

**BOURNEMOUTH, DORSET AND POOLE MULTI AREA AGREEMENT
TRANSPORT THEME GROUP
MINUTES OF MEETING HELD ON 05 NOVEMBER 2009 AT THE OFFICES OF
POOLE HARBOUR COMMISSIONERS**

Present:

Peter Speroni	-	Dorset County Council
Andrew Smith	-	Yellow Buses
Andy Shaw	-	Dorset County Council
Andrew Murray	-	Manchester Airports
Councillor Ron Parker	-	Borough of Poole
Councillor Bob Lawton	-	Bournemouth Borough Council
Ian Parsons	-	Highways Agency
David Wright	-	Highways Agency
Jim Stewart (Chair)	-	Poole Harbour Commissioners
John Probert	-	Wyvern Cargo
Julian McLaughlin (Lead Officer)	-	Borough of Poole
Matthew Beaumont	-	Dorset Business
Phil Dominey	-	South West Trains
Helen Jackson	-	Borough of Poole
Murray Goosen	-	Wilts & Dorset
Mike Moore	-	Road Haulage Association
Mike Holmes	-	Bournemouth Borough Council
Tony Hamilton	-	Agenda 21

Presentations by:

Rick Clayton	-	Borough of Poole
Jim Stewart	-	Poole Harbour Commissioners

Apologies:

Rebecca Skinner	-	SW Regional Development Agency
Dominic McGrath	-	Hampshire County Council
Steve Warner	-	Brittany Ferries

1. **Introductions and Minutes of the Last Meeting/Key Actions from 10th August Meeting**

Minutes agreed.

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

2. **RFA2 Update**

JMcL attending a Peer review of all RFA2 schemes in September. All business cases for schemes have been updated and the outcome of review process is awaited with results to be tabled at the next Theme Group meeting. The Strategic Leaders Board are meeting on December 2009 to finalise the regional position. DfT shall then respond.

Progress with strategies are listed in MAA Activity Monitoring Report. These include the following schemes:

SEDMMTS – see agenda item 3.

Connectivity – included within SEDMMTS under DaSTs.

PBRI – tenders now received and being evaluated. Due to award contract in Jan 2010 and due to open new bridge to traffic before 2012.

ITS – Joint Traffic Control Centre is progressing. Site has been identified in Poole. Outline business case to be approved.

HA MOU – see agenda item 4.

Bournemouth Airport – terminal due to be completed 2010 and new arrivals lounge due for completion 2011.

SW Region has a reputation for not delivering on time.

Transport and Infrastructure Group (SW Councils) are meeting

on 12th Nov to discuss which RFA2 schemes are “low risk”. The revised list shall then be provided to the Leader’s Board.

Dorset County Council will be starting the A338 Major Maintenance Scheme in September 2010 and due for completion end of April 2011. Communication with the public and business community is crucial as is ongoing liaison with the Highways Agency. Delay is anticipated.

3. **SED Multi Modal Transport Study Update**

See progress update below.

Rick Clayton provided a summary of consultation responses – see attached presentation.

SEDMMTS has managed to secure DfT funding through DaSTS bid. SEDMMTS will be the most up-to-date Multi-Modal study in the UK with robust evidence base in terms of achievability.

“Chicken and egg” situation with future funding from DfT.

On a regional basis, we are delivering several large schemes such as the Weymouth Relief Road and PBRI so it is hoped that these will help our case in terms of funding for the future.

The allocation of regional funding in the future could be based upon MAAs – again we have a strong case as a sub-region.

Future funding and regional structure is very dependent upon the outcome of General Election with the potential disappearance of the Regional Development Agencies. The sub-regions could then become more important (possibly based upon MAAs?)

The outcomes of SEDMMTS will involve assessment of a number of key options such as congestion charging and workplace parking levies which are always unpopular, whatever the preferred option. However, realism is key to success of SEDMMTS. Rick Clayton confirmed that the SEDMMTS model does include the movement of people and goods.

4. **Highway Agency Memorandum of Understanding**

David Wright and Ian Parsons briefed the group on the current situation. The MOU is not signed as yet and some amendments have been made following the last meeting, including additional text requested from some district councils. The agreement is now ready to sign and the group were asked how best to do this.

The DCLG want a copy of the final agreement to share as national “good practice”. Matthew Beaumont suggested that this should be a high-profile signing event (perhaps with Jim Knight MP)

The venue for the March Transport Theme Group meeting will be the Weymouth and Portland National Sailing Academy (Osprey Quay, Portland) and will need to be at a time to include lunch. Details to be confirmed. Gordon Page, Chair of the MAA Board has already been confirmed for the signing ceremony. It has also been suggested that the theme members be given a guided tour of the Weymouth Relief Road to follow the ceremony. Arrangements shall be confirmed as soon as possible.

5. **Olympic Update – Peter Speroni**

It is anticipated that between 10-100,000 people per day will be travelling to Weymouth during the Olympics. There are several new P & R sites identified in the Dorchester area and SW Trains will be increasing electric capacity in order to increase passenger capacity. The Joint Traffic Control Centre will be a lasting legacy after Olympics and it is hoped that the Traffic Control Centre will be a tool for achieving all the strategies that come out of the SEDMMS. A group member asked if SEDMMS takes into account the impact of the Olympics on the highway network. JMcL confirmed that the model will take this into account as this will be included in the scenario testing.

As part of the Weymouth Transport Package, there will be a car park guidance system in Weymouth, air quality monitoring systems, and VMS placed strategically on the approaches to Weymouth. There will be a National Traffic Control Centre based in London for the Games. Expected increase in flights to/from Bournemouth Airport.

A group member asked where the competitors were going to be accommodated. The cruise ship idea is still afloat (!) and using existing accommodation – a new Olympic Village is not on the cards.

Improvements to the Olympic Route Network include alterations to the Canford Bottom roundabout to convert it into a “hamburger” junction, and improvements on A31 Hants/Dorset border.

6. **Poole Port – Jim Stewart**

Cruise ship companies will be meeting PHC in a few weeks for

Olympic Games discussions.

Channel has been dredged to 7.5 metres but limited to ferry berth. Need to accommodate cruise ships, although they do not guarantee any economic benefits for the immediate port area, but do boost local economy.

Typical movements in Port/per annum:
Total cargo approx 2 million tonnes.
4,800 commercial shipping movements.
500,000 passengers

There has been a slowdown of cargo movement in all UK ports – between 25%-30%. It is estimated that it will take at least 4-5 years to get back to pre-recession levels of 2007.

Poole is an active Ro-Ro Port with links to France and Spain. Ferry companies are also struggling financially.

Poole is not currently handling container ships but would consider it in the future. Portsmouth is Poole's main rival in terms of ferry passenger numbers, as Southampton mostly handles container ships and cruise liners.

Poole Port still has rail links with would require a fairly minimal amount of work to upgrade for long distance freight (estimated cost approx £5m).

Port of Poole has its own haulage company which recently won a new contract.

Future Development Plans

Phase 1: Chevron Texaco will leave Port in Feb/Mar 2010 which will free-up 2.5 acres.

Phase 2: Infilling would create an additional 7.5 acres of land which would require a Strategic Environmental Assessment.

Limitations to expansion of Poole Port due to international designations.

Key advantages of Port of Poole:

- Lack of quay side congestion
- Lack of truck congestion
- Flexible and responsive partner
- Guaranteed swift turnover
- Port reliability
- Port and maritime safety
- Opportunity for growth

Regular maintenance dredging is carried out every 2 years and there is no evidence to suggest that this is damaging the

surrounding environment.

Global shipping overcapacity issues due to recession – will we ever return to pre-recession shipping levels of 2007?!

Off-shore wind turbine development (Isle of Wight) could potentially impact upon shipping channels.

6. Future Meetings/Speakers

The group expressed an interest in future site visits to see the construction of the Weymouth Relief Road and Bournemouth Airport.

Peter
Speroni/
Helen
Jackson

Gary Corrie, Environment Theme Group and Bournemouth Transport Limited representative is arranging seminar for January 2010. Helen Jackson to contact Gary Corrie for details.

Helen
Jackson

Jim Stewart to re-arrange presentation by Steve Warner of Brittany Ferries for future meeting.

Jim Stewart

7. Date of next meeting

Tuesday 23rd March 14:00 – 16:00, Weymouth (to be confirmed)
6th Jan meeting (cancelled)

8. Any Other Business

It was confirmed that the Quality Bus Partnership was signed on 22/10/09 between the operators Wilts & Dorset/Transdev Yellow Buses/Shamrock and Councils Dorset County Council/Bournemouth Borough Council/Borough of Poole.

10. **Post-meeting contribution – Andrew Murray (Manchester Airport Group)**

There was some discussion about the meetings with the Olympic Delivery Authority. I can confirm that Bournemouth Airport has had meetings with both the DfT and Atkins about the potential for using Bournemouth Airport to support not only activities at Weymouth, but to act in a wider role to support the general games effort - this may involve the temporary laying over of aircraft or even using the airport as a separate reception airport to the main London Airports. Both DfT and Atkins appear to be very interested in utilising Bournemouth, especially because of the potential amount of space available on disused runways or taxiways.

South East Dorset Transport Study - Progress Update for MAA

5 November 2009

Prepared by Rick Clayton, Project Manager – SE Dorset Transport Study

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- 1.1. With the transport data collection and model built phase (2) of the Transport Study almost completed, the focus of the study switches onto the strategy development phase (3). Additional funding has recently been secured from Department for Transport (DfT) to complete the study in line with latest DfT guidance on *Delivering a Sustainable Transport System* (DaSTS). Further detail on Phases 2 and 3 of the Study are found below.

Phase 2 Model Build

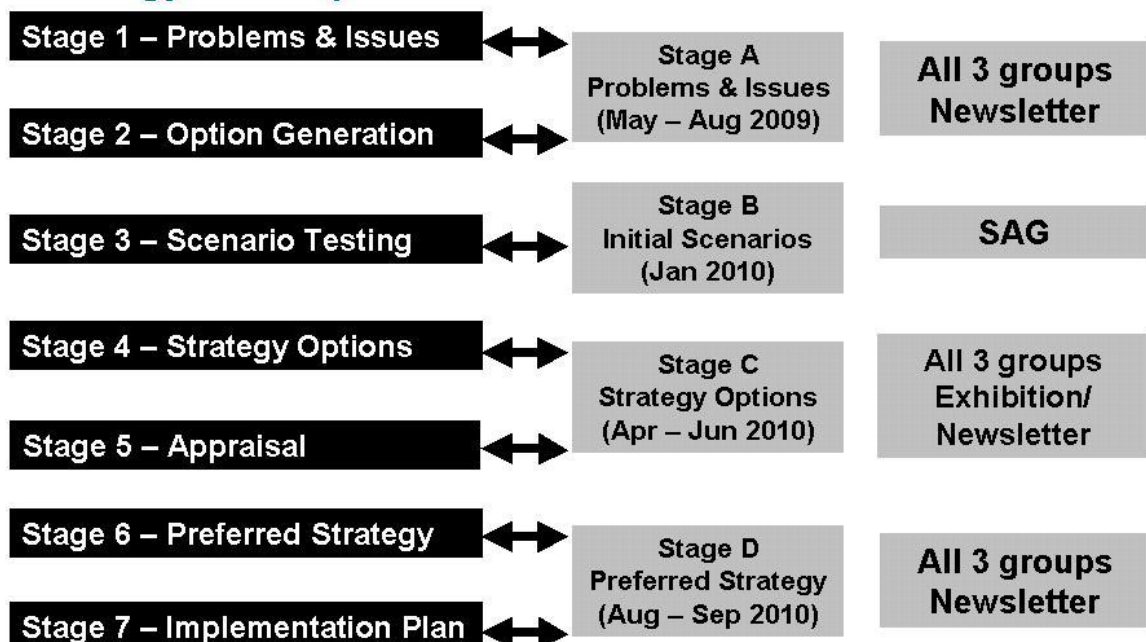
- 1.2. The 2008 Base year transport model is now complete and successfully validated. Future year reference case models are being finalised. These will provide the future year 'Baseline' against which the relative impacts/ benefits of future year scenarios - developed in Phase 3 work on strategy development - can be compared.

Phase 3 – Strategy Development

- 1.3. The strategy development methodology and consultation arrangements are outlined on the Figure 1 below. 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.

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

- 1.4. The first round of public and stakeholder consultation generated 611 responses, by post and online, from the public encouraged to some degree by chance to win VIP tickets to the Air Show. All MAA representatives also participated [either as part of the 'Strategy Advisory Group' of Members/ Partners or 'Wider Reference Group' of key stakeholders] in one of the facilitated workshop sessions.
- 1.5. The consultation was designed to generate feedback on perceived 'Problems and Issues' with public transport; congestion and highways; cycling, walking and 'smarter choices'; freight port and airport; growth agenda and sustainability. A brief summary of the consultation findings is included below, with further detail presented at the meeting.
- 1.6. The majority of those responding recognise that growth in travel demand should be met by improved public transport with some key improvements to the road network. 57% favoured a '*Balanced Approach*' that would improve more sustainable services and help reduce reliance on the private car use in urban areas.
- 1.7. With regard to public transport, comments largely focused on the relative high costs of fares. Those responding would like to see more direct, higher frequency and more reliable buses. It was felt that integrated ticketing and services for different bus companies and rail services would help significantly encourage people to use public transport.
- 1.8. The need to improve service coverage to/ from outlying settlements and areas not currently well served is seen as vital to provide a viable alternative to using the car. Rail was seen as costly and limited in current scope of services, while access to the airport by public transport was also highlighted as a problem.
- 1.9. Improvements to the A31 at Ringwood, Ferndown, around Wimborne and links to Poole are considered vital to reduce congestion. There is also a desire to see improvements along the 'corridor' between the main town centres and around Christchurch as the main priorities on the highway network. Freight routing and the impact this has on local communities was also highlighted as a concern.
- 1.10. Responders felt that improved cycle and pedestrian routes, along with encouraging 'Smarter Choices' such as school and workplace travel plans had potential to encourage greater numbers to switch from car use. It was also suggested that opportunities for a coastal water taxi service between Bournemouth/ Poole/ Swanage be considered
- 1.11. The consultation focused on what the public and stakeholders perceived as the *Problems and Issues* with the current and future transport system of SE Dorset. Further analysis of future travel patterns and identifying future problems will be also be undertaken by the consultant team using the 2016 and 2026 forecast transport models.
- 1.12. The focus of much of the work this autumn will be on '*Options generation*'. This will involve developing a long 'wish list' of both historical and aspirational schemes for highway and public transport, plus policy initiatives. It will then be necessary to

undertake initial sifting of the long list to produce short list of scenario options for testing and appraisal. Further detailed discussions are also planned with the transport operators, (bus and rail) in the autumn to feed into this work.

- 1.13. Progress on the Study will involve the 'SAG' advisory group of lead Members and Officers early in the New Year, with wider public and stakeholder consultation planned later in the spring 2010. The findings and subsequent recommendations will be formally reported to the SE Dorset Strategic Planning and Transportation Joint Committee in spring, summer and winter next year following each key stage of the Study.
- 1.14. Further information and regular updates on the Transport Study can be found online at the website www.sedorsetmms.com