

# London to South West and South Wales Multi-Modal Study



## Steering Group Meeting

<b>Venue:</b>	The Pithay, Bristol	
<b>Date held:</b>	28 February 2002	
<b>Present:</b>	Richard Bayly (Government Office for the South West – GOSW) – chair	RB
	Mike Birkin (Sustainability South West)	MBi
	Theo Wood (COI)	TW
	Paul Collins (DTLR – Multi-Modal Studies Unit)	PC
	Gwyn Drake (Highways Agency – HA)	GD
	Clive Farnham (Highways Agency – HA)	CF
	Claire Gibson (South West Regional Development Agency – SWRDA)	CG
	Chris Mitchell (South West Regional Assembly – SWRA)	CMi
	Catherine Mullin (NAW)	CMu
	John Rider (Government Office for the South East – GOSE)	JR
	John Wilkinson (CBI)	JW
	Ian Harrison (SWRA)	IH
	Anthony Slack (South East England Development Agency – SEEDA)	AS
	Cliff Baston (GOSW)	CB
	Andrew Page-Dove (GOSW)	APD
	David Bayliss (Project Director, Halcrow)	DB
	Martyn Brooks (Project Manager, Halcrow)	MBr
	Gareth James (Appraisal/Modelling, Halcrow)	GJ
	Gareth Walters (Project Co-ordinator, Halcrow)	GW

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### Notes of Steering Group Meeting

### Action

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#### 1. Apologies for absence

- 1.1 Matthew Lodge (Strategic Rail Authority – SRA)
- Martin Tugwell (South East England Regional Assembly – SEERA)

#### 2. Minutes of previous meeting

- 2.1 IH re para 6.8. Awaiting new consultation on Wessex Franchise any day now. RB not seen document showing timeframe of delivering the rail schemes by local authority. IH sees Great Western Economic Study as very helpful in this. CMi stressed relationship between Bristol capacity study and Bristol area RPP schemes. RB asked for thoughts on how best to involve LAs in this. SGp

		<b>Action</b>
2.2	Ref para 8.5 and What if tests. JW stressed earlier sensitivity tests to be covered in the Plan reports and Final Report.	Halcrow
2.3	Ref Reducing Growth in Travel Demand, RB raised MBI point about lack of clarity in who delivers these aspects. MBI stressed importance in coherence of measures coming forward, and that these measures must not be forgotten. RB sees as needing to be covered, and PC sees the range of interventions need to be identified by delivery mechanism. IH feels that some SWARMMS recommendations ought to be a stimulus to RA to change Regional Transport Strategy.	
<b>3</b>	<b>Draft Media Strategy (Theo Wood, COI)</b>	
3.1	MB said Final Report to be succinct, but format to be discussed with GOSW. RB sees wider distribution needed. DB said to all stakeholders. AS sees need for 4-5 page document. DB said this could be Press Release. JR stressed need for briefing to explain the process. RB sees need to stress the process rather than the conclusions. TW suggested 'process' Press Release plus 8 page newsletter on the strategy. CMu thinks there may be need for mini-launch in Wales too.	
3.2	RB described need for covering letter from Steering Group to RAs. IH agreed, and to include what Steering Group feels is unfinished business. GOSW to cover in next Steering Group.	GOSW
3.3	IH sees need to have references to the 10 Plan documents in the Final Report – perhaps one page per Plan.	Halcrow
3.4	CMi explained that many organisations in SW will require presentations. RB said this was for RA to arrange, not GOSW.	
3.5	PC said need to make information available – but not sure that significant consultant report needed in this process.	
3.6	CMi said English Nature still uncertain over the process.	
3.7	JW raised the issue of LA elections, on 2 May. Hence, uncertainty will still exist on 9 May. Also, said there is a need to agree collectively agreed questions and answers for the launch day. Also, danger of getting into the media before presenting to RA. RB asked for any thoughts from Steering Group as to what the questions and answers brief ought to consider- GOSW to draft.	SGp/G OSW
3.8	JW explained that there is a need to ask Chief Executive of RAs for their views on approach. IH thought the briefing should be done by RA officers.	GOSW
3.9	MBr said to bear in mind logistics on the day of the launch	

## Action

**4 Themed Reports***Reducing Growth in Travel Demand*

- 4.1 JW sees it as confusing to have mode switch issues in the report, as well as reducing travel demand per se. DB said could include change in travel demand by non-car modes. RB agreed, and to bring out in terms of the graphics. Halcrow
- 4.2 IH raised the issue of deliverability and asked whether the report was firm enough for the delivery agents to have sufficient guidance. RB agreed that it needs to be stronger. Halcrow
- 4.3 Agreed to reinstate 'key' in E1. Halcrow
- 4.4 Agreed to include section on 10 Year Plan work assuming a different pricing strategy. Halcrow

*Tourism*

- 4.5 MBI pointed out that the priorities should not be exclusively focussed on deliverability; MBr said they were not, also including importance.
- 4.6 JW – why have Halcrow not consulted Bristol CC – Halcrow to check. Halcrow
- 4.7 IH – sees his grid points as needing to be covered. Halcrow
- 4.8 RB – agreed to go via the approach of developing pilot schemes.

*Freight*

- 4.9 Agreed to provide 'grids' for Freight (and Rural Access Plans). Halcrow
- 4.10 J Rider – E12 : reword re LIFE and its status Halcrow
- 4.11 MBI – might a sensitivity analysis on costs be useful to identify whether other locations could also be viable? GJ said that even having done this, the results do not support more than one new terminal.
- 4.12 JW thinks the report is realistic, but RB said that conclusions of the report may be seen by others as disappointing.
- 4.13 IH – SRA talking about multi-modal freight terminals rather than inter-modal freight, and hence loading gauge issues aren't perhaps as important as highlighted in the report. Halcrow to clarify.
- 4.14 RB – said aggregates market tend to make marginal road/rail decisions, and tend to be implemented via planning conditions. GJ said not a huge risk.

*Rural Access*

- 4.15 MBr explained it was very difficult to obtain detailed information from projects, particularly on patronage/revenue.
- 4.16 CMu referred to a recently commissioned Scottish Executive / Welsh Assembly / Countryside Agency study to examine overall value for money in rural transport schemes. MBr indicated this supported the Halcrow view of this information not being currently available.
- 4.17 MBi - noted that rural access is a problem at a regional transport level, so SWARMMS must not deny that rural access is a problem.
- 4.18 MBi – not surprised people are protective of financial information due to limited nature of funding.
- 4.19 JW queried linkages between tourism and rural access issues. IH noted that inaccessible areas in (for example) Devon are not generally the same ones that attract many tourists.

**5 Study Objectives**

- 5.1 Produce 'Wiring Diagram' for the next SGp. Halcrow
- 5.2 CMi - RA needs to come to a view as to whether SWARMMS supports the spatial strategy. Consider for next SGp. MBi supported this, especially re Sustainable Development Framework. GOSW

**6 Draft Appraisal Report**

- 6.1 MBr handed out revised ASTs and outlined sections change form that originally provided.
- 6.2 Discussion on AST right hand column. RB also queried 'assessment' heading. Serious issue of understanding extent of detrimental impact.
- 6.3 IH : having to see appraisal without having the schemes. Agreed that SGp needs indicative plans. PC stressed must need to avoid blight – so don't give too much detail. Halcrow
- 6.4 GD : need for Halcrow to meet HA again. Halcrow

**7 Consultation/Participation Report**

- 7.1 IH commented that some Devon CC correspondence should be incorporated, but that report was otherwise complete.. Halcrow



**8 Any Other Business**

- 8.1 Bristol discussions continuing.
- 8.2 SWTAR/Countryside Agency report on rural transport issues available for SG members.
- 8.3 M Tugwell e-mail: RB said it's up to the RA to reconvene group post SWARMMS to take on board TVMMS if they choose to do so.
- 8.4 Meeting with SEBs / SGp to be organised.
- 8.5 To consider M3 relationship at next Progress Meeting
- 8.6 Agreed to circulate DTZ report to Steering Group.

Halcrow

**9 Dates of Next Meetings**

- 26<sup>th</sup> March 2002 – InterCity House (HSE Office)
- 11<sup>th</sup> April 2002 – 2 Rivergate, Temple Quay (GOSW)
- 29<sup>th</sup> April 2002 – 2 Rivergate, Temple Quay (GOSW)