

the Department for Transport which seek to secure the long term future of the Island Line;

- (c) Approves that Solent Transport continues to work with the Solent's bus, rail and ferry operators to develop proposals to extend existing integrated ticketing schemes and multi-modal travel information systems to the Isle of Wight.

## 8. **FINANCE UPDATE**

Members received a report which provided an update on the financial position for Solent Transport (Item 7 in the Minute Book). The report was outlined and Members noted the 2016/17 year end position for Solent Transport, and the proposed carry forward underspend to 2017/18.

Members were content with the proposed £7,000 increase in the balance brought forward from 2016/17, and noted this was to be allocated to create a small studies budget for 2017/18. The forecasted expected underspend of £51,000 for 2017/18 as a result of the current vacancy was highlighted, and reference was made to the current recruitment process to appoint to the Principal Transport Planner vacancy. It was heard that the underspend would be offset in part by Atkins commissions for Transport Delivery plan refresh and Solent Go multi-operator smartcard review.

The Joint Committee was supportive of the report and approved the recommendations.

The following decisions have been made:

That the Joint Committee:

- (a) Notes the 2016/17 year end budget position.
- (b) Approves the carry forward of balances from 2016/17 to 2017/18.
- (c) Approves the partner revenue contributions for 2017/18.
- (d) Approves the revised 2017/18 revenue budget.
- (e) Notes the initial revenue forecast for 2017/18.

## 9. **UPDATE ON TRANSPORT FOR THE SOUTH EAST**

The Committee received a report which provided an update on the development of Transport for the South East, and the newly formed shadow Sub National Transport Body (Item 9 in the Minute Book).

The background to the report was explained and Members noted that the Government had aimed to boost economic growth by establishing Sub National

Transport Bodies (STBs) across regions in England. It was reported that Transport for the North (TfN) had received significant funding from the Department for Transport, and more recently the South East 7 Group had begun to develop plans to establish an STB in the South East. Members noted that plans to develop a shadow STB had been agreed last year to be known as Transport for the South East (TfSE) and paragraphs 2.2 and 2.3 of the report highlighted the development of this as well as its membership and aims. The economic importance of the South East region was also noted.

Other key areas of the report were outlined, and Members were taken through the Partnership and Governance Structure of TfSE as set out in section 4 of the report. The Strategic Priorities of TfSE were set out in section 5 of the report. It was noted that these aimed to deliver a high quality, sustainable and integrated transport system that improves productivity to grow the South East economy and compete in the global marketplace, works to improve safety, quality of life and access to opportunities and protects and enhances the South East's unique natural and historic environment.

Members noted that a Transport Strategy would be developed by TfSE, which would build upon existing evidence, with an aim to publish this in autumn 2019.

Members of the Committee and representatives in attendance, endorsed the collaborative approach and the positive partnership working, and welcomed updates of progress made by TfSE to future meetings of the Committee.

The following decision has been made:

That the Joint Committee notes the emergence of the shadow Sub National Transport Body for the South East; the work to develop a Transport Strategy for the South East; and how this could compliment the work of Solent Transport.

## **10. TRANSPORT DELIVERY PLAN REFRESH PRESENTATION**

The Committee received a presentation on the Transport Delivery Plan Refresh (Item 10 in the Minute Book), which was delivered jointly by Marc Woodall from Atkins and Andrew Wilson, Solent Transport Manager.

The background to the Transport Delivery Plan which was published in 2013 was set out, as well as Atkins role in supporting the project. It was heard that a refresh of the Transport Delivery Plan was timely due to many of the transport schemes in the original plan being either delivered or committed, and the refresh would provide a fully evidence-based Transport Delivery Plan for the Solent. Members noted the PUSH planning horizon for the construction of 4,000 new homes per annum in the Solent area by 2034.

Members were taken through the presentation slides and the upgrade of the Sub Regional Transport Model (SRTM) was highlighted. It was noted that the SRTM had provided an evidence base for numerous business cases and funding bids, and some of these were listed in the presentation for information. The refresh project was outlined in detail and it was heard that the existing projects within the

transport delivery plan would be reviewed and interviews had been conducted with key stakeholders to help determine whether schemes were still relevant and information held was robust. It was highlighted that there were 543 different schemes and developments, and it was explained that these schemes were mapped by project theme and type.

A discussion ensued around the next steps for the Transport Delivery Plan and the options around the SRTM and the criteria for deciding which schemes should be in the Plan were addressed. Concern was raised that of the 543 schemes, there were only 8 with the project theme of active travel, and this was explained by the mapping of the schemes. It was felt that greater clarity was needed for future mapping, and this would be looked into. Members discussed how to add value to schemes to enable their development and delivery, and opportunities for bidding for access funds from the Department for Transport was highlighted as well as initial scheme evaluation to highlight the value and development of the scheme. Members also discussed how to forge closer working relationships with key organisations such as the Solent LEP, and it was agreed that collaborative working was essential.

The Joint Committee noted the presentation and the work done so far, and noted that further updates would be provided as work progressed.

#### **11. M27 SMART MOTORWAYS PRESENTATION**

Members received a verbal update from John Henderson of Highways England providing an update on the M27 Smart Motorways. It was heard that the outline stage had now been reached and environmental, air quality and noise studies as well as planning for emergency refuges was underway. It was explained that there were 150 schemes in the outline stages until 2021, with the majority of the schemes only having outline indicators of issues and impacts at present, but detailed data would be worked through with the development partner when they come on board at the end of the month. Engagement with key stakeholders was highlighted and it was noted that feedback events had been held, and a detailed design would be formulated next year taking into account feedback and evidence collected.

Members, while supportive of the project so far, were disappointed that information regarding the schemes had not been communicated to them at an earlier stage. Members were pleased to note that the Highways England communication team would be working closely with key stakeholders going forward, and Members reinforced the message of frequent communication with the Committee to inform of key future developments.

In answer to concerns as to the non-inclusion of junction 12 in the Smart Motorway plan, a discussion ensued around this and the background to this decision was explained. It was heard that increased capacity had been introduced between junctions 11 and 12 on the M27 but there were concerns around traffic bottling and accident statistic between these junctions. The representative of Highways England acknowledged the concerns that were raised and it was noted that these would be considered in the evidence base as part of the second Road Investment Strategy (RIS 2), and would be dependent

upon funding opportunities and the decision of the Secretary of State whether to extend the scheme to junction 12. The importance of examining evidence based information and looking at priorities for RIS 2 was discussed.

Members were supportive of the work so far, and emphasised the need for collective working going forward. The Chair requested that the Committee should receive regular updates on the M27 Smart Motorways, and it was agreed to share access to the mapping database.

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Chair,