

## **TAMAR BRIDGE AND TORPOINT FERRY JOINT COMMITTEE**

MINUTES of a Meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held at Council Chamber, The Guildhall, Saltash PL12 6JX on Friday 7 December 2018 Commencing at 10.00 am

Present:-

### **Cornwall Council Members**

John Crago (Co-Chair)

Gary Davis, Derek Holley and Sam Tamlin

### **Plymouth City Council Members**

George Wheeler (Co-Chair)

Pam Buchan, Mark Coker, Jonathan Drean and  
Patrick Nicholson

Also in Attendance: Armand Toms CC  
George Trubody CC

Apologies for absence: Geoff Brown CC

## **DECLARATIONS OF INTEREST**

(Agenda No. 2)

TBTF/24 There were no declarations of interest.

## **MINUTES OF THE MEETING HELD ON 5 OCTOBER 2018**

(Agenda No. 3)

TBTF/25 It was moved by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** That the Minutes of the meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held on 5 October 2018 were correctly recorded and that they be signed by the Chairman.

## **PUBLIC QUESTIONS**

(Agenda No. 4)

TBTF/26 Two questions had been received from members of the public.

**Question from Mr M Spurling, Torpoint**

Mr M Spurling did not attend the meeting. The Joint Chairman (Plymouth) read the question received from Mr M Spurling, as follows:

“Do you carry out maintenance on the ferry at weekends regularly and emergency work, if not what is the reason for this? (e.g government legislation)?”

The Joint Chairman (Cornwall) read out the following response:

“We do not routinely carry out planned maintenance at weekends. Many planned maintenance activities require a number of personnel, and we consider it more effective and efficient to utilise the off-peak weekday periods when the full technical team is available and the operation of a two-ferry service offers working windows for maintenance on the third vessel in daylight.

We do have technical staff available on-call to rectify defects outside normal working hours.

It should be recognised that some defects, particularly those associated with the chain drive, require large teams and specific tidal and weather conditions to be undertaken.

There are many health and safety requirements associated with engineering tasks and support, and we pride ourselves in operating in a safe manner that is compliant with all of the relevant legislation – for example, confined space entry and working at height.

The recent extended refit period for one of the vessels meant that not only were the remaining two vessels worked very hard but also resulted in limited opportunities for weekday daytime maintenance. As a result, more work was done at weekends during this period.”

In response to a question from a Joint Committee member, the General Manager, Tamar Bridge and Torpoint Ferry, confirmed that the off-peak period was usually from 9:30am to 3:00pm.

**Question from Mr T Gulley, Torpoint**

Mr T Gulley attended the meeting and invited the Joint Chairman (Cornwall) to read out his submitted question, as follows:

“As the current 'break-fix' maintenance policy with the ferry is failing, has the ferry management considered establishing a more proactive preventative maintenance regime, such as periodic overnight preventative maintenance?”

The Joint Chairman (Cornwall) read out the response, as follows:

“Tamar Bridge and Torpoint Ferry does not operate a ‘break-fix’ maintenance policy. We operate a very comprehensive Planned Maintenance System that is constantly reviewed and updated as issues are identified. We also have an electronic defect reporting system that enables effective and efficient prioritisation of tasks.

Many of our issues are around the chain drive system, and in particular, the sheaves that guide the chain through the ferry. A lot of analysis has been done on sheave bearing failures in an attempt to identify any patterns in timing of failure, but in line with well documented experimentation on bearing failures that have been undertaken, no definitive expected life of a sheave bearing can be identified. We have also looked at condition monitoring systems and alternative bearing systems, but none have offered any solution that is better than we currently employ.

Another problematic area is the complex power electronics and other electronic control, surveillance and monitoring systems. In most cases in electronic systems there are unfortunately no early warnings or indications of pending failure.

We are in the process of replacing one of the key electronic systems, which is approaching obsolescence, in the current refit programme. We have also done a lot of work on optimising stores holdings and recognition of other obsolescence issues, all of which are being addressed.

With regard to the overnight maintenance proposal, whilst it may appear to be an attractive option, the reality is that it would require a significant additional resource, as not only would we need to have additional technical staff if we were to cover the standard ‘daytime’ engineering support requirements, but we would also require additional crew to operate the ferry whilst maintenance is being undertaken. In addition, for some activities, the added health and safety risk from night work would be significant.

It should be noted that the recent refit took longer than anticipated and this not only put pressure on the two remaining vessels, it also meant that maintenance opportunities to work on them were far more limited.”

In response to a supplementary question from Mr Gulley, the General Manager, Tamar Bridge and Torpoint Ferry, confirmed that the Torpoint ferry refit period was usually one month; however, on this occasion, the refit period had taken longer during which time the remaining two ferries had been pushed to the limit. Much had been learned from this, and every effort would be made to avoid a protracted maintenance period in future.

**SOUTH EAST CORNWALL AND PLYMOUTH TRAVEL DEMAND  
MANAGEMENT OPTIONS STUDY**

(Agenda No. 5)

TBTF/27 Consideration was given to the previously circulated report in respect of the South East Cornwall and Plymouth Travel Demand Management Options Study, presented by the Major Transport Scheme Lead, Cornwall Council.

The Major Transport Scheme Lead, Cornwall Council, drew attention to a proposed change to Recommendation 1. in the report, proposed to read: "That Committee notes the recommendations of the South East Cornwall and Plymouth Travel Demand Management Options Study and supports the two constituent Local Authorities in progressing the five preferred options as set out in Table 3 of the report."

Table 3 of the report, containing the five preferred options identified, was circulated to the meeting for clarification and consideration.

In response to comments and questions from Joint Committee members, the Major Transport Scheme Lead, Cornwall Council, and the Transport Planning Officer, Plymouth City Council, confirmed that:

- (i) With regard to the ferry service across the River Tamar: -  
The concerns expressed by a Joint Committee Member that the report appeared to focus on the Tamar Bridge as the predominant route across the River Tamar, and that other ways of crossing the River in Torpoint should be given equal consideration, which were supported by some other Joint Committee Members, were acknowledged.  
Enhancing the Torpoint ferry and other Tamar ferry services had been included in the long list of options examined, however these were not considered to provide sufficient additional capacity or achieve the necessary benefit cost ratios that would enable them to be prioritised.  
Although the report set out the 5 preferred options to address long term capacity issues for Tamar crossings, this did not mean other schemes and projects were ruled out indefinitely or would not be progressed through other work streams, just not the current priorities for improving capacity.  
The report had been written before the recent resilience issues affecting the Torpoint ferries had come to light and the Demand assessment had been undertaken on the basis of the normal Torpoint ferry service and operational capacity, ie. 3 ferries available for peak hour services.  
Previous studies had been undertaken on alternative methods of crossing the River and these were reviewed as part of the Tamar Demand Management Options Study.  
The report also aimed to clarify the role of the Joint Committee and the role of the Joint Authorities.

- (ii) With regard to water transport:-  
Councillor Trubody, Cornwall Council, attended the meeting, and with the consent of the Chairman advised that the 2011 Tamar Water Transport Strategy was being overlooked, and also that funding was being sought from Cornwall Council for an impact assessment to be undertaken and that support from the Joint Committee could lend weight to the application. He further advised that in respect of raising aspirations at a corporate level, there needed to be a greater ownership of the issues by the Joint Authorities.  
Following a request by a Member, it was agreed that a copy of the 2011 Tamar Water Transport Strategy be circulated to Joint Committee Members.
- (iii) With regard to the economy of Saltash:-  
The strong concerns expressed by Joint Committee Members in respect of the potential effect of the five preferred options on the economy of Saltash; the encouragement of cyclists around Saltash and to the industrial estates; the potential effect of Plymotion on the Town; the need for the half hourly shuttle trains between Penzance and Plymouth to stop at Saltash and at other stations down the line; the need to develop the car park at Alexander Road to accommodate rail users; and the need to pursue further the express bus service between Saltash and Derriford, and also for discussions with a view to pursuing a fast and reliable bus service, which could potentially be a more acceptable option to a proposed Park and Ride, to be held with bus operators, were acknowledged and noted.  
The request for officers to i) actively support the half hourly rail service stopping at Saltash, ii) carry out investigations into the effect of the five preferred options on the economy of Saltash; iii) clarify Plymotion and amend the presentation of the project in future reports; and iv) further examine the provision of a fast and reliable bus service to Plymouth, was noted.  
It was subsequently confirmed that the Plymotion project examined the most efficient way for travellers to get from the start of their journey to the destination point and was not intended to affect retail opportunities in Saltash; and it was also confirmed that discussions were being held with the Department for Transport to escalate the introduction of the half hourly train service. A new timetable was being introduced in May 2019, which reflected an increased number of trains a day, and further improvements were expected later in the year. The Joint Authorities would be working with rail groups to move the improvements forward;
- (iv) With regard to cycle routes:-  
Concerns expressed regarding the need for cycle locations to encompass the whole of Saltash and not only the Tamar Bridge were noted and acknowledged;
- (v) With regard to Appendix A (Long List Sift of Options) and Appendix B (Saltash Cycle Feasibility Routes) to the report:-  
A Joint Committee Member's concern that option L14 appeared to have been discounted, and his request for this to be reconsidered was acknowledged, as were his comments that Appendix B was out

of date, as new cycle routes in and around Saltash were due to be created following significant investment.

In response to comments from some Joint Committee Members that the consultants had been given a narrow brief and that the information considered by them had been provided by the Joint Authorities at the time, it was acknowledged that some of this information was now out of date.

Although the consultant had put forward the five best performing options to take forward, it was possible to include more, although further funding and studies would be required beyond the scope of the current report.

The proposed measures were not intended to take people away from Saltash and impact on the Town's economy; rather, to improve capacity of the Tamar crossings by promoting sustainable alternatives to private car crossings.

Further design and development of more detailed business cases would need to be carried out on the five options identified.

Councillor Davis proposed an amendment to the recommendation set out in the report, to include:- That the Joint Committee recognised a need to increase transport resilience for Torpoint and the Rame Peninsula and will work with the two Authorities to develop plans/options, which could include water/cycle networks, to improve transport resilience and the economic and social development of the Peninsula, and that regular updates be brought to the Joint Committee, which was seconded by Councillor Nicholson, and upon voting was unanimously agreed.

Councillor Holley proposed an amendment to the recommendation set out in the report, to include:- that (i) the Tamar Bridge and Torpoint Ferry Joint Committee notes that further investigations will take place upon the effect of the proposed recommendations on the economy of Saltash and that the outcomes will be reported to the Joint Committee; and ii) that the Tamar Bridge and Torpoint Ferry Joint Committee recommends active support for encouraging the rail operators to instigate a 30 minute stopping service at Saltash, and the outcomes of this support to be reported to the Joint Committee, which was seconded by Councillor Tamlin, and upon voting was unanimously agreed.

Arising from consideration of the report and information provided, in respect of the recommendations as set out in the report and the additional recommendations as agreed, it was proposed by Councillor Nicholson, seconded by Councillor Drean, and unanimously

**RESOLVED** That

1. The recommendations of the South East Cornwall and Plymouth Travel Demand Management Options Study be noted, and the two constituent Local Authorities be supported in progressing the five preferred options as set out in Table 3 of the report;

2. Plymouth City Council's bid to the Government's major urban transport fund – the Transforming Cities Fund (TCF) – has been shortlisted for competitive funding, and that the Transforming Cities Fund, worth £1.28bn shared across twelve cities, and is to be spent between now and 2022/23, be noted;
3. A joint package of measures that will transform Plymouth's sustainable transport network covering its Travel to Work Area, and maximising opportunities presented by the introduction of two trains per hour on the Cornish Mainline, will be developed by Plymouth City Council and Cornwall Council, including reviewing the provision of new Park and Ride facilities at Menheniot railway station, upgrades to Bodmin, Liskeard, Saltash and Plymouth railway stations, improved cycle infrastructure and a programme of personalised travel planning in the Saltash area, be noted;
4. The need to increase transport resilience for Torpoint and the Rame Peninsula be recognised, and work be undertaken with the two constituent Authorities to develop options/plans, which could include water/cycle networks, to improve transport resilience and the economic and social development of the Peninsula. Regular updates to be brought to the Joint Committee.
5. Further investigations to take place upon the effect of the proposed recommendations on the economy of Saltash. The outcomes of these to be reported to the Joint Committee;
6. Active support for encouraging the rail operators to instigate a 30 minute stopping service at Saltash be given. The outcomes of this support to be reported to the Joint Committee.

#### **FUTURE FINANCING - TAMARTAG MONTHLY FEES**

(Agenda No. 6)

TBTF/28 Consideration was given to the previously circulated report in respect of Future Financing – TamarTag Monthly Fees, presented by the Business Manager, Tamar Bridge Torpoint Ferry.

In response to comments and questions from Joint Committee Members, the Business Manager, Tamar Bridge and Torpoint Ferry, and the General Manager, Tamar Bridge and Torpoint Ferry, confirmed that:

- (i) With regard to Recommendation 2. of the report:-  
A Member's suggestion that this should read: "If the requested toll increase is granted, the monthly TamarTag account fee increases from £0.80 to £1.00 from the first full month following implementation of the toll revision." was acknowledged and agreed;

- (ii) With regard to the segregation of the TamarTag fee:-  
Joint Committee Members' concerns that it could potentially be perceived as a 'hidden' income and that it was preferable to have a single income stream, were acknowledged.  
However, the TamarTag fee contributed to the overall income stream and was not intended as a method for income generation. It was a component of the toll regime, which had been in place for some time. A delay in any increase would result in a bigger increase in future;
- (ii) With regard to dormant accounts:-  
A Joint Committee Member's comment that she had previously requested information in respect of dormant accounts, which had not been given to date, was acknowledged.  
It was confirmed that action on dormant accounts was actively pursued and consequently the number of dormant accounts had decreased;  
For a TamarTag to be financially viable to the holder, it was necessary to make at least 2 crossings per month.  
The costs of running a tag scheme, which included staff pension costs, national insurance costs and the introduction of the Living Wage, had risen in the 5 years since the decision was taken in June 2013 to set the tag fee at £0.80. The proposal to accommodate card transactions would also contribute to the rising costs.

It was proposed by Councillor Nicholson, seconded by Councillor Tamlin that the TamarTag monthly fee remains at £0.80.

By 4 votes:5, the motion was lost.

It was subsequently proposed by Councillor Coker, seconded by Councillor Buchan, that consideration of the matter be deferred until the figures requested in respect of low use and dormant accounts are brought to the Joint Committee for consideration.

By 6 votes:0 and with 3 abstentions, the motion was carried.

The General Manager, Tamar Bridge and Torpoint Ferry, confirmed that sensitivity modelling would be conducted, and also that the proposed increase in the TamarTag fee would be omitted from the application to the Department of Transport and the reports to the joint Cabinets would be revisited.

Following consideration of the report and information provided, it was moved by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** that consideration of the matter be deferred until the figures requested in respect of low use and dormant accounts are brought to the Joint Committee for consideration.



**LOCAL GOVERNMENT ASSOCIATION PEER CHALLENGE**  
(Agenda No. 7)

TBTF/29 Consideration was given to the previously circulated report in respect of the Local Government Peer Challenge, presented by the Business Manager, Tamar Bridge and Torpoint Ferry.

In response to comments and questions from Joint Committee members, the Business Manager, Tamar Bridge and Torpoint Ferry, confirmed that:

- (i) Joint Committee Members' appreciation of the event and of the efforts of the Business Manager, Tamar Bridge and Torpoint Ferry, in organising it, were acknowledged, as were Members' comments that it had proved to be the most challenging Peer Challenge so far;
- (ii) The suggestion that a workshop be held was agreed, and a Joint Committee Member's suggestion that the responsibility of the Joint Committee and that of the Joint Authorities be explored in the workshop was acknowledged.

Arising from consideration of the report and information provided, it was proposed by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** That

1.The report and appendices be noted.

**GENERAL MANAGER'S QUARTERLY REPORT**  
(Agenda No. 8)

TBTF/30 Consideration was given to the previously circulated report in respect of the General Manager's Quarterly Report, presented by the General Manager, Tamar Bridge and Torpoint Ferry, and the Business Manager, Tamar Bridge and Torpoint Ferry, who drew attention to the following:

- (i) In respect of paragraphs 2.1 - 2.5 (Torpoint Ferry):-  
The figures in the report related to the period prior to the issues recently experienced of reduced ferry service.  
Past refits had taken a month and it had been possible to maintain a satisfactory service during this period. However the recent refit of the Plym II had taken 2 months, consequently the service had been significantly stretched.  
Lessons had been learned, including the need to shorten the refit period and to increase resilience.  
A meeting with the contractor to discuss the issues had been arranged;
- (ii) In respect of paragraph 2.24 - 2.25 (Bridge Parapet Review):-  
Two mock-up panels were due to be constructed, and when these had been installed, the emergency services would be invited to determine how they would approach any necessary recoveries.

It was anticipated that this would be completed by the end of February 2019.

Cornwall Council had received a petition regarding the height of the parapets. It was considered that the ongoing parapet review would address this issue;

- (iii) In respect of paragraphs 2.30 - 2.31 (Heritage Lottery Fund (HLF) Bid – Learning Centre):-  
An invitation was extended to Joint Committee Members to visit the Learning Centre in February 2019 to see the progress made;
- (iv) In respect of paragraphs 2.38 - 2.39 (Staff):-  
Staff absence was of growing concern, particularly as stress was an emerging issue. A working group had been set up to examine the matter.

In response to comments and questions from Joint Committee members, the General Manager, Tamar Bridge and Torpoint Ferry, and the Business Manager, Tamar Bridge and Torpoint Ferry, confirmed that:

- (i) In respect of paragraphs 2.4 – 2.5 (Plym II refit):-  
The following concerns expressed by Joint Committee Members were acknowledged and noted:- Plym II was still not yet in service; There had been a number of instances when there had been sustained unavailability of the ferry service in recent years; A risk register and also Key Performance Indicator statistics for peak periods for the Torpoint Ferry as for the Tamar Bridge should be included in future General Manager's reports; and social media should be used more extensively and be more detailed to keep the public better updated and informed.  
With regard to the chain drive for the ferries, it was difficult to predict bearing failure and weather conditions, and the length of time taken to undertake the necessary repairs depended on the complexity of the failure. A supply of spare bearings and sheaves was kept in case of such incidents.  
In order to provide a service to passengers, the ferries would usually run in quite severe weather conditions.  
With regard to complaints received by the Undertaking through social media, these were sometimes knee-jerk reactions to issues. However, all structured complaints via social media were recorded. A Member's suggestion that a response to comments on social media always be recorded was acknowledged.  
With regard to the recent complaints regarding the refusal to allow refreshments to be provided to passengers waiting in the queue for the ferry, the decision had been taken on health and safety grounds, as there was a danger to anyone moving around on foot in the vehicle waiting lanes.
- (ii) In respect of paragraph 2.7 (Rock Face Stabilisation Project):-  
It was acknowledged that nearby residents were being affected by the stabilisation works and the contractor had been reminded of the need to complete the works as speedily as possible;
- (iii) In respect of paragraph 2.8 (Traffic Management and Road Safety Project):-

CORMAC was undertaking the design work and specification definition task. The procurement of the works had not yet been defined.

- (iv) In respect of paragraph 2.22 (Bridge Kerb Unit and Deck Waterproofing Enhancements):-  
The aim was for the contractors to work on the southern cantilevers first to gain experience and thereby reduce the overall time needed to complete the project.  
It was intended to publicise the works once a preferred contractor had been selected and detailed working methods were known.
- (v) In respect of paragraph 2.26 – 2.27 (Rocker Monitoring/Inspection):-  
It was currently too early to tell if a closure of the Bridge would be required.  
A plan of works would be developed in 2019, which would be reported to the Joint Committee;
- (vi) In respect of paragraph 2.28 – 2.29 (Cable Stay Monitoring):-  
The description set out in the report was accurate, however it was not currently considered as a significant risk. Nevertheless it was important that it was regularly monitored;
- (vii) In respect of paragraph 2.30 – 2.31 (Heritage Lottery Fund (HLF) Bid – Learning Centre):-  
Some town councillors had visited the Learning Centre.  
Many volunteers were local, however some travelled 20-30miles as they were keen to be involved;
- (viii) In respect of paragraph 2.36 – 2.37 (Health and Safety):-  
Currently the slipways were being pressure washed and treated with algicide. This work was ongoing and was subject to tidal conditions;
- (ix) In respect of paragraphs 2.38 – 2.39 (Staff) and paragraphs 2.40 – 2.41 (Staff Survey):-  
A Joint Committee Member's concern regarding the abuse experienced by ferry staff during the period of the extended refit and stretched service was acknowledged.  
The Management team had provided support to staff whenever it was needed.  
With regard to staff morale, the employee survey recently undertaken did not closely define areas where this could be particularly low due to the need to preserve anonymity. However, the data produced could be distilled and this would be brought to the Joint Committee at a future meeting for consideration.  
With regard to staff leaving, this was usually due to retirement. An exit interview was generally undertaken at this time when the reasons for leaving were discussed.  
With regard to staff sickness, there were higher incidents of sickness at Torpoint Ferry than at Tamar Bridge, where the work was more sedentary;
- (x) In respect of paragraphs 2.42 – 2.45 (Journey Time Monitoring):-  
Data on the length of queues and traffic volume along the A38 to the Looe turn was sought.  
A Member's request that more specific information regarding Tamar Bridge and Torpoint Ferry journey times at peak periods was acknowledged and it was confirmed that this would be developed.

(xi) With regard to PR opportunities:-

A Member's suggestion that there was an opportunity for some positive culture and heritage public relations to be undertaken, particularly in respect of the ferry service, and that a good example of positive PR was provided by the operators of the bridge in Manchester was acknowledged.

Councillor Davis proposed that an additional Key Performance Indicator regarding ferry availability in peak periods be added to future General Manager's Quarterly Reports, which was seconded by Councillor Nicholson, and upon voting was unanimously agreed.

Councillor Davis proposed that a Special Meeting of the Joint Committee be held in January 2019 in Torpoint to receive an engineering assurance report to include: i) planned/preventative maintenance and risks/mitigation; ii) refit maintenance proposals; and iii) enhanced measures during ferry service reduction for resilience, which was seconded by the Joint Chairman (Cornwall), and upon voting was unanimously agreed.

Councillor Nicholson proposed that the draft report on the refit of the Torpoint Ferry to be submitted to members of the Joint Committee for consideration 2 days before the Special Meeting, seconded by Councillor Davis, and upon voting was unanimously agreed.

Councillor Drean proposed that a letter of thanks be sent by the Joint Chairmen to the staff of the Torpoint Ferry indicating its appreciation of the work they had done during the period the ferry service was significantly reduced, which was seconded by Councillor Nicholson, and upon voting was unanimously agreed.

Arising from consideration of the report and information provided, in respect of the recommendations as set out in the report and the additional recommendations as agreed, it was proposed by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and unanimously

**RESOLVED** That

1. An additional Key Performance Indicator regarding ferry availability in peak periods be added to future General Manager's Quarterly Reports.
2. A Special Meeting of the Joint Committee be held in January 2019 in Torpoint to receive an engineering assurance report to include: i) planned/preventative maintenance and risks/mitigation; ii) refit maintenance proposals; and iii) enhanced measures during ferry service reduction for resilience.
3. The draft report on the refit of the Torpoint Ferry to be submitted to members of the Joint Committee for consideration 2 days before the Special Meeting.

4. A letter of thanks be sent by the Joint Chairmen on behalf of the Joint Committee to the staff of the Torpoint Ferry indicating its appreciation of the work they had done during the period the ferry service was significantly reduced.
5. An updated report be brought to the next meeting of the Joint Committee.

### **2018/19 BUDGET MONITORING**

(Agenda No. 9.1)

TBTF/31 Consideration was given to the previously circulated report in respect of 2018/19 Budget Monitoring, presented by the Service Accountant, Cornwall Council.

In response to comments from a Joint Committee member, the Service Accountant, Cornwall Council, confirmed that:

- (i) In respect of Appendix 2 to the report (Capital Programme Monitor Report for the Financial Year 2018/19):  
The typographical error in respect of the Ferry Traffic Control System entry, which should read £600,000 in the latest forecast column, was noted and would be amended.

Arising from consideration of the report, it was proposed by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** That, subject to the amendment in respect of the Ferry Traffic Control System entry in Appendix 2 to the report (Capital Programme Monitor Report for the Financial Year 2018/19) to £600,000 in the latest forecast column, the revised Revenue forecast and Capital Programme for 2018/19 be approved.

### **2019/20 REVENUE ESTIMATES AND CAPITAL PROGRAMME**

(Agenda No. 9.2)

TBTF/32 Consideration was given to the previously circulated report in respect of 2019/20 Revenue Estimates and Capital Programme, presented by the Service Accountant, Cornwall Council and to a presentation given by the Business Manager, Tamar Bridge and Torpoint Ferry.

Attention was drawn to the Key Decision required and consequent amendment to the recommendation set out in the report, to read:

“RECOMMENDATION TO THE CABINETS OF THE JOINT AUTHORITIES:

1. The proposed Revenue Budget for 2019/20 as set out in Appendix 1 to the report, be approved;
2. The proposed Capital Programme as set out in Appendix 2 to the report; be approved;

3. The longer term forecast to 2022/23 be noted.

**RECOMMENDATION:**

The Cornwall Council borrowing rate be agreed.”

Attention was also drawn to paragraph 2.4 of the report (Corporate) by the Business Manager, Tamar Bridge and Torpoint Ferry, which set out the effect on the income and reserve level should the higher rate of tag account fee proposed not be approved.

In response to comments and questions from Joint Committee members, the Service Accountant, Cornwall Council, and the Business Manager, Tamar Bridge and Torpoint Ferry, confirmed that:

- (i) The loans would be made over a 25 year term;
- (ii) Advice would be sought from the Service Director – Resources, Cornwall Council, whether the Undertaking was a nominated infrastructure project;
- (iii) The borrowing would be based on the Public Works Loan Board interest rate. The revised borrowing offer introduced some risk as it would become more expensive than the current arrangement should interest rates increase.

Arising from consideration of the report and information provided, it was proposed by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** that

1. It be **RECOMMENDED TO THE CABINETS OF THE JOINT AUTHORITIES** that each Cabinet recommends to its Full Council that:
  - a) Subject to the information as set out in the table in paragraph 2.4 'Corporate' of the report, the proposed Revenue budget for 2019/20 as set out in Appendix 1 to the report, be approved;
  - b) The proposed Capital programme, as set out in Appendix 2 to the report, be approved; and
  - c) The longer term forecast to 2022/23 be noted.

2. **RESOLVED** that:

The Cornwall Council borrowing rate be agreed.

**ANY BUSINESS THE CHAIRMAN CONSIDERS TO BE URGENT**

(Agenda No. 10)

TBTF/33 The following items were accepted by the Chairman as urgent due to the need for the Joint Committee to receive information prior to the next meeting:

(i) Letter from Sheryll Murray MP

Consideration was given to a letter sent to the General Manager, Tamar Bridge and Torpoint Ferry, by Sheryll Murray MP, in respect of the recent reduction in the Torpoint Ferry service in which she requested that the Joint Committee considered a reduction in the concession for users as a gesture of goodwill.

A Member's suggestion that it was necessary for the Joint Committee to receive relevant advice and for consistent procedures to be adopted and therefore the matter should be fully considered at the Special Meeting previously proposed, and that in the interim, a letter of response from the Joint Chairmen on behalf of the Joint Committee be sent, acknowledging receipt of the letter, expressing the Joint Committee's concerns and advising that the matter would be discussed at a Special Meeting due to be held in January 2019 was agreed.

Following consideration of the above matter, it was moved by Councillor Nicholson, seconded by Councillor Davis, and

**RESOLVED** that a letter of response to Sheryll Murray MP from the Joint Chairmen on behalf of the Joint Committee be sent, to acknowledge receipt of her letter, to express the Joint Committee's concerns and to inform her that the matter would be fully considered at a Special Meeting due to be held in January 2019.

(ii) Tamar Bridge and Torpoint Ferry Joint Committee Work Programme

A Joint Committee Member suggested that in future, a Work Programme for the Joint Committee accompanied the General Manager's Quarterly Report, which was agreed by the General Manager, Tamar Bridge and Torpoint Ferry.

A Joint Committee Member suggested that this was discussed further at the Special Meeting to be held in January 2019.

Following consideration of the matter, it was moved by the Joint Chairman (Cornwall), seconded by the Joint Chairman (Plymouth), and

**RESOLVED** that the information be noted.

The meeting ended at 1.25 pm