

Minutes of the Transport Partnership

Tuesday 9th January 2018, Jubilee Library

Attendees:

- Cllr Gill Mitchell (*BHCC, Chair*)
- Cllr Leo Littman (*BHCC*)
- Cllr Lee Wares (*BHCC*)
- Mark Prior (*BHCC – City Transport*)
- Simon Newell (*Brighton & Hove Connected*)
- Chloe Sands (*BHCC – Policy & Partnerships*)
- Alistair Hill (*BHCC – Public Health*)
- Stephen Young (*Living Streets*)
- Mike Best (*Brighton & Hove Bus and Coach Co.*)
- Katy Rodda
- Tony Barnard (*City Car Club*)
- Chris Todd (*Campaign for Better Transport*)
- Dave Brookshaw (*B&H Local Access Forum*)
- Tony Green (*Bricycles & CTC*)
- Reg Woodhouse (*Peoples Parking Protest*)
- Andrew Boag (*Brighton Area Buswatch*)
- Mark Strong (*Community Works*)
- Tony Turner (*Taxi Trade Forum*)
- Roger Blake (*Rail Future*)
- Stuart Wells (*Regeneris*)

Action Table:

<u>Responsible</u>	<u>Action</u>
Mark Prior	To distribute the full project update document.
Roger Blake	To send Mark Prior information on the rail consultation.
Mark Prior	To provide and update on the Bus Network Review for the next Bus Watch meeting.

1. Welcome and Introductions

1.1 Apologies were received from:

- Cllr Pete West (*BHCC*)
- Cat Fletcher (*Community Works*)
- Mark Buchanan-Smith (*Churchill Square*)
- Martin Harris (*Brighton & Hove Bus and Coach Co.*)
- Andrew Renaut (*BHCC, City Transport*)
- Steve Percy (*PPP*)
- Mark Greening (*Brighton MAG*)

2. Chair's Communications

- 2.1 Cllr Mitchell advised that the date of the Events Strategy consultation is being looked into and the partnership will be made aware of the date so they can have input into the formulation of the strategy.
- 2.2 Cllr Mitchell confirmed that BHCC has responded to the phase 3 GTR consultation on late night and weekend timetables. The full response can be distributed.
- 2.3 Cllr Mitchell confirmed that a road safety observation has been carried out on the A259 promenade cycle lane and the result of this can be distributed to the partnership.

3. Minutes & Matters Arising from Meeting on 14th November

- 3.1 Updates on all actions were provided and noted as complete.
- 3.2 Chris Todd advised on a matter of accuracy where he is listed as representing the Biosphere Partnership which is now incorrect. This has been amended.

4. Project Updates

- 4.1 Mark Prior provided a verbal update on the key projects and advised the full update could be circulated after the meeting.

ACTION: Mark Prior to distribute the full project update document.

5. B&H/GBCR Economic Strategy Consultation

- 5.1 Stuart Wells from Regeneris attended to present on this item which outlined the results of the first round of feedback from the consultation. It was advised that a draft report would be released at the end of the month and the final version is due to be completed by the end of February.
- 5.2 A comment was made on the term 'social inclusion' and it was agreed that 'socio-economic inequalities' would be a better term to use moving forward.
- 5.3 The following comments and responses to questions were made:
 - In order to address the lack of space for growth areas outside of Brighton could be looked at in terms of the space they have to extend the catchment – improved transport links are very important in this case. Existing assets could also be looked at to make use of these buildings.
 - Achieving the right balance in relationship between transport, business and housing is very important.

- Should consider that other towns and cities have shown a greater focus on the links with planning and the public realm in which their businesses operate which may not have been given the same emphasis locally. It was confirmed that the built environment and city infrastructure have come up, including the liveability of the city and sustainable transport. The high rate of commuting on sustainable transport is a strength but infrastructure is reaching its limit.
- Some overseas case studies have been looked at and international comparators will also be used when developing the economic strategy.
- A healthy city isn't in the key list but links closely with transport and notions of the public realm and car ownership. Need to think about making cities more attractive, linking to health and transport. It was confirmed that aspects of this are included. There is also a new Health and Wellbeing Strategy being created which will connect closely with this economic strategy.
- It was suggested that walking and cycling should be linked to delivering the core aims of the strategy. These transport methods are important for people from low income households and young people, for access to employment, so it is important to ensure social equality.
- It was suggested that if the city is going to grow it needs to be ensured that the links between the city's core assets (e.g. the hospital/universities) have an improved public transport network.
- It was confirmed that some of the data used has come from community insight which is more granular and goes deeper than just a ward level. It therefore should consider the different communities that exist within the wards to ensure that both the affluent and poorer areas are considered.
- Need to ensure the behaviours and lifestyle of people are looked at when considering transport in and out of the city as, for example, approximately the same number of people commute into the city to work as they do out of it.
- More charging points are required for electric vehicles, for the taxi trade and for visitors so that people know they have somewhere to charge their vehicle if they come to the city. There are very few currently in Brighton and new technology like this is required to encourage more people to use electric vehicles and stop petrol/diesel vehicles coming into the city.
- It was suggested that growth had been mentioned a lot and that it should be considered whether growth is actually needed on this scale. It is important to balance growth with other aspects such as moving through the city.
- Recreation was not mentioned and this is a key aspect of walking and cycling. It was advised that a new Rights of Way Improvement Plan is going to ET&S committee this month and will then go out to consultation so will be able to come to the next partnership meeting.

- It is important to look at the way that people are travelling in and out of the city as it is unlikely that people will stop commuting due to housing costs and London as a close neighbour. If more roads are provided then more people will be driving – main roads will impact those in the city and could undermine efforts of encouraging greater use of public transport in the city.
- The National Park is an opportunity to broaden the city's appeal for tourism and connections out to the National Park should be utilised to provide greater economic opportunity. It was advised that more signage is being put up by the National Park.
- It was suggested that quality should be better considered in the strategy as the quality of life for people living in, working in and visiting the city is important. It was confirmed that the strategy will be looking at balanced growth in a way that benefits all.
- Need to think about the future of technology and how this will affect how people work. Brighton & Hove is one of the highest in the country for home workers so things like this should be thought about.

6. Sub National Transport Body

6.1 Mark Prior presented an update on what has developed since an update was last brought to the partnership. It was outlined that there is formal recognition from the Government even though it is still a shadow body and other areas that have a more advanced SNTB were looked at to model the set-up of this one, including voting rights.

6.2 The following comments and responses to questions were made:

- Non-strategic journeys have been acknowledged as part of the work on the Regional Transport Strategy and Councillors have raised the point that there is no scope for non-strategic journeys to be recognised as part of the work of the SNTB.
- It is important to ensure that Network Rail is engaged with at the same level as other organisations and that the work doesn't become too road focussed.
- There needs to be a way to address the strategic importance of walking and cycling as part of this larger body rather than the LA doing it alone.
- No user group on the board represents walking and cycling.
- There is concern that any money achieved won't be used toward smaller, sustainable work and that not recognising how journeys end could cause problems at a local level.

7. SRN/MRN Consultations

7.1 Mark Prior introduced the first presentation on the SRN consultation outlining that the DfT are now consulting on the initial report from Highways England.

7.2 BHCC will be submitting a response which will emphasise the need to invest in operation and safety and the need to consider historic problems on the A27.

7.3 Roger Blake advised that consultation on rail and road are out of sync and said he would send Mark Prior information on the rail consultation.

ACTION: Roger Blake to send Mark Prior information on the rail consultation.

7.4 The second presentation was on the MRN consultation. MRNs sit underneath SRNs and above local A roads and have designated funds, therefore a possible larger allocation. BHCC will partner with ESCC and WSCC when making the representation for the A279 to become a MRN.

7.5 It was confirmed that packages of sustainable transport would be explored and that future road enhancements would allow for other benefits. The idea of developing the concept of packages and looking at roads as corridors to facilitate the safe movement of people was supported.

8. AOB

8.1 In response to queries it was confirmed that the Bus Network Review is now underway and BHCC is looking for the necessary funding for a Cycling and Walking Strategy.

ACTION: Mark Prior to provide and update on the Bus Network Review for the next Bus Watch meeting.

Date of Next Meeting: Tuesday 27th February 2018, 16:00-18:00, Conference Room 2, Jubilee Library, Jubilee Street, BN1 1GE