

<b>Title of Meeting:</b>	Suffolk Enhanced Partnership Councillor Group
<b>Purpose or Mandate:</b>	A collaborative approach to improving passenger transport
<b>Date:</b>	1 <sup>st</sup> February 2023
<b>Place:</b>	Teams Meeting
<b>Time:</b>	14:00 – 15:30
<b>Attendees:</b>	<p>           Cllr Alexander Nicoll (AN) – Suffolk CC - Chair            Simon Barnett (SB) - Suffolk CC            Cllr Alison Cackett (AC) – East Suffolk DC            Cllr Sandy Martin (SM) – Suffolk CC            Cllr Philip Smart (PS) – Ipswich BC            Cllr Jessica Fleming (JF) – Suffolk CC            Timothy Stephenson (TS) – Suffolk CC            Cllr Andrew Stringer (AS) – Suffolk CC            Calum Poole (CP) – Suffolk CC            Cllr Elisabeth Malvisi (EM) – Babergh DC            Graeme Mateer (GM) – Suffolk CC         </p>
<b>Apologies:</b>	<p>           Cllr Leigh Jameson – Babergh DC            Cllr Norman Brooks – East Suffolk DC         </p>
<b>Minute taker:</b>	Robert Kemp

Agenda item	Description	Information/Reports/Comments
1	BSIP Update	<p>CP – Bus priority – continuing with the measures identified and progressing with designs. Getting indicative costs for the London Road corridor.</p> <p>Bus open data – identifying congestion hotspots in Ipswich/Bury St Edmunds/Lowestoft and will be looking at funding opportunities.</p> <p>Bus rapid transit – ongoing feasibility study and recent feedback from operator survey. 4 corridors identified connecting urban areas with high frequency of services. Feedback from operators suggested Ipswich to Felixstowe would be a good idea.</p> <p>AN – must ensure that we don't concentrate on areas such as Ipswich to Felixstowe where there is already a good service and rail links and leave other areas that do not have this with nothing.</p> <p>CP – Some pushback with Haverhill to Bury St Edmunds services but looking at the bigger picture and not just passenger numbers and the social benefits of improving this corridor.</p> <p>All operators were consulted. Most of the feedback was in relation to Ipswich which comes from the quality bus partnership work. For other areas feedback was patchy.</p> <p>Consideration is taken to where the delays are on the network and where changes can be made – looking at traffic signalling and road space for bus lanes etc.</p> <p>Moving Traffic Enforcement (ANPR) – application will be submitted this month with the consultation ending on 24.2.23. Businesses and residents consulted on whether enforcement method is suitable for access and whether permit scheme is required. Have received 30 responses per site with mixed response.</p> <p>SM – would expect most responses to be anti but if there are some pro that would be fantastic. What are we doing to get bus users to respond?</p> <p>CP – there has been a general press release and targeted social media posts. Cllr James Wright (EP Passenger Interest Group) should be contacted to promote through this group.</p> <p>SB – Information can be put on Suffolk on Board website. Request that First and Ipswich Buses advertise on their buses.</p> <p>PS – there will be people that say this is a money making scheme for the authority but to counteract that if people don't want to pay the authority then they need not do what will result in a payment.</p>

		<p>Bus rapid transit – if there is a case for the Ipswich to Felixstowe route then this shouldn't be dismissed. Rail has good links to the administrative centre of Ipswich and buses to the town centre. Rail would be primary choice of transport on this corridor if connecting for onward travel to other parts of the country.</p> <p>CP – Bus priority – West End Road bus lane scheme will be installed on 13.3.23 with an 18 month experimental traffic order. Included in this is a 6 month consultation period but this will not start until a later date to allow people to trial it first.</p> <p>PS – reminded members of the public consultation and PURDAH which is in all districts this year.</p> <p>TS (via Teams chat) – advised PURDAH starts on 23.3.23</p> <p>SM – the green light time on West End Road is very short, can tweaks be made to the phasing of lights and also look at a no right turn? This will offer car drivers something too.</p> <p>CP – signalling at this junction is complicated but changes will be monitored in relation to bus journey times, reliability as well as other traffic flows. Tweaks can be made during the consultation as they will not be seen as major changes.</p> <p>PS – Yarmouth Road is not a primary bus route and is used for holding traffic.</p> <p>SB – the recent EP forum was attended by the DfT relationship manager Ringo Chan. He was very supportive of what had been done so far and with our BSIP update. Attended the DfT BSIP monitoring and evaluation group which looks at schemes across the country by authorities that received money. Will allow us to look at the schemes that have/have not worked.</p> <p>AN – at recent Public Transport Consortium meeting, which was attended by members of LGA and DfT, concerns were raised to DfT about what happens after the grants finish at the end of March. Some of the worst case scenarios for bus services could happen post grant funding. Transport Secretary Richard Holden MP has been written to requesting that he visit Suffolk to see some of the issues we face.</p> <p>TS – DfT and Treasury are discussing what money might be available after March. CPT have reported that it is currently a 50/50 split whether there will be anything but if there will this may only be for 6-8 weeks. A response has now been received from Mr Holden who has said he would like to visit Suffolk but no mention of when.</p>
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2	S106/CIL Funding	<p>PS – Ipswich Borough put in money for improvements to the 10 &amp; 16 service routes but the money ran out having done only 13 of the 30 identified stops with most of the money swallowed up in design costs.</p> <p>SB – funding originally came from off street parking but questions have been asked as to why the design costs were so high.</p> <p>Current Highways contract with Kier ends in October and will be looking at how we get better value for money from the new supplier.</p> <p>GM – opportunity with the new contractor to get a list of all outstanding matters to get in the pipeline for early delivery. If no match funding for works and there is a funding shortfall we can look at our own resources to see if we can help.</p> <p>AS – design costs are extortionate.</p> <p>No joined up work. Not any sites of more than 100 homes but the total number of homes on different applications means there is.</p> <p>From list provided there are 3 applications for funding for the same stop. There is no service money but there is for stops where there is no service.</p> <p>SB – there are multiple applications agreed but no money as yet has been received which is why multiple requests are made.</p>

		<p>AN – would be better for planning committees to put in conditions at the start. Doesn't seem to be discussed between the applicants and committees.</p> <p>AC – lots of new homes in Halesworth. Developer has said there is a regular bus service but it's only every 2 hours.</p> <p>GM – the Local Authority is only a consultee on planning and not the decision maker. We can give recommendations but our hands are slightly tied. Planning is bound to the NPPF. Nothing has ever been refused due to lack of a regular bus service.</p> <p>JF – is there capacity for developers to pay for bus services. Can we push the boundaries of the competition laws? Lots of people who make up the rules live in urban areas.</p> <p>SB – developers can negotiate with bus companies regarding services. They are not keen to do this unless it is in the planning agreement.</p> <p>AS – Gateway 14 and Port One Logistics had a planning condition that they ran their own bus service with electric vehicles. What's the difference in planning terms between employment/residential? We must negotiate better with developers.</p> <p>GM – negotiations do take place in a lot of detail and we do argue points. We are bound by the NPPF and are not the body that makes the decisions, just a consultee.</p> <p>EM – is there an argument that the county is discriminatory in its offering? Most elderly can't leave their home on a Sunday as there's no service. If in a wheelchair they can't even get a taxi as it's not offered. We should look and see where other areas have been more successful.</p>
3	AOB	<p>AN – heading towards the first anniversary of the EP. Is there something worth mentioning to the group – ticketing update.</p> <p>SB – working with operators on a multi-operator ticket to allow operators to sell one ticket that is valid on all buses in Suffolk for that day. Currently working out how best to proportion the fare reimbursement across the operators. Suffolk Legal are currently on their 3<sup>rd</sup> draft of the agreement. Will hopefully be up and running in April/May.</p> <p>DfT's Project Coral is working on a multi-modal ticket in the Midlands. Once set up it could be transferred anywhere at minimal cost.</p>

		<p>SM – would be easier to move to an all card system. Can't see the point of individual tickets.</p> <p>SB – not all operators can accept cards and there are no funds for us to help them buy the ticket machines. It is a product that could be enhanced to a card at some point and could include cross border travel and rail.</p>
4	Date of Next Meeting	Wednesday 5 <sup>th</sup> April 2023