

DRAFT
Hertfordshire Local Transport Body Board Meeting

14:30pm – Thursday 3 April 2014, County Hall, Hertford

Those Attending:

Attendee	Organisation
Core Members	
Cllr Terry Douris (TD)	Hertfordshire County Council (<i>Chair, Hertfordshire LTB</i>)
Cllr Mandy Perkins (MP)	Chair, Hertfordshire Infrastructure and Planning Partnership
Andrew Percival (AP)	Hertfordshire Local Enterprise Partnership
Supporting Officers	
Joan Hancox (JH)	Hertfordshire Local Enterprise Partnership
Jane Custance (JC)	Hertfordshire Planning Group
Mike Younghusband (MY)	Hertfordshire County Council
Jon Tiley (JT)	Hertfordshire County Council
Richard Boutal (RB)	Hertfordshire County Council
Morag Saunders (MS)	Hertfordshire County Council
Andy Summers (AS)	Hertfordshire County Council
Alissa Ede (AE)	Hertfordshire County Council
Sue Jackson (SJ)	Hertfordshire County Council
Jo Brown (JB)	Hertfordshire County Council (Communications Team)
Ian Clarke (IC)	Arup
Tina Gigg (TG)	Hertfordshire County Council (<i>Minute Secretary</i>)
External Visitors	
Peter Orban (PO)	Sustrans
Nigel Brigham (NB)	Sustrans
Nick Bickel	Public

Minutes:

Serial	Agenda Item	Actions
1.	Welcome, Introductions and Apologies for Absence	
1.1	The Chair welcomed all to the meeting who then introduced themselves.	
1.2	Apologies for Absence were received from: <ul style="list-style-type: none"> • Network Rail • Highways Agency • TfL • Ian Cox, Hertfordshire County Council (Tina Gigg is standing in for this meeting only as Minute Secretary). 	
2.	Minutes of Previous Meeting	
2.1	The minutes of the 3 March 2014 Hertfordshire Local Transport Body (Herts LTB) Meeting were agreed to be an accurate record and, as such, were signed by the Chair.	
3.	Conflicts of Interest	
3.1	No conflicts of interest were declared.	

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4.	Progress & Updates Since Last Meeting (verbal updates):	
4.1	<p><u>DfT/Government Guidance and Announcements</u> None.</p> <p><u>Highways Agency Update:</u> The A1(M) pinch point scheme is now on the Highways Agency website, and it states that the scheme will start in Spring 2014, but is not more specific about when in Spring.</p> <p><u>Network Rail Update:</u> Cabinet/Full Council have approved the petition to Government on the Hybrid Bill and associated formal Environmental Statement for HS2. More details are in the Cabinet/Full Council papers, JT can forward details of these papers. TD explained that Sir David Higgins (HS2 Chief Executive) will be having quarterly meetings with all the authorities involved. MP hoped that both county and district level would be involved.</p>	JT
5.	Strategic Economic Plan Update	
5.1	JH informed the group that the draft SEP had been submitted to Government on Monday 31 March 2014, and thanked all those involved in putting the HCC transport documentation together. The submission is only part of the overall process, and the start of the negotiation process. The result/outcome of this stage of the bid is expected in July 2014.	
5.2	AP stated that all projects need to lead to opportunity (i.e. provide some sort of economic return) and not just solve the transport problems. JH confirmed that the draft SEP now says more about housing.	
5.3	The document also contains a proposal for an Infrastructure fund, as currently there is no mechanism for bringing together CIL for each of the Districts/Boroughs. MP stated that this could create tensions between the local authorities as levels of CIL are different between them.	
6.	LTB Priority Schemes	
6.1	TD acknowledged the comments received from Mr Bickel, but stated that Mr Bickel's comments would be considered amongst any other comments received at the next meeting following a consultation period.	
6.2	RB gave a presentation on the business cases for both the A120 Bypass and A602 Improvements, (that are seeking LTB/LEP funding), and set out where both projects were in the Gateway Process.	
6.3	<p><u>A120 Bypass (Little Hadham)</u> HCC provided evidence that the project has met the criteria to pass into the design stage (Gateway 4).</p>	
6.4	The main objectives of the project are to improve the journey times, and deal with the flooding and severance issues. MP stated that it is not just about reducing journey times, but also giving the public certainty on journey times.	

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6.5	The key outcomes show that there is a very high Benefit to Cost Ratio (BCR) for this project due to the journey time improvements.	
6.6	It was noted that the A120 Bypass transport business case refers to the business case currently being prepared by the Environment Agency for the flood alleviation scheme. AP suggested that the wider benefits of both schemes be considered within the transport business case. These have been noted in the business case, but not included in the calculation of the latest BCR, yet it still scores as very high (9.1). DfT have recently issued guidance on incorporating wider benefits into BCR calculations, and this guidance came out after the business case was completed.	AE / RB
6.7	AP again raised the issue of opportunities, and should we not be considering future traffic growth and acquiring the land now for any future dualling? There is no intention to pursue this at the moment as modelling has shown that a single carriageway would provide sufficient capacity and the proposed bypass ties in to a single carriageway on either end. HCC may consider seeking a legal position on whether or not the option of acquiring more land for future use is possible, if appropriate.	AE / RB
6.8	JH indicated a legal agreement might be required with the LTB to govern the funding arrangements for the A120 bypass.. It was confirmed that further details are required on this.	
6.9	AP questioned whether the consultation process would be co-ordinated with the Environment Agency for the management of the Flood Alleviation Project. RB outlined the stakeholder engagement that would be required, and clarified for AP that there would be joint consultations for both the Bypass and flooding schemes. MP requested that East Herts Council be included in all consultation events. It was noted that East Herts Council are part of the governance on the project board.	
6.10	It was agreed that the business case project objectives should be refined to reflect how the project contributes to economic growth.	MY/RB
6.11	<u>A602 Improvements (Stevenage to/from Ware)</u> This project is not as far advanced in the Gateway process as the A120, and its business case puts forward a single scheme to be funded, although the project comprises 8 junction and alignment schemes. The project demonstrates growth benefits for the LEP, but not at the same scale as the A120.	
6.12	It was clarified that Section 5.3 within the A602 Scheme Business Case Scrutiny paper was a recommendation to publish the draft business case.	
6.13	It was agreed and passed by the 3 core members of the LTB Board, that the A120 Bypass is the priority scheme for delivery. HCC will carry on with the development of the A602 Improvements project, so that the project is ready to deliver if additional funding becomes available. The Scrutiny recommendations for the A120 and A602 Business Cases are:	

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	<p>A120 - It is recommended that the draft Business Case and the supplementary documentation are published for consultation purposes as required by the LTB's Assurance Framework.</p> <p>A602 - It is recommended that the amended draft Business Case (updated to reflect the discussion of wider benefits) is published for consultation purposes as required by the LTB's Assurance Framework</p> <p>The Businesses cases will be published for consultation before coming back to the LTB for funding approval decision.</p>	
7.	Croxley Rail Link	
7.1	Croxley Rail link has been delayed due to the Metropolitan Line Upgrade Project, which has impacted on costs and the programme of delivery. HCC is currently working with DfT, who are still supportive of the project. HCC will be putting forward a funding package to DfT, with funding for the project supported through the LEPSEP proposals.	
8.	A1 Update	
8.1	HCC have submitted a response on behalf of the Hertfordshire A1 Corridor Consortium to the Highways Agency Route Based Strategy. The development of a strategy for the A1(M) is progressing, and HCC will present the latest thinking at the next meeting of the consortium, currently planned for 30 April 2014.	
9.	Hertfordshire LTP Transport Vision	
9.1	AS gave a presentation around the development of a new LTP Transport Vision for Hertfordshire up to 2050. LTP3 (2011 – 2031) reflects a certain period of time, and doesn't reflect the new national priorities that have arisen in the last few years (i.e. economy, and housing/jobs growth). It will also be an opportunity to identify the next generation of major projects for Hertfordshire.	
9.2	Developing a long term transport vision for the county is also important for influencing a number of national delivery plans, such as: <ul style="list-style-type: none"> - Network Rail's set funding periods (control period 6, 2019-2024 will be set soon) - Highways Agency route based strategies - DfT Rail Franchises 	
9.3	A LTP Vision would also be highly beneficial for the various adhoc DfT funding bids that require a rapid turn around, as it would have already set out the economic benefits and so would save time.	
9.4	The next steps are to: <ul style="list-style-type: none"> - identify the challenges (Summer 2014) - public consultation (Autumn/Winter 2014) - Final Vision (Spring 2015) 	
9.5	AP suggested that the impacts of air travel should not be forgotten, and to consider transport issues outside the borders of Hertfordshire.	

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10.	Forward Programme	
10.1	MS suggested Time-lining for the LTB Priority Schemes Business Case Consultation.	AS
11.	Any Other Business	
11.1	None.	
Date	Time	Location
Thu 3 rd July Thu 2 nd October Thu 15 th January	14:30 to 16:30 14:30 to 16:30 14:30 to 16:30	Ashbourne Room, County Hall, Hertford Ashbourne Room, County Hall, Hertford TBA