



Minutes of ACT Travelwise South East Meeting Cowdray Room, Parkside, West Sussex County Council, Chart Way, Horsham, at 1.00pm on 27.04.18

Present

Stefan Dimic (SE Chair)	Let It Be Marketing & Promotion
Andy Moulard (SE Secretary)	West Sussex County Council
Li Huang	Mott MacDonald
Sarah Crane	Mott MacDonald
Craig Barrack	Carbon Heroes/Act Travelwise
John Henderson	Highways England
Mark Strong	Transport Initiatives
Helen Corkery	Living Streets
Amanda Morris	Hampshire County Council
Tim Rigby	Surrey County Council
Pam Nelson	Colchester Travel Plan Club
Faye Panah	Hertfordshire County Council

1. Welcome and apologies

SD welcomed everyone to the meeting, and in particular Pam Nelson and Faye Panah from Eastern Region, who attended the earlier workshop session. SD also thanked SC for attending to give a presentation under item 4. Apologies were received from:

Anna Mahoney, Motion
Daniel Bianco, Brighton & Hove City Council
Andy Winmill, WSP/Act TravelWise

2. Minutes of the last meeting

The minutes of the previous meeting were agreed. AM explained the change in format for this meeting, with item 4 now being a presentation and group discussion in place of the update from members. The change reflects the format of other regional meetings. AM welcomed any feedback on the change.

3. National activity

CB gave an update from the Board. The annual conference was held in Birmingham in January and was very well received with attendees providing an overall feedback score of 4.5/5. This year the format comprised of 6 mini workshops, with two running in parallel. The location was also popular and the intention is to continue using the venue in the future. Those present agreed that the conference was excellent.

The application for charitable status has been submitted to the charities commission and Act TravelWise is now awaiting the outcome. Once charitable status has been granted Randall can start to look at potential funding sources.

CB reminded the group that two new forums have been established: a business forum geared towards private sector members, and a health forum geared towards the health and wellbeing sector. The Chair of Act TravelWise (Dan Blanchet) is keen to establish a third forum to focus on innovation, which could focus on new technology or new thinking. Consideration is also being given to the renaming of the business forum as 'business network'.

Dan will shortly be emailing out a spreadsheet to help identify the reach and influence of the organisation.

New sign-up sheets are being issued at regional meetings and workshops to ensure that all future correspondence complies with the new GDPR requirements being introduced in May.

AM asked whether the 2018 membership was broadly the same as in 2017 as he was aware of at least one SE regional member that had not renewed. CB stated that he thought membership had grown slightly. CB also stated that the organisation needed to move to an automatic renewal model.

ACTION: AM to contact Randall to obtain the latest membership list

ACTION: SD to contact Helen Roby re: NBTN membership list

MS asked whether members could attend any regional meeting/event. CB confirmed that members can attend any regional event. There is scope to hold another joint SE/London regional meeting and training workshop in September.

4. Presentation: Sydney Travel Choices

LH introduced her colleague Sarah Crane from Mott MacDonald, who is a specialist in Travel Demand Management. Sarah gave an excellent presentation about the Sydney Travel Choices programme - in spite of some technical issues! The presentation slides will be circulated with these minutes and uploaded to the Act TravelWise website. The following questions were raised:

Q. It was interesting to note that people changed the timing of their morning journeys (earlier) but there was no retiming of afternoon journeys. Did people start working longer hours?

A. Possibly (e.g. accruing flexitime) but they may have been visiting the gym before work, or taking longer lunch breaks.

Q. Is the culture different in Australia, where owning large trucks and the provision of underground car parks is common?

A. Yes – similar to the sense of entitlement to parking outside your house in the UK. Time was a key motivator/message, and participants were asked to think about changing their behaviour even on just one or two days a week.

Q. Was trip length data collected?

A. Further information about this can be provided upon request. The water/harbour provides a barrier (15 min walk across the bridge) but some people do walk to work. Transport for New South Wales does not promote cycling and drivers don't like cycle lanes taking road space from cars.

Q. Were health messages part of the behavioural change approach?

A. Yes – and also aligning with company policies/corporate messages. Pedometer challenges were also used.

Q. Did you have any issues engaging with businesses?

A. Yes. Getting to the right person (e.g. FM) was key. Achieving buy-in and support from senior employees (e.g. Chief Exec) was also helpful, although these people were often drivers. Recruiting businesses was difficult but intermediaries, such as chambers of commerce, were helpful.

Q. Were targets set from the outset?

A. Yes. Year 1 = 5% reduction in am peak hour car use (4.8% achieved). Year 2 = 15% (8% achieved). N.B. AM peak period was the heaviest for traffic.

Q. Were any issues relating to school journeys identified?

A. The issues are different from the UK as students get free travel.

Q. Were any public transport discounts offered?

A. No. Previously there was an interchange penalty when switching modes, but that was reduced as part of the project. Opal Cards (similar to Oyster cards in UK) were provided free for staff travelling on business instead of claiming fuel costs. The cards were also posted ahead of time to staff making inter-state flights in order to facilitate onward travel when arriving in Sydney.

5. Dates and venues for future meetings

It was agreed that the next meeting (autumn 2018) should be a joint meeting with London region, with a regional training workshop in the morning on the theme of Mobility as a Service.

LH offered to host the next the training workshop and regional meeting at Mott MacDonald's London offices.

ACTION: LH to book regional training event and meeting in liaison with AM, Randall, and London regional rep(s)

6. AOB

MS gave demonstrated one of the Brighton bike hire bicycles that he had brought with him. MS also gave the following update on bike hire schemes, with particular reference to the Brighton scheme:

There has been a rapid rise in dockless bike hire schemes recently, which is partly due to the advent of new technology from China. Such schemes, where they exist, should be seen as a seamless part of a Travel Plan and are increasingly expected to form part of the local transport mix.

Mobike is operating in Greater Manchester at no cost to the local authority. The downside is that the LA has no influence over the scheme. Ofo is operating in Norwich and Leeds and have pledged to only operate in areas where they are wanted. They also pay staff the Living Wage.

Car Plus/Bike Plus (soon to be rebranded) is the not-for-profit NGO established to promote accessible shared mobility. It has developed a code of conduct for operators.

Key message: the bar for entering the market is coming down. Schemes can work well in places where there is a commuter market and potential for inter-site business travel or other utility trips. The leisure market can also help to bolster schemes in such areas. Schemes that only focus on the leisure market (e.g. Blackpool) are more likely to fail.

For the Brighton scheme £1m was secured from the LEP, which funded 500 semi-dockless bikes (£2 fee if you lock the bike outside a designated hub – the fee is the same as a single bus fare). In Brighton the demand for night buses is reducing as small groups prefer to use Uber and avoid waiting for the bus. As a result, individuals are now using the bike hire scheme to get home after a night out and an unexpected weekend peak in demand has been observed at 2am. Only one bike has been stolen during the first 6 months of operation.

Earlier this month Uber announced that it had purchased the dockless bike hire company Jump. In San Francisco and Washington Uber now offers bike hire as an alternative to its car service where this may be a faster option.

There being no other business SD closed the meeting.

N.B. After the meeting Amanda Morris provided the information about the regional framework for EV charging infrastructure (see overleaf).

Central Southern Regional Framework for Electric Vehicle Charging Infrastructure

Hampshire County Council has recently announced a new public sector Regional Framework for Electric Vehicle Charging Infrastructure. The Framework has been procured through OJEU and therefore you don't need to undertake a costly supplier procurement process.

It is for public sector organisations in the framework area (Berkshire, Dorset, Hampshire, Isle of Wight, Oxfordshire, Surrey, West Sussex). This includes County Councils, unitary authorities, city, district, borough and town councils, Universities, FE establishments, National Park Authorities, Housing Associations, Police Authorities, Fire and Rescue and other emergency services, Academies, Schools and the Ministry of Defence.

The supplier undertakes feasibility on behalf of the organisation, looking at the best options including financing and possible income from the EVCP. If you choose to go ahead the supplier can assist you with the organisation of installation, service and management of your charging points.

A regional Framework means that as charging points are increasing installed in neighbouring counties the rising number of EVCPs with similar payment methods makes travel in an electric vehicle much easier and less stressful.

What will it cost? There is a £1 notional charge (so in essence it is free!) to enter into the feasibility stage with no commitment to go ahead after the feasibility stage. The supplier will help you with understanding of future costs for installation, deployment and management, for your forward plans.

Contact: energy@hants.gov.uk for further information or to access the framework