



## Steering Group Meeting

<b>Venue:</b>	Government Office for the South West (GOSW), The Pithay, Bristol	
<b>Date held:</b>	15 <sup>th</sup> February 2001	
<b>Present:</b>	Richard Bayly (GOSW – chair)	RB
	Mike Birkin (Sustainability SW)	MBi
	Peter Botham (GOSW)	PB
	Peter Dawson (GOSW, Regional Transport Team Leader)	PD
	Claire Gibson (South West Regional Development Agency – SWRDA)	CG
	Ian Harrison (South West Regional Assembly – SWRA)	IH
	Andrew Hewitt (Highways Agency – HA)	AH
	Matthew Lodge (Strategic Rail Authority – SRA)	ML
	Anthony Slack (South East England Development Agency – SEEDA)	AS
	Martin Tugwell (South East England Regional Assembly – SEERA)	MT
	John Wilkinson (CBI)	JW
	David Mills (Contract Manager, GOSW)	DM
	Andrew Page-Dove (Assistant Project Manager, GOSW)	APD
	Ron Davies (Administration Manager MMS Team, GOSW)	RD
	Martyn Brooks (Project Manager, Halcrow)	MBr
	Gareth Walters (Project Co-ordinator, Halcrow)	GW
	Gareth James (Halcrow – appraisal/modelling)	GJ

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### Notes of Steering Group Meeting

### Action

#### 1. Apologies for absence

Tony Carroll (National Assembly for Wales – NAW)  
Ciara Mulligan (DETR Central)  
Iain Reeve (Government Office for the South East – GOSE)  
David Bayliss (Project Director, Halcrow)

#### 2. Minutes of previous meeting

2.1 Actions noted in previous minutes all considered. Items of detail noted below:

- Social Inclusion topic group has taken place. Halcrow indicated it was useful.
- Role of Steering Group (SGp) note has been revised.
- Halcrow said that comments from Nick Carter (HA) relating to modelling are still outstanding.

HA

Action

- Halcrow explained that a meeting has been held between ORBIT and SWARMMS to discuss land use planning assumptions. Agreement reached at the meeting and GOSW/GOSE are happy that there is consistency between the two studies at the interface.
- Newsletter 2 is now proposed to be published February/ early March.

**3. Work Programme**

3.1 APD presented 'Report to Steering Group: Process'. This shows how the timescale has changed along with revised proposals for participation in producing the preferred strategy (4x exhibitions for all stakeholders and the public, and briefing sessions for key stakeholders).

*Process*

- 3.2 MBI indicated process seems OK but queried whether the strategy would have been finalised at that stage. MB explained that comments received would be assessed by Halcrow and brought back to the SGp at the end of the process for agreement of the preferred strategy. JW felt there may be some disappointment that a third cross-regional workshop which had been promised would now not take place. AS noted that there is a reference to one-to-one meetings as required, but that this could be a logistical nightmare.
- 3.3 SGp discussed whether a workshop element needed to be retained as either part of the planned exhibition days or as an additional day.
- 3.4 APD/DM explained that the key reason behind exhibitions and briefings is the amount of information and detail that need to be discussed, and this would be difficult in a workshop format. Also that some groups had found the workshops more useful than others. There had also been some doubts raised about the representative nature of the workshop attendees.
- 3.5 Chair noted that the advantage of an exhibition would be coping with detail, but that there would be less interaction and discussion, and that some form of workshop environment was probably still required. Halcrow suggested that the exhibition 'day' could be revised to include a workshop session.
- 3.6 SGp agreed that Halcrow/GOSW should re-visit the proposed process, with a view to including a single workshop as well as the 4 exhibitions. SGp agreed that the single workshop would take place after the exhibitions. GOSW would amend the 'Process Note' to reflect the agreed changes.

GOSW/  
Halcrow  
  
GOSW

Action

*Timing*

- 3.7 Chair said that local elections on 3<sup>rd</sup> May means that a period of ‘purdah’ extends through April – no potentially controversial information can be released for comment in that time. The particular question therefore is whether a SGp meeting should be held in April?
- 3.8 ML said that some multi-modal studies have decided not to hold SGp meetings in April. Other members of SGp supported keeping the programme as planned.
- 3.9 Chair accepted that SGp wished to retain an April SGp meeting. Chair agreed to contact DETR to ensure they are happy with this approach and did not cause problems (for instance with consistency for other multi-modal studies).

Chair

**4. Study Progress**

- 4.1 APD presented ‘Report on Progress’, covering recent activities on the study.

*Additional Appraisal Criteria*

- 4.2 Halcrow presented ‘Additional Appraisal Criteria’ Technical Note.
- 4.3 CG said that the document did not refer to ‘cohesiveness’. Chair asked CG to advise on aspects of cohesiveness that are relevant to the study. IH noted that criteria (3), peripherality, could be expanded to include a more general ‘connectedness’ – in any case, that the performance indicators should be enhanced to include the level and amount of public transport provision (currently only journey times). MBI felt journey times inappropriate for economic indicators. MT noted that unreliability of journey times is also an issue. Halcrow explained that journey times are part of Guidance on the Methodology for Multi Modal Studies (GOMMMS).
- 4.4 Agreed that ‘perpherality’ should be included as a separate criteria, along with an additional criteria relating to connectedness, and performance indicators amended to include more than just journey times.
- 4.5 MBI noted that the safety issues did not include intimidation by HGVs. Halcrow explained that this is covered by severance, and thus included in the AST (under environment and accessibility).
- 4.6 PD also noted that the term ‘fragile environment’ in the text gives an impression that the whole study area environment was fragile when this was not the case. Agreed to revise – “extent of areas of high environmental value and vulnerability in the study area”. PD noted that the Severn Tunnel should also be added to rail congestion. CG suggested that ‘Bristol’ in the context of M4/M5 should be referred to as ‘former Avon area’.
- 4.7 ML queried how ‘deliverability and affordability’ would be covered. Halcrow said that it

CG

Halcrow

Halcrow

**Action**

is required in the GOMMMS supporting information.

- 4.8 MT highlighted the need for the appraisal process to be informed by the framework set by the Sustainable Development Framework. In addition he stressed the importance of ensuring that the appraisal criteria relate back to the problems and issues report - both in terms of current and more importantly future problems. It is important that the implications of the successful implementation of the national and regional framework on existing and future travel demand are taken fully into account. In particular understanding how the travel intensity and modal split of travel generators may change over time.

*Report on Problems & Issues*

- 4.9 Halcrow presented the report. Chair asked that any comments of detail should be sent in writing after the meeting. SGp
- 4.10 Other comments included, paragraph 3.15 is apparently contradictory. Agreed it would be edited. MT noted that the local versus strategic issue raised within the Problems and Issues Report needs to be worked through into the appraisal process. He continued by noting that the spatial distribution of future problems and issues may differ from that identified for current problems and issues. AS said that Figure 8.1 should have Dibden Bay port expansion and a potential freight terminal at Portsmouth Harbour identified. MBI requested that an environmental designations map be added. Halcrow

*Other Reports*

- 4.11 Agreed to place completed factual reports on website when GOSW approval received. Also that summary versions of the participation reports are sent to all relevant stakeholders. Halcrow

*Initial Sift*

- 4.12 Halcrow gave a short presentation outlining the initial sift process carried out to date, including examples of results.
- 4.13 Key outcome of discussion is that road tolling restricted to strategic road network should not be ruled out at this stage, Further work was needed, particularly to show robustly how it would interact with extensive development of public transport.
- 4.14 IH noted that care is needed when modelling the future as attitudes change over time. Halcrow explained that this can be modelled using boarding penalty adjustments.

Action

- 4.15 Members of the SGp expressed the importance to be attached to ensuring that the potential beneficial impact that more localised measures might have on the operation of the strategic network is taken into account within the study process. It was accepted that it would be inappropriate for the study to consider the detailed modelling of local bus routes or the detailed impact of green travel plans associated with a single development, however there was a need for the overall implications of such measures to be taken into account.
- 4.16 MT noted that it is important that the study process looks to the longer term vision that is set out within the national and regional framework and then identify the contribution that transport needs to make in terms of its delivery

*Composite Strategies*

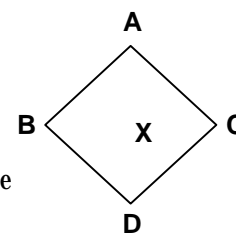
- 4.17 Halcrow outlined the composite strategies to be appraised.

A = lower infrastructure, lower spend, focus on reducing the need to travel, etc.

B = focus on dealing with local trips

C = focus on dealing with strategic trips

D = a combination of B and C based on problems and issues identified



It was recognised that all of the composite strategies would have to be based on the problems and issues identified not just strategy D.

Parallel working would also be carried out on the level of traffic reduction necessary to make an impact

X = represents a preferred strategy which is likely to comprise elements of some or all of the composite strategies.

- 4.18 ML queried how the preferred strategy would be reached. Halcrow explained that this would involve examination of the appraisals for the composite strategies in detail and some iteration to determine a preferred strategy that would combine elements of all 4 composites. ML also said that if SWARMMS ended up proposing parallel road and rail schemes then Halcrow should ensure that the benefits of combining the two, as opposed to promoting individual schemes, should be clear.
- 4.19 Chair queried how geographical differences will be brought into appraisal and a preferred strategy. Halcrow explained that this is background information required as part of the appraisal process.
- 4.20 JW queried whether reducing the need to travel is already included in RPG. The study process needs to be based on the assumption that this policy framework will be successful. Halcrow explained that RPG land use assumptions are built into the model, and that this will alter trip distributions accordingly. PB said that specific land use allocations would be considered in the local 'plans' to be developed after the strategy had

been agreed. MT stressed that this extends beyond considering the spatial distribution of land use designations. The national and regional policy framework is predicted on the basis that by integrating land use and transportation planning the need to travel will be reduced and modal split increased in favour of non-car modes.

- 4.21 PB asked about public transport fares assumptions. Halcrow explained that it had been assumed that there will be no real-term increase. IH noted bus fares have historically risen at a faster rate than RPI, and significantly faster than cost of private motoring. ML that some (40%) of rail fares are capped at RPI-1.

**5. Dobwalls Bypass**

- 5.1 Chair noted that an ‘early conclusion’ on a Dobwalls bypass is required by the study brief. Technical Note provided to SGp indicates that a decision to build a bypass or not, would not prejudice the SWARMMS strategy.
- 5.2 SGp were concerned that the AST had identified environmental disbenefits as well as clear benefits from providing a bypass of Dobwalls. Halcrow explained that these environmental disbenefits would need to be addressed in any scheme development.
- 5.3 AS queried whether the decision of the SGp would allow the Secretary of State to make a decision. AH explained that the decision whether to build the bypass is made outside the multi-modal study.
- 5.4 MBI queried whether a Dobwalls bypass would now be in the base case. Halcrow agreed that it would.
- 5.5 ML concerned that model validation report has not as yet been signed off. Also not happy that conclusions of Technical Note refer to ‘any’ alternatives not being better. Halcrow explained that SWARMMS is not saying that a bypass should be built, but that any solution can be worked up in parallel without affecting the SWARMMS strategy. Halcrow
- 5.6 Chair suggested amending text along the lines of “separate proposals for a Dobwalls bypass would not prejudice...” to clarify. Halcrow

**6. AOB**

There was no other business.

**7. Next Meeting**

Date of next Steering Group meeting – 10<sup>th</sup> April 2001, at The RDA Building, Bristol subject to DETR being content (see section 3.9) DETR has subsequently confirmed



meeting may proceed.

**Action**

GOSW

The following Steering Group Meeting will be held on 21 June.