

## **MINUTES OF QUALITY TRANSPORT PARTNERSHIP GENERAL MEETING**

Held on 30 May 2012 at Quay Arts (Theatre) 14:15

### **PRESENT**

David Bottom – Chair  
Darren Button \_ Red Funnel  
Ian Schaff – Community Rail Partnership (CRP)  
Bobby Lock – CRP  
David Rogers – IW Bus and Rail Users  
Brenda Wilkins – IW Advanced Motorist  
Paul Hartigan – Southern Vectis

Valerie Lawson - Cycle Wight  
Ollie Boulter – Isle of Wight Council  
Steve Porter – Steve Porter Transport  
Morris Barton – Chamber of Commerce  
Hugh Walding – IW Friends of the Earth  
Edward Giles CC – Isle of Wight Council  
Mike Bulpitt – Rural Community Council  
Chris Wells - Isle of Wight Council

### **APOLOGIES**

Peter Hayward – Isle of Wight Council (IWC)  
Wendy Perera – Isle of Wight Council

Bill Murphy - IWC  
Rachel Mills - IWC  
Tim Thorne - CycleWight

### **1. WELCOME AND INTRODUCTIONS**

David Bottom (DB) Chair welcomed those attending and noted apologies.

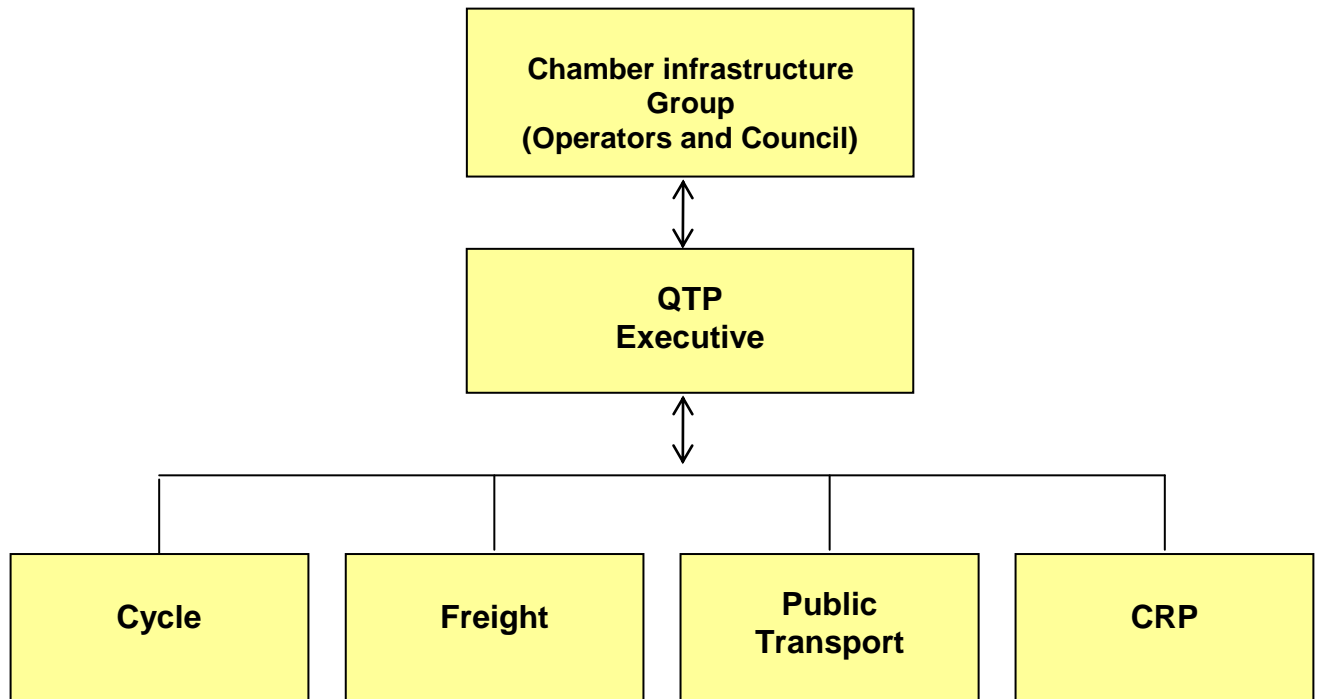
### **2. MINUTES OF LAST MEETINGS.**

DB outlined discussions which took place at the last two QTP meetings (QTP – 28-01-11 and Exec 05-10-11, both circulated and tabled at the meeting) Both were agreed.

### **3. DISCUSSIONS, ACTIONS AND WAY FORWARD - PRESENTATION.**

Chris Wells (CW) explained the existing QTP structure and changes proposed following discussions at the full QTP meeting in September 2009 and the executive meeting held in November 2010.

Under the proposal the QTP would set up a users group and any points, comments and questions from that group would be referred through the QTP executive to the existing “Infrastructure Group” organised by the IW Chamber of Commerce. This group should include all of the transport operators and the council. Similarly any points from the infrastructure group should be referred through the QTP executive, to the QTP.



A number of points were raised:

- a) **QTP Function** - QTP had been useful group, influential in guiding the development of the first two LTP's and Island Plan. It was seen as useful opportunity for users to meet with council and operators. It had helped establish the Community Rail Partnership (CRP)
- b) **Direction** – the group had lost its way recently and the cross Solent operators and Island line had not attended recent meetings
- c) **Relationship to CRP** – Question was raised regarding the relationship / overlap with the CRP.
- d) **User Groups** – There was a feeling that structure as proposed would not give the opportunity for the user groups and operators to meet together.
- e) **Chamber Infrastructure group** – It was noted that this group had not met for a while.

### Discussions

- It was agreed that the QTP had been a good and useful group.
- That it was not the same as the CRP, the primary aim of which was to support the development and improvement of the Ryde to Shanklin and Lymington to Brockenhurst railway lines. It was noted that the CRP did not include the council all of the operators, and users and that there was a cost to be a member.
- It was suggested that QTP members be canvassed as to what they wanted from the group.
- That the importance of motorists and local motoring group be noted.
- That the QTP should continue along the lines of the structure set out above.

**Actions:** It was agreed that the above structure, with the addition of the motoring group be agreed. Note: It was agreed by those attending from the Chamber of Commerce that a meeting of the infrastructure group be organised.

**4. ELECTION OF CHAIR**

David Rogers (Bus and rail users group) had been nominated within timeframe requested, was seconded and agreed.

**5. CONFIRMATION OF EXECUTIVE GROUP**

Discussion of this item was deferred so as to allow discussion by the new QTP chair.

**6. WAY FORWARD**

That the QTP be reorganised along the lines of the structure set out above.

**7. ANY OTHER BUSINESS**

None

**8. DATE AND TIME OF NEXT MEETING**

Date to be advised.

Meeting closed at 2:55

## NOTES FROM QUALITY TRANSPORT PARTNERSHIP GENERAL MEETING

Held on 30 May 2012 at Quay Arts (Theatre) 15:00

### 1. PRESENTATIONS

- Roads Maintenance Private Finance Initiative (PFI) (Malcolm Smith – Highways PFI Technical Manger)
- Core Strategy - update (Ollie Boulter – Team Leader Planning Policy and Conservation.)
- Local Transport Plan – update and monitoring (Chris Wells – Principal Officer, Transport Policy and Strategy)
- Community Bus Scheme (presentation supplied by Rachel Mills - Integrated transport manager, presented by CW)
- Local Sustainable Transport Fund – update on bid.

### 2. BRIEF OVERVIEW

#### Roads Maintenance Private Finance Initiative (PFI) - presentation

- We are on track. Vinci Concessions appointed as preferred bidder on 29 May 2012. Final business case submitted to DfT and HM Treasury 30 May 2012. Contract commences 1 April 2013 Capital works to upgrade roads, cycleways and associated infrastructure over first 7 years, with maintenance to keep up to required level over the next 18 years (25 years total)
- £260m Net Present Value (NPV) over 25yrs £487m
- Grant, not a loan
- Council contribution for Maintenance & Operations £6.6m to £7m in first year.
- Final Cost of IWC Contribution to be finalised in August 2012

#### Core Strategy, update – presentation

- Island Plan - Core Strategy adopted March 2012
- New National Planning Policy Framework (NPPF) replaces previous national planning policy guidance.
- 3 Sections, 9 Strategic Policies, 3 Area Action Plan Policies, 22 Development Management Policies
- Transport policies – SP7, DM17 and DM18

#### Transport Policy update - presentation.

- Statutory transport plan – adopted in 2011 and covers next 25, in line with PFI.
- Overall vision and 6 goals – improve / support: roads, accessibility, road safety and health, economic growth, quality of life and local environment.
- Need to continue monitoring (not targets) – to let us know what is happening, support Island Plan, inform PFI and good for future funding bids.
- Opportunity to look at parking policy, travel plans and developer contributions.
- *Parking policy*; to now take account of car use, but support travel by public transport walking and cycling. Locate development to help reduce car use and ask for travel plans as part of large developments.
- *Developer contributions*; moving from Section 106 to community infrastructure levy (CIL)
- Working closer with our mainland neighbours – joining Transport for South Hampshire (TfSH) will formalise links, improve funding opportunities.

#### IOW Community Transport Initiative - presentation

- Extensive commercial bus network.
- Supported by council subsidised services and journeys.
- But some rural areas without local bus service.
- Council now working with southern Vectis (SV) and local community groups to plug the gap.
- SV supplying vehicles, insurance, fuel, driver training, route registration and operator's licence.
- Council - funding for buses, cover drivers.
- Community Groups - routes & timetables, volunteer drivers and retain fares

Local Sustainable Transport Fund – paper circulated at the meeting

- Successful bid worth over £3.0m.
- Integrated transport hubs.
- Public transport information and support.
- Walking and cycling improvements.
- Marketing promotion and hearts and minds.
- Potential partners - Island Line, IWRCC, SWT, Southern Vectis, Wight link, Red Funnel, Hovertravel, Southampton University, IW Tourism, Emerging 'Destination Management Organisation, IW Chamber of Commerce, Cycle Wight, Cycle Forum, AONB partnership, SUSTRANS

Post meeting note by chair – it was felt that the QTP could be useful in some of these discussions.