



ADEPT South West Board Minutes

Date: 4th January 2024

Time: 9:30 – 11:30

Location: MS Teams

Present:	
Emma Blackham, South Gos – Deputy Chair	Kathryn Haworth
Hannah Bartram	Julian McLaughlin
Kylie Russell	Wendy Lane
Dan Taylor	Hannah Shrimpton
Matt Ward	Samantha Howell
Josie Gough	Alan Denby
Mike O’Dowd-Jones	Miranda Housden - Ice.org
Sarah Valdus	Philip Heseltine
Nigel Riglar	Sally Farley
Meg Booth	Emma Cockburn - SW Highway Alliance
Alan Denby - Torbay Council	Lisa Nash - minutes

Item No	
1	Apologies and minutes – Emma Blackham
2	Department for Transport Update and questions – Dan Taylor
<p>David Glinos sent his apologies and Dan Taylor gave an update as follows:</p> <p>DfT Ministers update: Guy Opperman – Minister for Roads and Local Transport, Huw Merriman, Minister for Rail, Regions and Devolution, Lord Davies, Parliamentary under Secretary of State and Lords Minister.</p> <p>Network North: reallocation of the HS2 funding has been announced with the broad principle of money going to the Midlands and the North. Some national pots relevant to all geographies for example changes to the MRN local contributions from 85% to 100% funding available. Full details likely to come out in Spring. It included a highways maintenance announcement of which local areas should have received notification. It also included a commitment to development for Wellington stations and Tavistock to Plymouth scheme.</p>	

Buses – the £2 fare has been extended.

Questions :

- Matt Ward – Is there any further info on the Plymouth/Tavistock scheme? Answer: rail contacts would provide more info.
- Mike O’Dowd- Jones – is there any clarity on when the reduced requirements for MRN1 would come forward? Answer: different schemes in different stages in development – encourage you to talk to MRN team.
- Sally Farley - 2 Plymouth schemes have been announced –Idea of when? Awkward as people asking questions but can’t divulge anything as unknown. Answer: No definite date – it is treasury approval
- Julian McLaughlin – MRN2 from STB point of view, western gateway working hard to get their own strategic position. Will the criteria set out the STB? Any views? Answer: Timescale planning on this Spring. Role of STB – roads team very supportive

Plan for Drivers Update: There is a lot in the plan but only a few things hit the headlines. Included:

- investment fund traffic signals,
- 4 day standardised parking apps,
- loan rental schemes,
- A review of low traffic neighbourhoods, , which may result in additional guidance. There is no expectation for LTAs to stop particular activities. Local stakeholders have been checking that they can still do things that were in their plan, speak to policy contacts team if any questions.

LTP guidance: Was due to be out months ago unfortunately no update on timescales. DfT general advice is to continue planning as you are.

Active Travel England: working with all re schemes, capital funding and revenue funding

Hannah B Updates:

1. ADEPT and the Future Highways Research Group have published [The Carbon Calculation & Accounting Standard \(CCAS\) Carbon Reporting Guidance for Local Highways Authorities](#).
2. We published a SEND transport toolkit ([here](#)), which was co-developed with Directors of Children’s Services. In addition, we have co-published with ADCS a homes to school SEND policy paper ([here](#)).
3. The Live Labs 2 programme is publishing regular blogs about the 7 projects – the latest introducing the UK’s Centre for Excellence for Decarbonising Roads (North Campus) is [here](#), and introducing Green Print (S Glos & W Sussex) is [here](#). The first Live Labs 2 Expo will be held in Birmingham on 17th April.

Wrt the national hub that links together all participating parking providers (inc LAs) with a wide range of participating parking apps - having run a pilot, DfT is now building the capacity to allow every parking provider in the country to join.

Participation is voluntary – for local authorities and others - DfT aspire to get as close to 100% of the system as possible..

As an incentive, DfT has said that **all LAs who contact them at npp@dft.gov.uk to join the mailing list before Easter will have the £10,000 joining fee for the platform waived**. This carries no

obligation to join – it really is a free gift. Once your team fill out a [short survey](#), they get access to the briefing sessions and (soon) a resource bank for LAs setting out the case to join.

Added from chat

MB -

<https://devoncc.sharepoint.com/sites/PublicDocs/Highways/Roads/Forms/AllItems.aspx?id=%2Fsites%2FPublicDocs%2FHighways%2FRoads%2FTransport%20Planning%2FTavistock%20to%20Bere%20Alston%20rail%2F220928%5FTavistock%5FPlymouth%20Line%20Reopening%20Full%20SOBC%20FINAL%20Web%20Version%2Epdf&parent=%2Fsites%2FPublicDocs%2FHighways%2FRoads%2FTransport%20Planning%2FTavistock%20to%20Bere%20Alston%20rail&p=true&ga=1>

3	Capital funding and programmes discussion - Mike O'Dowd-Jones
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David Carter has left Somerset Council and has been replaced by M OD-J.

Funding availability – capital and revenue on how it's being managed – pressures on councils with funding settlements what they are doing to manage those pressure, implications of funding environment. Some better off in some areas, useful to go through on where people are. Capacity and capability. Monitoring and evaluating

Implications of new funds – time to talk? How people view this. Looks like a pot of money in people's eyes.

Innovation Funding – Live Labs – is it a good model.

What's going well?

NR – fascinating to be involved in a variety of things – complexity with highways around transport , flooding, climate and nature energy side of things including housing – cocktail of funding – putting pressure on S151 etc – Inc capital business , complexity of big buckets of capital funding – hidden costs aren't really understood. A huge corporate effort, things that are being pushed for are really important but feels beyond capability.

EB – Even more revenue restricted. Non statutory policy concern – the resource that is not a capital. Pinch being caused. Reflections on how people deal with delivering capital schemes.

Moved more towards delivering sustainable transport schemes, cycling etc revenue different.

Longstanding issues sense some movements towards this funding opportunity have been on simpler proforma. Still feels different – especially revenue restrain. Capacity to bid for new funds is limited.

AD – Tor Bay has historically struggled with revenue costs, have ideas but haven't been able to put the work in to get to delivery.

Missing piece of puzzle, next few years if Gov changes – another set of programmes where are they going to get the funding from then? Know enough progress is not being made, shortage of skills and capacity. Need more engaged discussion. One experience more of a

co design process, not been able to feed in local need. An intelligence led piece is required.

J Mc-L – From a transport point of view of what have the council have not done this year what they have been able to do? Super keen but shortfall of many millions and out of kilter with financial strain. Constant move of DFP – reviewed every single service statutory to not statutory turned off to make better position. The bus subsidy is about to be chopped as not affordable. BSIP have some grant, but it won't last for long, people will suffer in the future that don't have the transport. Lots of cycleways are being built, but currently having to descope because of the cost – completion unlikely. No maintenance for new cycleways, full of leaves, too slippery, then they won't be used. Real things that have been done to counter pressures, have had to descale revenue fund.

M O'D-J said they are going through the same process, what is statutory and what not – how the law is understood.

NR – A broader piece of work may need to be done by the ADEPT group on this.

Being in a combined authority has produced more money.

MB – has spent the last 6 months looking at portfolio on how to save money, now maxed out particularly on staff. They are lucky as they have design team, so can raise overheads, Benchmarking on schemes, do own risks, public liability rather than going out to private partners.

SH – as comfortable as can be – more of a focus in Wiltshire for managing. Managing risk particularly BAU and preventative programme – limited capacity and struggling to recruit currently.

In the absence of more funding, it is having an impact on what can be delivered to residents, with travel etc. Happy to be involved in a discussion going forward.

SF – echoing a lot on what is being said. It's been brutal in terms of swallowing the cost of inflation, delays in indecision/ decision making from DFT puts stress on those who are having to deliver. Cumulative effect will come to a head on how risks are managed.

MO'D-J said they have had to take the decision not to do some of the schemes.

MB – Highway maintenance plans – heard so many times game changing money, don't however see the details for this. Sounds rosy but knows that will not be the case. Struggles to put the work in when they know they can't fulfil it.

MO'D-J – Must be able to say something positive along the way.

MB - worst position this year than last because of the impact from the weather.

EC – Transformation Plan, regular issue that is sent in good time to take back to Somerset Asset Group – find it hard to allocate time – is there internal support for this?

EB – feels like a working group is required.

- 1) Capitalization
- 2) Revenue implications
- 3) Capacity and Capability

4) Maintenance Transformation

Volunteers welcome – Ann Curves may be able to help – Some policy officers could support as well.

4 Case Study – The Regeneration of Plymouth Rail Station – Matt Ward

Head of strategic developments working for Anthony Payne – slides shown – [add link to slides](#)

Plans so far:

- Café run – Hutong café – and bagel stand
- Passenger numbers have been growing – Good link to the City but still not where they want to be.
- Multi story car park plans, dilapidated building to be developed for office for GWR.
- Taxi pickups to improve.
- New hotel, teaching or residential accommodation. Old car park to be removed to make way for accommodation
- After a number of years, they now have planning status - Key Partners with network rail and GWR and Uni of Plymouth
- To date they have improved the main concourse, making more space for passengers to move freely
- A new roundabout provides better access
- Significant improvement to drainage etc

- Intercity Place – completed project – building now leased to university of Plymouth. Now new teaching space for allied health professionals. Uni invested 33 million to complete project

Challenges include:

- Complex regeneration - 2017 – 2030 timeline – completion hoped for 2030
- Sequential development
- Delays
- Railway organisation / structures
- Multiple partners / focus

Have a good governance for the project – the challenge for the council is it's been driven by them. GWR and network rails focus is mainly elsewhere – difficult to balance with other competing priorities. Do not expect any other funding from them, so future funding to be sought from other sources.

Funding:

GWR office accommodation: £8.10m
 Multi-storey carpark: 18.75m
 Public realm & infrastructure: £9.25m
 Total: 36.1m

Funding:

External funders
 Plymouth City Council - £20m grant and loans

<p>£12m+ gap funding required</p> <p>Committed to progress the project – hoping to resolve and start in next few months.</p> <p>MH – Suggests – planting / would transform the space / has this been thought about? Will show some humanity, something to go on and do now would be a signal of what is to come.</p> <p>Ongoing maintenance could be an issue for looking after plants MW said.</p> <p>EB – an example of how challenging life can be. Is there a view on where the funding issue has come from? MW - It's a from cost inflation, aspirations for GWR to increase. Some of the funding is borrowing. Car parking has changed since covid also eV charging. Lots of moving parts.</p> <p>HB – Community engagement, what do people think? Various of public engagement work done, online, concourse area, feedback positive, some trees will need to be moved, so slightly controversial in terms of that.</p> <p>DT – any thoughts? Interesting project with value especially joining the station to the community and the rest of the town. Can see what is being done especially with pedestrian routes.</p> <p>KR – lots of carparking spaces, can P&R be looked at to reduce the number of cars coming in. Some work being done on this MW said. There will still be some demand, but other options available.</p>	
5	Future Agenda Ideas – Emma Blackham
<ul style="list-style-type: none"> • Sessions on saving efficiently • Improve collaboration across SW • Enhanced learning and enhancement opportunities • How services are evolving through digital • Planning system • Numbers of planning application on income • Affordable housing • Environment work changing – local improvement plans • Will pop a call out for case studies • Live labs and decarbonisation work 	
Update from Hannah Bartram	
<p>Dear all – a short update on ADEPT activities, including that which I mentioned in today's meeting.</p> <p>There's lots more in the monthly newsletter – the next one coming out on Monday – if you do not receive it, please let me know and we will add you to the mailing list. We also put lots of stuff onto the website – see www.adeptnet.org.uk.</p> <p>Transport</p> <p>1. ADEPT and the Future Highways Research Group published The Carbon Calculation & Accounting Standard (CCAS) Carbon Reporting Guidance for Local Highways Authorities on 31 October. Developed by the FHRG and the result of an</p>	

18 month long project which drew in 19 commercial and supply chain partners from across the sector, the guidance will support Local Highway Authorities in establishing their carbon footprint. It also supports the goals for reducing carbon emissions set out in the Climate Change Committee's Sixth Carbon Budget. There is also a Highways News' podcast that features Proving Services' Simon Wilson talking about the guidance – you can [find the podcast here](#).

2. We published a SEND transport toolkit ([here](#)), which was co-developed with Directors of Children's Services. In addition, we have co-published with ADCS a homes to school SEND policy paper ([here](#)) that sets out shared analysis of the issue and the solutions which we consider will make the most significant impact. We have sent a joint ADEPT / ADCS letter, along with the policy paper, to the relevant ministers at DfE and DfT outlining our concerns and requesting a meeting.
3. The Live Labs 2 programme is publishing regular blogs about the 7 projects – the latest introducing the UK's Centre for Excellence for Decarbonising Roads (North Campus) is [here](#), and introducing Green Print (S Glos & W Sussex) is [here](#). We are now planning the 1st Live Labs 2 Expo, which will be held at the Birmingham Exhibition & Conference Centre on 17th April. More info to follow!

Devolution / Growth / Planning / Workforce

4. There will be a joint Sustainable Growth / Environment Board meeting on 28 February. The purpose is to understand how the quality of our rivers and other blue spaces impacts on local nature recovery and housing/infrastructure development, and how local authorities manage these competing demands. Issues to be covered include water quality and pollution, the impact on wildlife and leisure, nutrient neutrality, water neutrality, catchment planning and landscape recovery, and mitigation schemes to reduce pollution and abstraction. If you would like to attend, please email ADEPT Policy Officer David Dale (daviddale2401@gmail.com).
5. We put out a media comment on the Autumn Statement (see [here](#)). It was announced just before Christmas that the Spring Budget will be published on 6th March; we hope to publish a joint statement with ADASS, ADCS and ADPH.
6. ADEPT and Colas have published a toolkit to tackle local government staff retention crisis - see [here](#). We will be launching a (mini) EDI campaign in February (to coincide with LGBT Month).

Field Code Changed

Environment

7. We hosted a workshop with 20+ LAs to share some of the challenges experienced in working with iChoosr / Solar Together. We then held a highly productive meeting with iChoosr; encouragingly, the provider is already actively addressing concerns outlined in ADEPT's report. They remain keen to collaborate in addressing any further issues moving forward.
8. The government finally published its [response](#) to the Glover Review (of protected landscapes). The new package of measures includes launching a search for a new National Park, 34 new landscape recovery projects, new forests and funding to help more children get outdoors. It also published draft guidance on biodiversity net gain ([here](#)), which will come into force on the date the regulations come into force and biodiversity net gain will commence. This will be updated once the date is confirmed. The NAO is also undertaking a review of how Defra and NE has set up statutory BNG thus far, particularly about how, and how well, they have communicated with LAs and LPAs.
9. The latest Climate Change blogs focus on two of the Autumn Conference workshops: [greening our urban spaces](#) written by Ellie Robinson (National Trust) and Clare Warburton (Natural England) and [delivering local nature recovery](#) written by Penny Borton (Jacobs).

Events / Other

10. Dates for your diary:

- a. Due to the train strikes / overtime ban, we have rescheduled the green finance training day (originally 6th December) till 7th March. You can book [here](#).
- b. The 1st Live Labs 2 Expo will be held in Birmingham on 17th April.
- c. The Spring Conference and Annual Awards Dinner will be held in London on Thursday 16th May 2024.

11. A write up of the 2023 Autumn Conference is [here](#).