



TAG NATIONAL TRANSPORT COMMITTEE MEETING
ON FRIDAY 17th June 2011
At AECOM's Offices, Leeds.
NOTES OF MEETING

Actions in bold italics

1) WELCOME to Leeds

Phil Mitchell gave a brief down on Leeds and issues of particular interests. Leeds is the second largest metropolitan authority in the U.K. with a population of 802,000 and a working population of 422,000, one third of whom work in the city centre. Leeds is a major centre for finance and business and as well as retail. Its history dates back into the middle ages with the wool trade and the first market records from 1258. Leeds has a number of other firsts including in 1755 the first street lighting, 1759 the first rail track, 1770 to 1860 the Liverpool to Leeds canal. M & S was started in 1884 in Leeds, 1928 the first traffic lights and in 1959 trams were withdrawn.

2) Apologies and Present

Apologies:

Phil Moore
Owen Davies
Michael Bach
Rhian Davies
Paul Cornfoot

Emma Cockburn
Georgina Dean
Jon Freer
Caroline Green / Charles Loft
Nicky Linihan
Barrie Mason

Present:

Bob Donaldson
John Elliott
Richard Gelder
Phil Mitchell
Nick Clennett
Satbir Gill
Nigel Wilson
Ian Ashmore
Howard Claxton
Steve Thornton
Peter Godfrey
James Bennett

Chair and Sunderland
Secretary
Bradford
Leeds and Traffic Managers Forum
Gateshead
LB Hounslow and Senior BP
AECOM
Rotherham
Leeds
Bradford and WY safety
Highways Agency
West Yorkshire Metro

3) MINUTES AND MATTERS ARISING FROM 18th MARCH MEETING

4. c. Consultation on New Homes Bonus

John Elliott reported that Nicky Linihan has been exploring this and joint working with Planning Officers Society – ***NL to report to next meeting***

4. f. Localism Bill contributions.

Localism Bill is now virtually a done deal.

11. TAG and Lotag on websites and efficiency network etc.



11c. Meeting has been held between TAG and LoTAG, agreed a way forward on a combined new website, subject to the TAG members confidential area being resolved.

8. Transport Planning Society and Transport Planning Professional Qualification

Phil Mitchell will contact Martin Low and John Rider on any courses that may be appropriate.

12. PROGRESS AND ISSUES ARISING ON THE TRAFFIC SIGNS REVIEW

12a. Michael Bach submitted response to D f T on the consultation on behalf of TAG.

4) TAG AGM AND PRESIDENTS SEMINAR REPORT

Satbir briefed the meeting on these matters; reported that he is the President for the coming year, David Yeowell from Westminster is the Senior Vice President and Phil Moore from Medway Council is the Junior Vice President.

From the AGM he reported that the membership subscriptions are unchanged and for reference these can be found on the website for different size organisations in the public and private sector.

The Presidents seminar at Hounslow Civic Centre was well attended and included a balance between practitioners and academics. The mornings events were based largely around adaptability in local government and the afternoon was particularly from practitioners on asset management and maintenance and the evolving role of local authorities. All the presentations are available from John Elliott, the programme with list of lecturers is available on the public part of the TAG website, www.tagonline.co.uk as a news item.

5) PRESENTATION OF SCHEMES IN LEEDS by Phil Mitchell

Leeds, being the second largest local authority in the U.K., has a wealth of initiatives progressing for developments and for council based schemes. A copy of Phil's presentation is available from John Elliott, but this is several megabytes. The highlights, some of which were visited after the meeting included:

- a) The Leeds arena, next to the inner ring road,
- b) The city centre park, including the loss of Tetley Brewery in the centre of Leeds
- c) The difficulties of weak bridges and the alternative routing for buses,
- d) Retail developments including Trinity Quarter and Eastgate Developments

It was considered that these two developments would put Leeds back firmly into the fourth most important shopping centre in the U.K.

Other schemes included:

e) Victoria Gardens, landscaping, paving and regeneration schemes, which have been partially funded by M & S shopping bags

f) A major flood alleviation programme, Leeds has had a number of near misses from fairly catastrophic flooding.

g) The A65 corridor.

h) Opening up the rail station



- i) Urban traffic management
- j) The new generation transport system, which is now trolley bus as opposed to tram as previously desired. The motivation is to arrest the continuing decline in bus use, 'supertram' was not affordable, the system needs to be attractive to get motorists out of cars; reduce costs by avoiding lots of stats, and a resulting scheme is a trolley bus scheme. D f T is to decide in December 2011, a 4 year construction with a £2 hundred million cost, costs includes bridge costs.

6) TMA IMPLEMENTATION PROGRESS INCLUDING CIVIL ENFORCEMENT

- a) The work, problems and issues coming from the Traffic Managers Forum – Phil Mitchell

The minutes of the last Traffic Manager's Forum are **attached**, the main issues affecting Traffic Managers Forum were:

- 1) The need for improved reliability of bus journeys, including any cross boundary routes affected by congestion in other authorities.
- 2) Permit schemes are also a major part with the Kent and London schemes in operation. The benefits of permit schemes over just using notices are presently being evaluated.
- 3) The so called "war" on the motorist, has also been an issue challenging the Traffic Managers Forum, just as it does TAG; this political and press related perception of this "war" on the motorist does need tackling at all levels. Logically the group that has suffered most over the last period of up to a century are pedestrians and public transport users - mainly at the expense of providing space for motorists. Also the costs of private car use have dropped markedly while public transport fares have increased markedly in real terms.

- b) Enforcement of moving vehicle offences outside London

The strong feeling that the power to enforce moving vehicle offences should be enacted was supported by the meeting, however it was also considered that it may be worthwhile awaiting the House of Commons Transport Committee report on Traffic Management as representations have been made from a number of organisations including TAG to that committee. **Action: TAG awaits HOCTC committee before deciding with partners (BPA, ADEPT, Traffic Manager's Forum etc) on next action.**

- c) Extending CPE to all authorities (See also <http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart6/secparkingfactsheets/parkingenforcepwers>)

John Elliott briefed the meeting on requests from D f T for other authorities to take action. It was felt that this was impractical at the present time and would only really take effect when the police decided to withdraw enforcement. Many areas that presently that have not gone down decriminalisation route have satisfactory arrangements for their area for parking enforcement; it was felt that this was exactly in the spirit of localism and **John Elliott would relay this view back to Marilyn Waldron from TAG**, combined with previous comments from Nick Lester and Kelvin Reynolds from the BPA .

- d) Phil Mitchell also reported a local transport white paper imminently expected together with blue badge reform and possible changed arrangements for events on the highway, which the police were considering. **Martin Low is dealing with this.**

7) HIGHWAYS AND TRANSPORT JOINT BOARDS INCLUDING ASSET MANAGEMENT AND MAINTENANCE



The Local Government Technical Advisers Group

- a) UKRLG Minutes and TAG representation as attached to agenda papers
- b) ADEPT TAG Highways and Asset Management Working Group (papers attached with Agenda)
- c) Highways Management Efficiency Programme volunteers and issues
John Elliott reported TAG has a number of volunteers to the various groups, there needs to be some rationalisation of this, Anthony Radford-Foley is co-ordinating TAG activities in relation to the whole HMEP programme. James Bennett reported that the West Yorkshire PTE combined with Leeds City Council is doing some considerable work in this area and provided two case studies which are **attached**.
- d) UK Roads Liaison Group updates to the Codes of Practice - Management of Highway Structures - A Code of Practice the Complementary Guidance latest update published today
<http://bit.ly/kMYGh0>
Well - maintained Highways - Code of Practice the Complementary Guidance latest update published today <http://bit.ly/lXh26Q>
An updated version of Section 4.3 on Training of the Highway Risk and Liability Guide for the 2nd edition available at <http://bit.ly/jy4yaD>
- e) Replacement for Matt Williams (Dudley) on UK Lighting board from outside London (John Clarke stood in in April)
John Elliott reported that Ian Hardy from Medway has replaced Matt Williams on the lighting board.
- f) Audit Commission report - Going the distance - Achieving better value for money in road maintenance - <http://www.audit-commission.gov.uk/nationalstudies/localgov/Pages/20110526goingthedistance.aspx>

The link provides the main documents, however some interesting findings which are generally common knowledge to people involved in the area are of particular interest:-

- the cost of maintaining roads is now 50% higher than 10 years ago, resources available to local government are being reduced at just the time when demands are highest.
- The reconciliation of short term problems and long term priorities is difficult and one council estimates that it costs almost four times as much to reconstruct a typical road that has failed than to maintain it following a preventative strategy.
- Better procurement and collaboration is key including dealing with wide variations in the prices of road maintenance materials.
- The approach to road maintenance and implications of worst first and preventative approaches need to be publicised.
- Highways departments should focus on asset management plans, sharpening procurement, collaborating with others, working more closely with contractors, defending against road user compensation claims, and working closely with utility companies.
- Professional bodies should help councils determine the optimum balance between planned and unplanned maintenance for the local network and this obviously includes the TAG role.



8)

LATEST POSITION ON FUNDING, POLICY DIRECTION, INFLUENCING GOVERNMENT ETC

- a) Latest on Localism bill, Strategic Planning Infrastructure Commission, National Planning Policy Framework, CBT+ others inc TAG roundtable discussion and Community Infrastructure Levy.

See attached papers with agenda. John Elliott reported that ICE had approached TAG about support for amendments and comments on the Community Infrastructure Levy. The present position is that the Community Infrastructure Levy could include a wide variety of revenue items, pet projects etc and could hive off money which could be used for critical infrastructure. While some revenue expenditure could replace critical capital schemes (e.g. travel plan type work), the range of things that revenue expenditure could be used for could defeat the object.

John Elliott also outlined the efforts of Michael Bach and submission and in particular some of the big issues in relation to the National Planning Policy Framework. In particular his statements that:

- 1) "As a synthesis the document failed to project a vision / picture of how planning would influence the pattern / shape of urban development, location of development and promote and help deliver vital, viable sustainable communities".
- 2) "It perpetuated the traditional policy silos – and therefore failed to paint the big picture".
- 3) "It perpetuated the view of planning as reactive negative regulation of development rather than move on to talking about planning for development".

The round table discussion on the NPPF chaired by the Campaign for Better Transport on 26th April attended by John Elliott, Michael Bach and Nicky Linihan was also tabled with the agenda papers.

- b) Possible meeting with Chair of HOCTC Louise Ellman
John Elliott reported that he is endeavouring to try and obtain a meeting with Louise Ellman (now fixed for JE TAG President and BD on 19th Oct – **JE to prepare and share with SG and BD before submitting to HOCTC chair**). During the discussion it was identified that HOCTC are very interested in real practitioners, TAG can certainly offer this. It was also mentioned that the West Yorkshire safer road partnership had submitted a report to HOCTC.

- c) Network Rail - Northern Route Utilisation Strategy (RUS) -
<http://www.networkrail.co.uk/browseDirectory.aspx?dir=%5CRUS%20Documents%5CRoute%20Utilisation%20Strategies%5CRUS%20Generation%202%5CNorthern&pageid=4449&root=%5CRUS%20Documents%5CRoute%20Utilisation%20Strategies>

The link provided the report on Northern Route Utilisation Strategy.

- d) Competition Commission Provisional Findings Report on Local Bus Services - http://www.competition-commission.org.uk/inquiries/ref2010/localbus/provisional_findings.htm
James Bennett on behalf of PTEG had welcomed the Competition Commission interim findings. The 2008 Local Transport Act did not solve the obstacles for the provision of better bus services and PTEG awaited with hope the final report from the Commission - it is fundamental to put something in place to stop the continuing decline in bus patronage. Integration in particular was key but tinkering with the present system might well not deliver what is required; a London type approach was still favoured even if possibly unrealistic politically. Real competition in bus services



does not exist in many places and where it does it often results in instability of services. PTEG will be responding to the Competition Commission and TAG will provide whatever support PTEG seeks, bearing in mind our slightly different roles.

e) EU – White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system - <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:EN:PDF>
The link to this document was included with the agenda. Bob Donaldson gave a brief rundown of the paper and recommended it to TAG people and indeed others as a really interesting and useful Transport White Paper.

It stressed the importance of reducing carbon emissions from the transport sector specifically even if other sectors need to make an even greater contribution. The document is not against infrastructure per se, but accepts that an adequate network is required but more intelligence is needed in using it and it has to be planned in a way that maximises the positive impact on economic growth and minimises negative impact on the environment. This does not always seem to happen in the U.K. or indeed elsewhere.

The transport industry employs about 10 million people and accounts for 5% of EU GDP. It does state that transport users should pay for the full cost of transport in exchange for less congestion, more information, better service, and more frequency; and that future development should be relying on improving energy efficiency in vehicles, optimising the use of specific modes in multimodal logistic chains, better information and an integrated railway market with the removal of certain restrictions. Actions must not be delayed as infrastructure takes many years to plan, build and equip. It points out that urban transport is responsible for a quarter of CO₂ emissions from transport and 69% of road accidents occur in cities. Ten goals for the competitive and resource efficient transport system benchmarks for achieving this 60% emission reductions are as follows:

Developing and deploying new and sustainable fuels and propulsion systems

(1) Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics in major urban centres by 2030/10.

(2) Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce

EU CO₂ emissions from maritime bunker fuels by 40% (if feasible 50%)¹¹.

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

(3) 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.

(4) By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.

(5) A fully functional and EU-wide multimodal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services.

(6) By 2050, connect all core network airports to the rail network, preferably high-speed;



ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

(7) Deployment of the modernised air traffic management infrastructure (SESAR12) in

Europe by 2020 and completion of the European Common Aviation Area.

Deployment of equivalent land and waterborne transport management systems (ERTMS13, ITS14, SSN and LRIT15, RIS16). Deployment of the European Global Navigation Satellite System (Galileo). John to paste in from page 9 of report.

(8) By 2020, establish the framework for a European multimodal transport information,

management and payment system.

(9) By 2050, move close to zero fatalities in road transport. In line with this goal, the EU

aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport.

(10) Move towards full application of “user pays” and “polluter pays” principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.

f) McNulty Report – Rail Value for Money Study - <http://www.rail-reg.gov.uk/server/show/ConWebDoc.10401>

The McNulty reviews remit was “To examine the overall cost structure of all elements of railway sector and to identify options for improving value to passenger and the tax payer while continuing to expand capacity as necessary and drive up passenger satisfaction”. The McNulty review highlighted the bloated nature of the rail industry in the U.K.- costs recorded as up to 40% higher than in Europe and network and borrowing reaching an unsustainable £20 billion. The key outcomes include

- ❖ A 30% reduction in annual costs to be made in the next 8 years
- ❖ A review of ticketing policy
- ❖ No line closures
- ❖ Re structuring of Network Rail
- ❖ Staffing agreements and working practices need to be challenged
- ❖ Lower costs and more flexible solutions to rural lines
- ❖ High level rail delivery group to tackle industry wide issues
- ❖ Less prescriptive and longer franchises to encourage TOC, flexibility and advertisement.

McNulty believes that Local Authorities and Integrated Transport Authorities should have greater opportunity and incentives to influence the outputs delivered locally by the railway.

9) CONSULTATIONS GOVERNMENT/ HOUSE OF COMMONS TRANSPORT COMMITTEE/ REPORTS Etc

a) London First Connectivity consultation by 10th June – Any responses from others? http://www.london-first.co.uk/documents/Connectivity_-_Call_for_Evidence.pdf

John Elliott reported that despite efforts and initial volunteers to do a response to the London First Connectivity Commission Consultation this had not been achieved. This had been a potential case where London TAG and the rest of the country together with the Local Government Associations and the London Councils could all have contributed to a common line.



- b) Consultation on the possibility of allowing an increase in the length of articulated lorries (DFT-2011-6)

<http://www.dft.gov.uk/consultations/open/2011-06/consultationdocument.pdf>

John Elliott had previously sent out the draft version prepared by Owen Davies, he asked for any comments as soon as possible, preferably by the end of the day so that he could work on it at the weekend. Bob Donaldson sent further observations and these were incorporated in the final draft which has now been submitted. This will be available on the TAG website (**JE action**)

- c) Government response to HOCTC report on Transport and the Economy

This was attached to the agenda papers. It is interesting to note that the D f T do identify that:

- One prime need for transport improvements is the access to pools of labour - it is unfortunate that they then go in to describing High Speed 2 and ignore buses and local means of transport as a key way of providing this access.
- Show a level of confidence from the DfT that High Speed 2 will help close the North / South prosperity gap - there is no recognition of some of the original findings of the SACTRA Economic development report (late 90s) that new transport links can strengthen already strong economic areas and weaken the weaker economies at the ends of the new transport links.
- The fundamental conclusion of Eddington was that a comprehensive and efficient transport system was vital to the U.K. economy, however they ignore the bedrock of Eddington that road pricing was fundamental to achieving an efficient transport system.
- They appear to declare that various parts of their programme will “*magically*” (my word) deal with the recommendations of the House Of Commons Transport Committee.
- The D f T even state that High Speed rail stations can act as a catalyst for local developments, attracting new offices, shops, homes and leisure spaces. There is little hard evidence given of this however Kings Cross (as previously already the most accessible part of London will regenerate rather well anyway.)
- The key recommendation of the House Of Commons Transport Committee was the Government must explain the nature of the economic solutions that it is seeking to deliver through transport spending and how the schemes it is supporting will achieve these aims. The Department refer to their document of April 2011, the Transport Business Case, which is basically the new method of assessment which includes:

1. The case for change which fits the wider public policy objectives
2. Demonstrate a value for money
3. Are commercially viable
4. Are financially affordable
5. Are achievable

How these are to work in practice with the different financial and funding models for different transport modes has to be awaited. The Government also states that it is also considering a more decentralised approach to prioritisation and decisions on major local transport schemes. However the same approach is not being used for trunk road schemes or the money involved.

- d) HOCTC Report winter weather Dec 2010

The winter weather report “Winter Weather” was attached to the agenda.



e) Highway Agency Review

We had discussed very briefly the TAG views on the review of the Highways Agency and come together with the CIHT with a response as attached to the agenda papers. While it would have been desirable to have a little more time to prepare this, the CIHT submission does cover some issues that are close to TAG's wishes.

f) Government Red Tape challenge (**attached John Lamb's comments**)

10) TRAFFIC LIMITATION, SUSTAINABLE TRAVEL AND TRAVEL PLANNING

a) Review of parking standards PPG13, 4, 6 etc TAG 'guidance/advice to LAs

John Elliott reported that he has spoken to **Emma Cockburn and she will be getting together particularly with Chris Pagdin, Michael Bach, Andrew Hiley, Keith Gardner and Nicky Linihan and will be producing a document for the September meeting.**

b) ACT Travelwise developments

Rhian Davies had sent her apologies but ACT Travelwise had informed us that they have new arrangements for organising conferences etc.

c) PTRC including CILT

In addition to the earlier approach on the issues relating Traffic Managers Forum, see 3.8.above, PTRC will continue to exchange information with TAG.

11) ROAD SAFETY ISSUES

a) Update on Road Safety initiatives

John Elliott reported that Georgina Dean produced an update from TfL and that they are hoping to go out to external consultation later in the summer with the new London Road Safety Plan, with a view to publish later in the year, a copy will be sent out to TAG when available.

TRL are also carrying out a study for TfL looking at all fatal collisions involving powered two wheelers and pedestrians over the last 5 years, hopefully this will provide some useful information similar to that from the excellent paper on bicycles presented to the December meeting of the TAG National Transport Committee.

Steve Thornton presented the Core Cities Safer Roads Steering Group minutes **attached** to these minutes.

b) Strategic Framework for Road Safety -

<http://www.dft.gov.uk/pgr/roadsafety/strategicframework/>

Steve Thornton gave a brief rundown.

The DfT seem to be abrogating their responsibilities and that it seems to be less of a partnership more of Local Authorities being held to account for road safety. Some of the analysis was suspect and where the accidents occurred could have no bearing on the Local Authorities responsibilities and having their knuckles rapped without the cause being provided of the accident - this seemed somewhat unfair.

There will be 20mph limit guidance and ACPO guidance for cameras shortly. Within Manchester there is a trial on Intelligent Speed Adaptation, there will be public health advertising on TV and better use of road safety evidence including good practice not "best" practice.



On enforcement D f T have recently spoken to the Home Office, and of course enforcement of moving vehicles as discussed previously is an important issue. It is sad that children are no longer being watched independently of social deprivation in analysis of accident problems, despite the U.K.'s relatively high rate of child casualties.

c) Camera partnerships and funding

Nick Clennett reported the latest position of camera partnerships as he chairs the North East groups. There is considerable work persuading chief executives and treasurers to continue the partnerships and recognise the strength of value of such partnerships.

Speed awareness courses are critical and John Elliott recently gave a TAG response to the Surveyor – should have appeared in the Surveyor in early July. Our failure to achieve cost effective or safe driving courses is an issue that could be addressed.

12) PROGRESS AND ISSUES ARISING ON THE TRAFFIC SIGNS REVIEW ETC

a) Update from signs group

Dave Johnson, John Clarke and Michael Bach have sent their apologies. Documents on traffic signs, statutory instruments and traffic advisory leaflets were attached with the agenda papers.

b) Traffic signs regulations Statutory Instrument 2011 No. 1040 can be viewed by following the link below

<http://www.legislation.gov.uk/ukxi/2011/1040/introduction/made>

A PDF version is available at this link

http://www.legislation.gov.uk/ukxi/2011/1040/pdfs/ukxi_20111040_en.pdf

[pdf](#)

c) The following new Traffic Advisory Leaflets (TALs) are published:-
TAL 2/11 Portable Traffic Signals for the Control of Vehicular Traffic
TAL 3/11 Signal-controlled Pedestrian Facilities at Portable Traffic Signals

PDF versions of the TALs can be downloaded free of charge at

<http://www.dft.gov.uk/pgr/roads/tpm/tal/>

13) LIAISON, CONFERENCE & TECHNICAL INFORMATION

The success of the TAG supported PTEG cycling conference in Sheffield was noted.

c) PTEG stakeholder update received after the meeting **attached** with these minutes.

AOB

It was suggested that the Transport committee meeting could meet at the Met. Offices in Devon. It was agreed that this would be better not before March, **Satbir Gill to see whether this was possible and to advise John Elliott.**

AECOM then described their role in transport and in Local Authorities as in the **attached** presentation. AECOM have 5000 staff in Europe, 3000 of whom are in the U.K. and 5500 staff world wide. There is a considerable degree of autonomy of the different divisions of AECOM to deliver the needs of local customers and to cover the local culture, rather than a highly centralised organisation.



The Chair thanked AECOM for their hospitality together with all from Leeds and Yorkshire for their support

DATES AND LOCATIONS OF FUTURE MEETINGS

Friday September 16th at LGA Smith Square

Friday December 2nd at LGA Smith Square

Attachments with covering e-mail

Minutes of the last Traffic Manager's Forum

HMEP West Yorkshire PTE combined with Leeds City Council two case studies (2 docs)

Government Red Tape challenge attached John Lamb's comments

Core Cities Safer Roads Steering Group minutes

AECOM presentation (abridged)

JE 25-7-11