

**BOURNEMOUTH, DORSET AND POOLE MULTI AREA AGREEMENT
TRANSPORT THEME GROUP
MINUTES OF MEETING HELD ON 10 AUGUST 2009 AT THE OFFICES OF
POOLE HARBOUR COMMISSIONERS**

Present:

Peter Speroni	-	Dorset County Council
Derek Lott	-	Yellow Buses
Andy Shaw	-	Dorset County Council
Andrew Murray	-	Manchester Airports
Councillor Ron Parker	-	Borough of Poole
Ian Parsons	-	Highways Agency
Jim Stewart (Chair)	-	Poole Harbour Commissioners
John Probert	-	Wyvern Cargo
Julian McLaughlin (Lead Officer)	-	Borough of Poole
Matthew Beaumont	-	Dorset Business
Rebecca Skinner	-	SW Regional Development Agency
Phil Dominey	-	South West Trains
John Sorrell	-	Hampshire County Council
David Wright	-	Highways Agency

Presentations by:

Rick Clayton	-	Borough of Poole
Matthew Beaumont	-	Dorset Business
Andrew Murray	-	Manchester Airports
Phil Dominey	-	South West Trains

Apologies:

Mike Moore	-	Road Haulage Association
Andrew Smith	-	Yellow Buses
Cllr Geoff Brierley OBE	-	Dorset County Council

Summary of Actions	ACTION
<p>Ian Parsons and David Wright outlined the anticipated Memorandum of Understanding (MoU) between the Highways Agency and local planning authorities. Although in its final stages of drafting work was still in progress and it was agreed that Ian Parsons and Chris Francombe would meet with all local planning authorities in order to seek their approval to the MoU.</p>	<p>Chris Francombe/ Ian Parsons</p>
<p>Matthew Beaumont introduced the subject using Power Point slides (attached) with proposed actions and potential projects outlined. The Group discussed GKE with Rebecca Skinner asking whether there was potential for SWRIEP future funding to assist the cause. Matthew Beaumont agreed to liaise with Claire Toby in order to see whether there was such potential.</p>	<p>Matthew Beaumont</p>
<p>Andrew Murray to provide input into the modal modelling when required to accurately reflect the anticipated development in the area. Contact: Rick Clayton, Project Manager email: r.clayton@poole.gov.uk</p>	<p>Andrew Murray</p>
<p>Phil to liaise with other members as appropriate to progress the co-ordination of RTI initiatives.</p>	<p>Phil Dominey</p>
<p>Phil, when ready, to liaise further with neighbouring Local Authorities to improve cycling and rail interchange.</p>	<p>Phil Dominey</p>
<p>Rebecca Skinner mentioned the potential for developing a regional smart card initiative.</p>	<p>Rebecca Skinner</p>
<p>Rebecca to provide background information for distribution to the Group at the next meeting.</p>	<p>Rebecca Skinner</p>
<p>It was generally agreed that Gary Corrie, Environment Theme Group and Bournemouth Transport Limited representative would speak to the Group in early 2010. JMcl to contact Gary Corrie.</p>	<p>JMcl</p>
<p>Matthew Beaumont kindly agreed to provide a short presentation on the early outcomes from the GKE research at the next meeting. It was suggested that also having heard good presentations from trains and airport that the Port Authority and Brittany Ferries as key operators might also wish to present to the next meeting. Jim Stewart agreed to contact Steve Warner and John Clarke of Brittany Ferries.</p>	<p>Matthew Beaumont Jim Stewart</p>

It was agreed to alter the time of the next meeting to 2pm on 5 November. The venue is Poole Harbour Commissioners offices. Julian McLaughlin to adjust the agenda and inform members of the Group.

Julian
McLaughlin

1. **Introductions and Minutes of the Last Meeting/Key Actions from 28 April Meeting**

A number of members of the Group were on leave and as a result the Chair asked those deputies present to introduce themselves to the Group.

Key actions were picked up as part of the agenda with all actions covered accordingly.

2. **SED Multi Modal Transport Study and RFA2 Update**

JMcL as Lead Officer provided a summary of progress on the SE Dorset Multi Modal Transport Study (SEDMMTS) which outlined Phases 2 and 3 and indicated how the MAA Theme Group would become involved during future stages of strategy development. JMcL also thanked all of those that had been involved in the stage 1 problems and issues identification process. (Handout as attached with these minutes).

Discussion followed over the now approved RFA2 sub-regional transport scheme list (also attached) with particular discussion on those schemes that appear during the latter years of the RFA2 programme. Matthew Beaumont, as Project Manager for the MAA, thanked all involved with progressing the Multi Modal Study as he felt that this was a key vehicle for MAA delivery in the future.

3. **Highway Agency Memorandum of Understanding**

Ian Parsons and David Wright outlined the anticipated Memorandum of Understanding (MoU) between the Highways Agency and local highway and planning authorities. Although in its final stages of drafting work was still in progress and it was agreed that Ian Parsons and Chris Francombe would meet with all local planning authorities in order to seek their approval to the MoU.

Chris
Francombe/
Ian Parsons

The Highways Agency outlined certain issues in relation to the SE Dorset Contributions Strategy and in particular the need for all parties involved to have signed up. Their current concern was

that the improvements to the trunk road outlined in the MoU would not be able to be implemented without the assistance of the Contributions Strategy, itself subject to all parties signing up to the process. Borough of Poole, Bournemouth Borough Council and Dorset County Council officers indicated the good progress having been made towards a full approval of the Contributions Strategy. Both Borough of Poole and Dorset County Council had gained approval to proceed with Bournemouth Borough Council anticipating taking the Strategy to Committee in September. Other authorities involved would then be likely to follow suit soon after.

Some considerable discussion on the RFA2 priority listing then took place with general agreement that the current priority listing would be likely to change and that inclusion of all additional funding through the Contributions Strategy would also influence the general ability to deliver to earlier time scales.

Other suggestions on the lower cost alternatives would need to be considered, with sensitivity testing to cater for a reduced level of future funding and an environmental consideration would not be able to be taken forward in developing a strategy for the sub-region. JMCL confirmed that the Multi Modal Study and its strategy development work would be in line with current DfT guidance and the requirement is now for a DASTS (Deliver a Sustainable Transport Strategy) which itself would be a fundamental requirement.

4. **Geo-Economics – Green Knowledge Economy (GKE)**

Matthew Beaumont introduced the subject using Power Point slides (attached) with proposed actions and potential projects outlined. The Group discussed GKE with Rebecca Skinner asking whether there was potential for SWRIEP future funding to assist the cause. Matthew Beaumont agreed to liaise with Claire Toby in order to see whether there was such potential.

Matthew
Beaumont

In general the Group agreed that ITS and the joint Network Control Centre were key objectives for the future. It was suggested that there could be an additional link to development of offshore wind generation in line with the recent Climate Change Act given that the SE Dorset area had been identified for offshore development and that there may be a key potential for development of business potential.

5. **Andrew Murray – Bournemouth Airport**

Andrew Murray of Bournemouth Airport presented current and future development proposals with Bournemouth International Airport (for a hard copy of the presentation please contact Gwen

Cheesman, email: g.cheesman@poole.gov.uk). It was clear that development of the airport may also unlock adjacent development potential and that the airport owners were in close liaison with the Highway Authority in order to identify and agree necessary surface access arrangements.

Andrew Murray also outlined those sustainable means of transport already in place and that further means of transport would be considered to cater for the anticipated growth in numbers of passengers to the airport from the current level of one million per annum to anticipated three million. Discussion followed related to road connection with the improvements of connectivity to areas outside of Dorset considered to be important.

Andrew Murray to provide input into the modal modelling when required to accurately reflect the anticipated development in the area.

Andrew
Murray

Andrew Murray also outlined that a noise action plan was currently being consulted on in relation to late night flights and that both rail and bus provision had resulted in improved public transport access to the airport.

Sustainable travel planning would be a requirement for any further development in the Business Park.

Andrew Murray outlined that although attracting more passengers the very nature of an airport terminal meant that many of these passengers would be arriving outside of the main network peaks and that improved car parking actually helped to reduce the number of vehicle trips. It was also mentioned that early work with GE had identified that a key driver for the local economy is the amount of business related air travel. Andrew, however, outlined the previous difficulties in developing a significant airfreight market and it was unlikely that major interest would be coming forward in the future.

6. **Phil Dominey – South West Trains**

Phil Dominey provided a further presentation (for a hard copy of the presentation please contact Gwen Cheesman email: g.cheesman@poole.gov.uk) which dealt with South West Trains current planning including multi modal approach through the use of smart card technology and associated ticketing. Phil also identified cycling was a major item on the agenda of South West Trains which hoped to become a demonstrator brand operator for more cycling access. Phil outlined the steps for improved services including increased frequency, station improvements, improved punctuality, off station RTI and closer working with

partners.

Phil to liaise with other members as appropriate to progress the co-ordination of RTI initiatives.

Phil
Dominey

Phil, when ready, to liaise further with local Local Authorities to improve cycling and rail interchange.

Phil
Dominey

Rebecca Skinner mentioned the potential for developing a regional smart card initiative.

Rebecca to provide background information for distribution to the Group at the next meeting.

Rebecca
Skinner

7. **Terms of Reference**

JMcL had distributed the draft Terms of Reference with the agenda and requested that any comments be provided by members of the Group within two weeks so that the draft could be finalised and signed off at the next meeting in November. Rebecca Skinner commented that carbon reduction agenda should be included for within the Terms of Reference.

Helen
Jackson
(BoP)

8. **Freight Quality Partnership Sub-Group**

The Chair provided an outline of the recent meeting held on 28 July which discussed the joint Network Control Centre, the Poole Core Strategy, Regional Freight Forum feedback and an update on major schemes within the sub-region.

9. **Membership**

JMcL highlighted that key LSP members had been invited to this meeting and that the request for attendance at the next meeting would again be sent out with the agenda. The Chair identified moves to further include Dorset Business within the Theme Group and outlined the meeting that had already been arranged for the near future.

10. **Future Meetings/Speakers**

It was generally agreed that Gary Corrie, Environment Theme Group and Bournemouth Transport Limited representative would speak to the Group in early 2010. JMCL to contact Gary Corrie.

JMCL

Matthew Beaumont kindly agreed to provide a short presentation on the early outcomes from the GKE research at the next meeting. It was also suggested that having heard good presentations from trains and airport that the Port Authority and Brittany Ferries as key operators might also wish to present to the next meeting. Jim Stewart agreed to contact Steve Warner and John Clarke of Brittany Ferries.

Matthew
Beaumont

Jim Stewart

11. **Date of Next Meeting**

It was agreed to alter the time of the next meeting to 2pm on 5 November. The venue is Poole Harbour Commissioners offices. Julian McLaughlin to adjust the agenda and inform members of the Group.

Julian
McLaughlin

12. **Any Other Business**

Andrew Murray noted the recent call for evidence by the South West Regional Select Committee and Matthew Beaumont agreed to follow this up with the MAA project Management Group and relevant authorities in order to check whether the responses covering the sub-region had already been progressed.

South East Dorset Transport Study – Progress Update

South East Dorset Transport Study - Progress Update for MAA 10 August 2009

prepared by Rick Clayton,

Project Manager – SE Dorset Transport Study

☎ Tel: 01202 262044 ✉ Email: r.clayton@poole.gov.uk

- 1.1. The transport model build and strategy development work is currently on programme and within budget. Additional funding is being sought through the Region for DaSTS grant to complete the Transport Study in line with latest DfT guidance. Further detail on Phases 2 and 3 of the Study are found below.

Phase 2 Model Build

- 1.2. Significant technical work on the transport model has taken place, bringing together the travel pattern data collected at the road and public transport surveys undertaken last year. The 2008 Base year transport model is now complete subject to validation exercise following Department for Transport guidance, whereby it is compared to the actual flows recorded at key points on the network. This process ensures the model is robust for testing of future scenarios.
- 1.3. Future year reference case models are being developed to provide a future 'Baseline' against which the impacts of future scenarios can be compared with. This will enable the comparison of relative impacts/ benefits of various 'Do something' scenario's including:
 - Development scenario's – different levels/ locations of major housing and employment areas
 - Infrastructure investments – strategic highway and public transport infrastructure
 - Policy changes – car park charges/ policies, road tolls etc
 - Combinations of the above

Phase 3 – Strategy Development

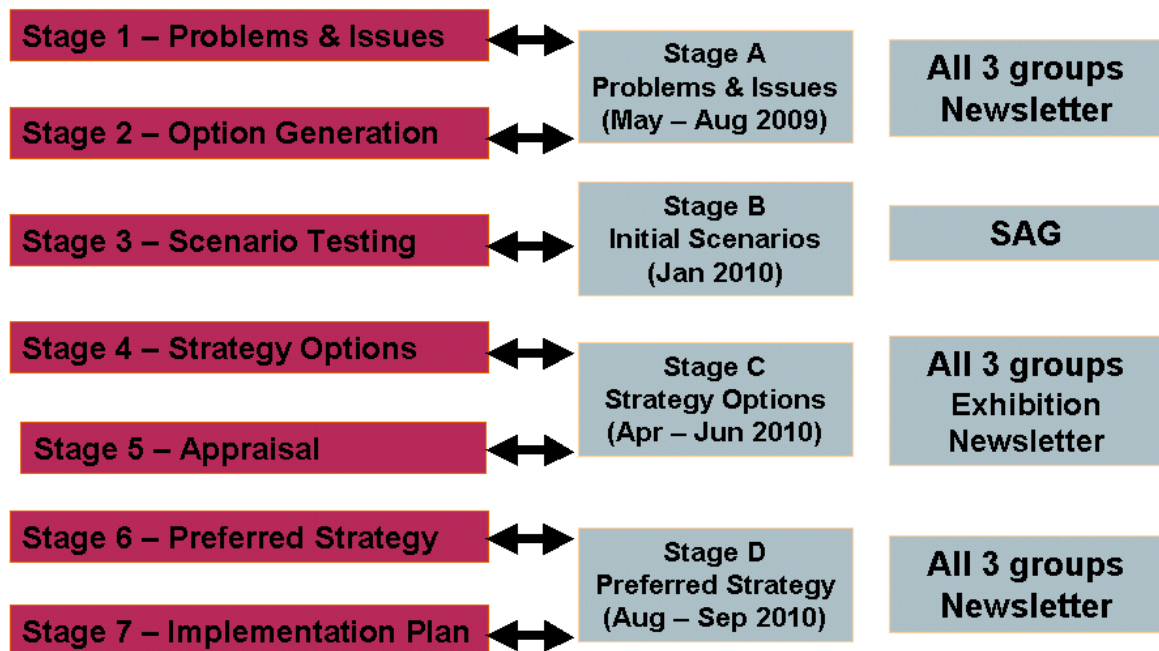
- 1.4. The strategy development methodology and consultation arrangements are outlined on the Figure 1 over page. The various interventions and future development scenarios to be tested will be agreed through the consultation process embedded in the strategy development work. The transport model will allow the appraisal of the transport impacts of various schemes and strategies. Further work will also be undertaken on the costs, engineering feasibility, environmental and planning implications of various options.
- 1.5. By following the 7 Stages of Strategy development illustrated, the Project team, guided by the Strategy Advisory Group (SAG) and feedback from stakeholders and the public, would then seek to reduce a long 'wish' list to a short list of schemes, or strategy 'packages' for more detailed appraisal. This process, subject to approval of the SE Dorset Planning and Transport Joint Committee, and in tandem with further rounds of consultation would then allow the identification of the final preferred transport strategy.
- 1.6. The first round of public and stakeholder consultation has focused on 'Problems and Issues' to establish the current and perceived future challenges the SE Dorset area faces. This consultation has run from June through to end of August and has included newsletter questionnaires available to public in libraries, Council Offices Tourist Information and online. Articles highlighting the consultation in various Council publications (Poole News, BH Life, Dorset 4 You, New Forest Today, About Purbeck,

Christchurch Courier and East Dorset News) delivered to every household across and surrounding the Study area, plus stories in local press and radio. To date 533 responses have been received from the public, encouraged to some degree by chance to win VIP tickets to Air Show.

- 1.7. All organisations signed up to Local Strategic Partnerships across and around the Study area have been contacted for their views on the Transport Study consultation by email, plus briefings to various Council and Community meetings have raised the profile of the Study work throughout the wider community.
- 1.8. All MAA representatives have participated either as part of the 'Strategy Advisory Group' of Members/ Partners or 'Wider Reference Group' of key stakeholders. This has included facilitated workshop whereby opportunity was given for attendees to provide feedback during themed discussions, concentrating on problems and issues with public transport; congestion and highways; cycling, walking and 'smarter choices'; freight port and airport; growth agenda and sustainability.
- 1.9. There has been an opportunity for attendees to clarify and expand upon points raised at the workshops. We would also welcome any further written responses from MAA partners by end of August if there are any more detailed issues they wish to raise at this stage of the Study.
- 1.10. This consultation findings and feedback from the workshops will feed into a report which sets out the 'Problems and Issues' the area faces now and those that are anticipated for the future. This report will form the basis for the rest of the Study by setting out the challenges to overcome, and the objectives for the transport strategy development work.
- 1.11. The intention is to present a summary of the consultation findings and the draft 'Problems and Issues' report to next MAA meeting in the autumn. Further detailed discussions are also envisioned with the transport operators, (bus and rail) in the autumn to feed into the 'Option generation' work planned later this year.

Figure 1

Strategy Development and Consultation - Process



Note, the 3 Consultative Groups comprise:

1. Strategy Advisory Group (SAG) – made up of Members and Lead Officers from 3 Local Highway Authorities, and Study Partnership representatives
2. Wider Reference Group – key stakeholders including transport operators, business contacts, environmental and other interest groups
3. The Public

DORSET TRANSPORT SCHEMES IN RFA2

Scheme	RFA1/2 £M	RFA Timing	Comment
Weymouth Relief Road	82.22	2008/09 – 2011/12	Under construction
PBRI	13.86	2009/10 – 2010/11	Needs slight re-profile
Olympic Transport Package	18.00	2009/10 – 2011/12	
A338 Spur Road maintenance	26.00	2009/10 – 2010/11	
PBRI Town Network/Bridge Approaches	13.53	2013/14 – 2015/16	DfT assessment method is critical
Bus Showcase Corridors	5.00	2018/19 →	Far too late
Parley – Cooper Dean	17.00	2016/17 →	
A31 Ameysford – Merley	22.00	2014/15 →	Preparation costs need earlier funding

Chris Francombe
 Transport Policy Manager
 10 August 2009