

**Integrated Sustainable Transport Taskforce****Date:** 17th May 2022**Time:** 10am – 11.30am**Venue:** Teams**Apologies:** Andy Farrell (Chester BID), Tony Barcroft (CRAG)

No	Item
1.	<p><u>Welcome and Introductions</u></p> <p>Cllr Shore welcomed all to the meeting.</p>
2.	<p><u>Minutes from the Previous Meeting</u></p> <p>The minutes from the previous meeting were noted.</p>
3.	<p><u>Update on ATfest proposal and the role of the ISTT in progressing this</u></p> <p>Stephen Perry gave a presentation updating the group on the ATfest. Initial members of the 'Working Group' have met on a number of occasions, supported by CRAG, CCC, CW&C officers and MC, to review various options for the ATfest. These meetings confirmed an external Event Manager will be essential, funding will be needed for this and to pay for attractions on the day. An application was prepared for SpaceHive crowdfunding but were unable to progress with the application. Faced with uncertainty it has been decided to delay the event until Spring 2023 with a provisional date of 29/30 April 2023.</p> <p>The primary objective of the proposed event is to encourage residents of Chester and its suburban areas to walk, cycle or wheel into the City Centre and realise that such means of active travel are real and practical alternatives to getting in a car.</p> <p>The content of the proposed event will be based on two essential elements:</p> <ul style="list-style-type: none"> • 'Pull' attractions in and around the city centre which will encourage residents to take part in a variety of fun, educational and practical events throughout the day • 'Push' initiatives promoted within local communities, schools, business groups, etc., where group leaders will encourage friends and colleagues to walk, cycle or wheel into the city, thus making 'the trip' part of the fun. <p>It is still felt that ATfest provides an exemplary opportunity as an ISTT flagship project. To evaluate the level of support and commitment and generate ideas</p>

	<p>it was proposed to organise a workshop in the next 4-6 weeks inviting ISTT Core Group, local councillors and senior CW&C officers.</p> <p>Cllr Shore expressed officers and senior councillors share the view that it's a great idea, suggested having another meeting to understand the challenges and supported the idea of a workshop and asked for permission to invite some of the local ward councillors and Cllr Beacham.</p> <p>SD suggested they may be able to help regarding crowd funding application due to them having charitable status.</p> <p>MG added there is opportunity at the Green Expo event being held in June to test public interest for ATfest.</p> <p>NS said MC are hugely supportive, and added they have people who could project manage the event, and it would be worth them looking at another SpaceHive application.</p> <p>RM wondered if we could approach Travel England for one-off funding adding other people in LEP and other organisations may want to jump on board such as Sustrans.</p> <p>KH advised living streets could support as a partner with funding and comms etc. and how partnership working provides a strong application for funding.</p> <p>SP expressed concerns over liability, NS advised the council public liability would cover the delivery of the events Cllr Shore added she would check and suggested bringing the working group meeting forward.</p>
4.	<p><u>Update on Grosvenor Bridge</u></p> <p>Andy Raynor gave an update on Grosvenor bridge, in 2020 highways looked at Grosvenor bridge and other ways into Chester. They did a temporary widening of the footway over the bridge and brought in a 20 mile speed limit on a temporary traffic regulation order basis. In September that became a temporary TRO. November 2020 they removed the cylinders and extended the cycle lanes over the whole of the bridge. There is a task group currently reviewing the speed limit policy looking at how they assess 20 speed limits and looking at data collected before and after the 20-mile speed limit. The TRO has now expired and the speed limit is back to 30mph, the group realise that 20mph is the desirable speed limit and want a scheme in place to make a 20mph speed limit more compliant.</p> <p>AR advised they are looking to set up a workshop with the ISTT group and invited members to share ideas with him. AR has had a preliminary meeting with the Cheshire police and indications are positive in that they are not dismissing the 20-mile speed limit. In a couple of weeks AR will get back in touch with the group.</p> <p>SP suggested for the work shop the flashing light indicators, AR took that as a note. RM agreed these are hugely effective and encouraged these ideas.</p>
5.	<p><u>Update from WSP on Local Cycling and Walking Infrastructure Plan (LCWIP) refresh</u></p>

	<p>Lucy Low gave a presentation, the LCWIP was put together in 2019 to provide a long-term infrastructure plan for the borough. That plan was adopted early 2020 and that is the basis of where we know we would like to prioritise active travel investment. The requirements for the new commission are to review the proposals in the LCWIP against the latest design standards.</p> <p>WSP will review proposals against the latest design guidance Local Transport Note (LTN 120), sense test the LCWIP schemes feasibility and deliverability, progress agreed schemes to outline concept design standard, cost and appraise schemes and prepare a prioritised list of LCWIP schemes for delivery. They will evaluate the Walk Ride Thrive consultation, consider scheme impact against other modes, review the BSIP, review cross border and adjacent authorities active travel schemes.</p> <p>In terms of outputs, there have been site visits, constraints in terms of land ownership and highway boundaries have been looked at. Concept design will be available to the council in CAD and also in GIS in the future. There will also be a carbon appraisal to understand the quantitative carbon benefit of the active travel schemes. There will be a delivery plan to provide the council with a pipeline going forward.</p> <p>SP asked if it would be possible to have some involvement, KL advised there will be collaboration opportunities for the group going forward.</p> <p>JV asked if part of the study was to develop the Hoole Road corridor and asked about the Marriott Hotel planning approval impact on the railway station to Westminster Road route, also the improvement of the A54 cycle route and HS2 impact.</p> <p>Cllr Shore confirmed Hoole Road was still a priority, regarding the Marriott Hotel a supplementary planning document has been produced which says we need to prioritise cycling in planning applications.</p> <p>RM advised she is the lead director for CW&C for HS2 and there is a vote going to council this week to whether we petition or not. If we get the approval to petition we'll be able to take our issues there for assurances of mitigation by HS2.</p> <p>TS asked if the paper produced by AF last year was being considered, KL advised there is work being discussed to make sure we have the movement strategy for the city correct.</p>
6.	<p><u>Update from Kristy Littler</u></p> <p>Kristy gave a presentation, available, to update on schemes. On the Helsby to Frodsham Tranche 2 scheme, we received £489,000 funding from Department for Transport (DfT), looking to complete by 17th June. We have introduced one new toucan, made improvements to side road crossings,</p>



introduced about 1.2 miles of cycle lanes and upgraded 41 LED lighting columns, introduced a speed limit reduction. We are commencing work with Helsby High and feeder schools and also have monitoring in place.

In terms of Active Travel England (ATE) there is a new shadow body they are scrutinizing our investments more rigorously, making sure that we comply to LTN 120 standard and asking for further design assurances on some of our schemes. They're looking to focus where the potential for cycling is greatest, typically inner and central areas, and they want to invest in areas where mode shift may be greatest.

The Chester Way, Northwich scheme we consulted on in January/February was agreed by a large 67% of people, ATE want us to be more ambitious, upgrading junctions giving priority to pedestrians and cyclists. They were looking for potential removal of central reservation and widening of footways on the Chester way scheme.

On National Bus Strategy, the Bus Service Improvement Plan (BSIP) had been submitted, our priority was covid recovery, currently passenger numbers are around 60% of pre-covid. We now have a draft EP plan and scheme cabinet paper that was made legal on 18th April and submitted to government. CW&C asked BSIP for 37 million to deliver the 11 packages and received a nil settlement and are waiting for feedback from government.

CW&C are looking to renew the P&R contract, we have three sites operational, patronage is still in recovery mode, we need to review the operating models that we have. We need to do soft market testing with operators, review the spare capacity and complete user and non-user surveys.

The E scooter trial updated since the queen's speech that could create regulations to legalise E Scooters potentially giving new powers for local transport authorities to shape and manage rental operations, that also covers e-cycles, pedal cycles.

We put a submission to DfT for just over £700,000 over three years for social prescribing on active travel modes in Ellesmere Port area to address health inequalities, to improve physical activity. We have five hubs that we put forward that we would potentially work with. Potential support measures will be monitored and evaluated by University of Chester.

DfT have given each local authority a grant to look at refreshing their local transport plans. We have, BSIP, LCWIP, Climate Emergency Response Plan (CERP), Parking Strategy and we need to build in de-carbonisation, and the Local transport Plan (LTP) needs to be rewritten before the end of next parliament (2024)

	<p>MG asks for Park and Ride to be a priority, and we can work collectively to make this a success.</p> <p>DB asked how are we quantifying decarbonisation and how many car journeys are being taken off the roads. Also, are some of the packages in the BSIP plan still able to have an effect through other funding. RM thanked DB for his comments and agreed it is critically important how we quantify measures, we are of the same mindset and we are working daily on that. KL added that we are looking at various ways of implementing elements of the BSIP plan and looking at how we can make the best of the resources we have.</p> <p>CH asked for an update on mini holland, RM advised we were unsuccessful in our bid, and is chasing DfT for feedback. CH requested this information be communicated with the key stakeholders who worked on the bid, Cllr Shore agreed and confirmed that will be communicated with that group.</p>
<p>7.</p>	<p><u>Response to the proposed list of possible ISTT Working Group issues</u></p> <p>Rose gave an update on working groups, explaining some groups have been suggested and others came about organically such as the removal of 20 mph on Grosvenor bridge, we would like to make that a formal working group as we start to look at that scalability for the rest of the city, Winsford, Northwich, Ellesmere Port and other towns.</p> <p>ATfest we would classify a working group as well as that workshop group which Cllr Shore has kindly taken on to set up, this again is something we could maybe deliver in different cities.</p> <p>Following the nil settlement we received, we have had to come back in house to think about the enhanced partnership and how we relate our bus conversations to the Bus user group, that includes P&R, ticketing and fares. We'd like to generate a working group using people from the group, include the university who are keen to make the P&R a success, we need to link into the DfT on their national advertising campaign, working to increase patronage. The Northwich active travel scheme would be brilliant to bring people in this group together on.</p> <p>RM and MG have been in talks about potentially using Chester as a case study for a translation on the national freight strategy, so that would be another suggested group.</p> <p>RM asked for any further suggestions to be sent directly to her who will take leadership on this.</p> <p>RM added she is trying to organise a DfT group visit to Chester. Lord McLaughlin is coming to visit with Louise Gittins, Baroness Vere has allowed us time in her diary to talk about BSIP.</p> <p>We have been lobbying to get the reinstatement of Avanti direct services from London Euston to Chester, in September we will be restored to the full 14 direct services a day.</p>

8.	<p><u>AOB</u> RM apologies for the lateness of circulating the agenda and minutes and will be working with KL and SL to give you dates to expect things. Minutes can take up to two weeks to complete and we aim to get the agenda out at least a week before the meeting. Cllr Shore advised she cannot make the next scheduled meeting and it was agreed to bring it forward.</p>
	Close

Date of the next meeting – Tuesday 19th July 5.30pm