

## **Working Plymouth**

**Wednesday 3 July 2013**

### **PRESENT:**

Councillor Murphy, in the Chair.

Councillor Ball, Vice Chair.

Councillors Casey (substitute), Darcy, Drean (substitute), Haydon, Michael Leaves, Morris (replacement for Councillor Fox), Mrs Nelder, Dr. Salter, Singh and Wheeler.

Apologies for absence: Councillors Nicholson and John Smith

Also in attendance: Anthony Payne (Director for Place), Gill Peele (Business Manager), Juli Wileman (Transport Projects Manager), Councillor Coker (Cabinet Member for Transport) and Helen Rickman (Democratic Support Officer).

The meeting started at 3.00 pm and finished at 4.50 pm.

*Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.*

#### **1. TO NOTE CHAIR AND VICE CHAIR**

The panel noted the appointment of Councillor Murphy as Chair and Councillor Ball as Vice Chair for the municipal year 2013 – 2014.

#### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest made in accordance with the code of conduct.

#### **3. CHAIR'S URGENT BUSINESS**

There were no items of Chair's Urgent Business.

#### **4. APPOINTMENT OF CO-OPTED REPRESENTATIVES**

The panel discussed the appointment of co-opted representatives.

Agreed that co-opted representatives would be appointed, if required, for specific items of scrutiny.

#### **5. TERMS OF REFERENCE**

The panel noted the terms of reference for Working Plymouth.

## 6. **OVERVIEW OF PRIORITIES FOR WORKING PLYMOUTH**

Anthony Payne, Director for Place, provided the panel with an overview of priorities for Working Plymouth.

The panel was provided with a range of information which highlighted key areas of work across the agendas that would be of interest to Working Plymouth.

The panel was informed that –

- (a) one of the biggest challenges facing the Place department, as well as the Council as a whole, was how services would be managed and delivered against ever decreasing budgets;
- (b) the Plymouth Plan would be an integrated plan for Plymouth, replacing all of the Council's existing strategy documents with one document;
- (c) as part of the Plymouth Plan consultation, the Council had successfully taken over the lease of a shop in the city centre used for hosting events and talks;
- (d) the Get Plymouth Building Programme contained eight initiatives and aims to accelerate housing delivery and help to provide local jobs;
- (e) RENTplus was a new model of affordable housing funding and delivery and provided tenants with the opportunity to buy into the equity of a house after living there for five years;
- (f) officers were still waiting for a full detailed response from inspectors with regards to the refusal of the Derriford Area Action Plan;
- (g) the Council was working with Plymouth Community Homes and British Gas to help to improve Plymouth's housing stock through the EcoMeasures programme;
- (h) the Economic Development team was working hard to attract new investment into the city and increase job creation through programmes such as the 1000 Club campaign, the Plan for Jobs and the Urban Enterprise Programme;
- (i) the Council had commissioned Jones Lang LaSalle to undertake a strategic review of the City Council's property assets in order to ascertain how efficiently the Council is using its land and buildings to make efficiency gain and promote economic growth and jobs;
- (j) the Local Economic Strategy was being refocused in order to achieve a coherent vision for the city as part of the Plymouth Plan process;
- (k) a lot of work was being put into further developing the Plymouth City Deal; Plymouth, Cornwall and Torbay were working together to produce a negotiation document. The document would focus on three specific areas

including better business support to marine sector companies, how to create a better platform for investment and export potential in the marine sector and what physical attributes were required to build a marine production campus;

- (l) officers were working on Plymouth's Ocean City branding;
- (m) officers and Councillors had been working hard to push the connectivity agenda for the South West; task groups continue to lobby central government;
- (n) the Marjon Link Road had recently received Local Pinch Point Funding;
- (o) four Major Transport Schemes, namely Derriford Roundabout, Cattedown Roundabout, Octagon to Derry's Cross and Woolwell to the George, had been identified as the cities priority schemes for consideration of funding support through the funding of the Local Transport Board major schemes funding pot;
- (p) Laira Rail Bridge was to be made into a cycle route as part of the successful LTFS bid; it was considered that this would be a further attribute for the city;

In response to questions raised it was reported that –

- (q) a breakdown of job figures, detailed in a letter from the Assistant Director for Economic Development, would be emailed to the panel for their information;
- (r) an update on Digital Connectivity was not provided to the panel as this information had been provided to the panel previously; it was added that Plymouth was ranked 8<sup>th</sup> out of 64 for connectivity in terms of speed and coverage;
- (s) officers and Councillors were continuing to speak to the Environment Agency and Network Rail regarding the issue of rail connectivity for the peninsula;
- (t) officers and Cabinet Members from Plymouth, Cornwall, Devon and Somerset had a meeting with Network Rail and the Environment Agency – it was agreed that regular meetings would be organised with the local MPs from the Westcountry in order to continue raising the importance of the rail connectivity issue;
- (u) the panel would be emailed with a response regarding the flexibility of RentPlus to allow couples/families to move to larger/smaller accommodation as and when circumstances change;
- (v) the feedback from inspectors regarding the Derriford Roundabout Scheme should not affect, as far as the planning service was concerned, the Plymouth Plan process;
- (w) the Plymouth City Deal negotiations should be finalised by the end of the

calendar year;

- (x) traditionally major scheme funding was looked upon well if Council's provided 10% funding, as part of the major scheme bidding we have looked to put a minimum of 10% but where we can, we have tried to increase that.
- (y) the panel would be emailed with the finish date for the On Street Parking Review;
- (z) the panel would be emailed with information regarding the classification of RentPlus residents as social tenants or homeowners;
- (aa) the panel would be emailed with information regarding the expected number of passengers using the Tavistock to Plymouth rail link line;
- (bb) it was considered that the Council have a good relationship with Plymouth University with regards to the Marine Tank Southwest Marine Energy Park;

Agreed that –

- 1 a breakdown of job figures, detailed in a letter from the Assistant Director for Economic Development, would be emailed to the panel for their information;
- 2 the panel would be emailed with a response regarding the flexibility of RentPlus to allow couples/families to move to larger/smaller accommodation as and when circumstances change;
- 3 the panel would be emailed with the finish date for the On Street Parking Review;
- 4 the panel would be emailed with information regarding the classification of RentPlus residents as social tenants or homeowners;
- 5 the panel would be emailed with information regarding the expected number of passengers using the Tavistock to Plymouth rail link line;

## 7. **EVALUATION OF EAST END TRANSPORT SCHEME - FINAL REPORT**

Juli Wileman, Transport Project Manager, and Councillor Coker, Cabinet Member for Transport, were present at the meeting in order to answer questions regarding the East End Transport Scheme.

In response to questions raised it was reported that –

- (a) there was a bus lane enforcement camera situated near the approach to Prince Rock School which was able to record non-authorized vehicles using the bus gate on Embankment Road; recordings were being monitored and enforced;
- (b) a member of the public earlier this year won an appeal against the Council for

a penalty fine they had received on the grounds that the signage on the approach to the Embankment Road bus gate was confusing, despite the Department for Transport agreeing that signage was to the correct standard; the Council subsequently successfully appealed the decision however the penalty was not reinforced. Officers would confirm the number of enforcements and appeals received in respect of the Embankment Road bus gate;

- (c) the Council's camera recordings are only able to be used for the enforcement of non-authorized vehicles in bus lanes; all other motoring offenses are the responsibility of the Police to enforce;
- (d) officers organised a traffic survey in March 2013 as traffic had increased in Florence Place and Grenville Road; the result of the survey showed that 22% of traffic was a result of this route being used as a rat-run however 78% of the traffic was considered to be local residents and visitors accessing the area; officers would investigate the feasibility of monitoring noise and air quality levels on Florence Place and Grenville Road;
- (e) an evaluation and monitoring programme was developed in order to measure the anticipated outcomes of the East End Transport Scheme; 'after' data with respect to car journey times was not yet available as this was provided by the Department for Transport on an annual basis. The after data was expected in early 2014;;
- (f) an external company was used to undertake the traffic counts;
- (g) automatic traffic counters are situated in the road along Gdynia Way and Laira Bridge, which collect data on a daily basis;
- (h) real time data for bus journey times for Plympton buses was analysed for the November 2013 time period as the information was not available for the March 2-13 period which had been used for other bus services;
- (i) no accidents had been recorded on Embankment Road at the junction of Heles Terrace/ Gdynia Way/ Embankment Road. This will continue to be monitored;
- (j) subsidised bus services would be up for negotiation and then out for tender; proposals would be taken to relevant neighbourhood for discussion;
- (k) data collected showed that in the first eight months of the East End Transport Scheme opening, accidents had generally reduced; it was normal practice for monitoring to take place over a longer period of time however figures were currently positive;
- (l) the Environmental Service was responsible for compiling and monitoring the air quality report which was required to estimate the effects of the East End Transport Scheme. Monitors were in place 24/7 so could take constant readings despite climatic conditions;

- (m) officers would check if 'mean levels' should be used when analysing data other than 'average levels' in respect of noise;
- (n) noise levels on Embankment Road was averaged as 74.1dB and for Gdynia Way was 80.2dB; officers would email the panel to give assurance that the current levels were within safe guidelines;
- (o) Environmental Services used the data from the air quality traffic sensor that was situated within the playground of Nomony Childrens' Centre;

Agreed that –

- 1) officers would confirm the number of enforcements and appeals received as a result of the camera situated near Prince Rock School;
- 2) officers would investigate the feasibility of monitoring the traffic and air quality of Florence Place and Grenville Road in the future;
- 3) officers would check if 'mean levels' should be used when analysing data other than 'average levels' in respect of noise;
- 4) noise levels on Embankment Road was averaged as 74.1dB and for Gdynia Way was 80.2dB; officers would email the panel to give assurance that the current levels were within safe guidelines;

8. **DRAFT REQUEST FOR A COOPERATIVE REVIEW - PARK AND RIDE BUS SERVICE**

The panel discussed the draft request for a Cooperative Review for the Park and Ride Bus Service. Councillors Murphy, Ball, Wheeler, Darcy and Drean put forward their names for the membership of the review however it was noted that non-Working Plymouth Councillors may also want to be included on the membership, if agreed by the Cooperative Scrutiny Board.

Agreed that the request for a Cooperative Review for the Park and Ride Bus Service is sent to the Cooperative Scrutiny Board for their approval.

9. **WORK PROGRAMME**

The panel noted the work programme and discussed the inclusion and deletion of items.

Agreed that –

- (a) the following items be included on the existing draft work programme for Working Plymouth and sent to the Cooperative Scrutiny Board for approval:
  - Sherford Development
  - Hoe Foreshore Maintenance

- Amey Contract
  - Outland Road - Road Closures (evaluation of work)
- (b) a request to delete Britain's Ocean City: Water Quality and Water Management item from the draft Working Plymouth work programme be sent to the Cooperative Scrutiny Board for approval;

The panel also queried the result of the Fire Service Task and Finish Group undertaken by the Overview and Scrutiny Management Board.

- (c) Agreed that the Democratic Support Officer would email Members with an update on the recent Fire Service Task and Finish Group undertaken by the Overview and Scrutiny Management Board.

10. **FUTURE DATES AND TIMES OF MEETINGS**

The panel noted the future dates and times of meetings.

11. **EXEMPT BUSINESS**

There were no items of exempt business.