

Hertfordshire Local Transport Body Board Meeting

14:30 – Thursday 15 January 2015, County Hall, Hertford

Those Attending:

Attendee	Organisation
Core Members	
Cllr Terry Douris (TD)	Hertfordshire County Council (<i>Chair, Hertfordshire LTB</i>)
Cllr Ian Reay (IR)	Chair, Hertfordshire Infrastructure and Planning Partnership
Andrew Percival (AP)	Hertfordshire Local Enterprise Partnership
Supporting Officers	
Joan Hancox (JH)	Hertfordshire Local Enterprise Partnership
Jon Tiley (JT)	Hertfordshire County Council
Richard Boutal (RB)	Hertfordshire County Council
Trevor Mason (TM)	Hertfordshire County Council
Lawrence Thurbin (LT)	Hertfordshire County Council
Jane Custance (JC)	Watford Borough Council / HPG
Ian Cox (IC)	Hertfordshire County Council (<i>Minute Secretary</i>)
External Visitors	
Jenny Volp (JV)	Highways Agency
Ashley Stower (AS)	Network Rail
Martin Hartley (MH)	Network Rail
Larry Heyman (LH)	Govia Thameslink Railway

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"> • Mike Younghusband • Jan Hayes-Griffin • Tom Hennessy • Andy Summers • Rupert Thacker • Morag Saunders • Alex Williams 	
2.	Minutes of Previous Meeting	
2.1	The minutes of the 3 March 2014 Hertfordshire Local Transport Body (Herts LTB) meeting were agreed subject to the addition of Cllr Reay under Apologies for Absence.	
3.	Conflicts of Interest	
3.1	No conflicts of interest were declared.	

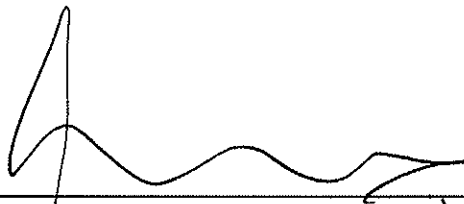
Serial	Agenda Item	Actions
4.	Progress & Updates Since Last Meeting:	
4.1	<p data-bbox="300 315 647 344"><u>Autumn Statement Report</u></p> <p data-bbox="300 383 1262 636">4.1.1 LT introduced and talked-through the paper '<i>Special Information Note - Government Autumn Statement – Key Points of Interest for Hertfordshire</i>' dated 15 January 2015 included with the LTB Board papers. TD asked for a clarification; in the paper's paragraph 3.1, the sum £15 billion (of road funding across England) was stated - was this in addition to the sum already announced? JV said she would cover this point in her presentation.</p> <p data-bbox="300 674 1230 808">4.1.2 TD said that it was necessary for Hertfordshire to continue lobbying the Highways Agency (HA) so the County's aspirations were recorded, as well as in support of work ongoing. JV said that Hertfordshire had got slightly left behind other LEPs and advised lobbying to continue.</p> <p data-bbox="300 846 1257 1115">4.1.3 IR asked JV if the HA had given any consideration to the A414? JV said that it had not, and went on to say the HA only looks after a small section of the A414 - it was really for HCC to come forward with proposals. TD said that the A414 was 'on the agenda' in terms of it being a relief road for the M25, but there was a number of considerations due to it running through a number of Hertfordshire Districts. He added that it was well recognised that the A1(M) / A414 roundabout was becoming an increasing problem.</p> <p data-bbox="300 1153 1257 1317">4.1.4 IR said that the ongoing expansions of both Hemel Hempstead and Luton made the A414 increasingly important. TD agreed that this aspect needed to be considered, as well as possible improvements to the rest of the road. JT said that this should be picked-up as part of LTP4 work in terms of both short and long-term issues.</p>	
4.2	<p data-bbox="300 1352 884 1382"><u>Growth Deal and Governance Arrangements</u></p> <p data-bbox="300 1420 1246 1518">4.2.1 TD queried the status of the Growth Deal paper. JH said that this had basically been completed and it would be sent to Central Government in February.</p>	
5.	Strategic Rail Focus	
5.1	<p data-bbox="300 1632 903 1662"><u>East-West Rail Options (Presentation by MH)</u></p> <p data-bbox="300 1700 1257 1998">5.1.1 Having given a PowerPoint presentation, MH said that Network Rail (NR)'s aspiration was to achieve a twin-track, 100mph East-West railway (with the ability to 'tap in' to the rail freight requirements at Felixstowe where currently only 20% of Felixstowe's container traffic leaves by rail). AP said that straddling a number of areas of economic interest would be a challenge. MH said that there would need to be very clear reasons for selecting the eventual route from the current seven options. TD added that there was a history of the UK not being good at achieving East-West transport links.</p>	

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5.1.2	LH said that a senior representative from Govia Thameslink Railway (GTR) was involved with the East-West Rail project. He said that GTR's concern at the present time was the lack of Diversion Routes at times of major engineering. He suggested that one way of alleviating this would be the electrification of the Chiltern route. MH accepted that this was a good point and agreed it needed to be factored-in to the management of Diversion Routes	
5.1.3	TM commented that whilst the East-West Rail plan would be good for Hertfordshire as a whole, it could be difficult for some Hertfordshire residents depending on the final route chosen. TD pointed-out that Stevenage Borough Council (SBC) would undoubtedly wish to be involved in East-West Rail in terms of achieving connectivity and noted that only one of the current seven possible routes touched Stevenage. MH said that Hitchin would provide an interchange opportunity for Stevenage if that route was chosen. However, TD anticipated that SBC would be looking for connectivity rather than an interchange possibility.	
5.1.4	TD asked if the Stevenage option would involve longer journey times? MH said that East Coast trains journey times were looking reasonable but Midland Mainline ones could be problematical. LH asked what the time penalty would be if Bedford were not used as part of the East-West Rail plan? (emphasising journey time is an important issue). MH said that this was being looked into.	
5.1.5	AP asked if two trains an hour would be enough to provide an acceptable service? MH said this frequency had come out of the East-West Rail Working Group. TD commented that two trains an hour seemed too few. MH said that NR was now looking at a number of connectivity options.	
5.2	<u>Govia Thameslink Railway (Presentation by LH)</u>	
5.2.1	LH gave a PowerPoint presentation following which TD said that GTR's future plans sounded positive and HCC had a good relationship with GTR and its predecessors.	
5.2.2	AP queried who had ultimate control over train frequency? LH said that the core service was set by the Department for Transport (DfT). He went on to say that new trains on the Moorgate Branch would allow train frequency to increase from three to four per hour and from late 2015, late night and weekend services would go to Moorgate. He said Moorgate would have Crossrail access from 2018.	
6.	Strategic Roads Focus	
6.1	<u>London to Leeds Route Based Strategy – Next Steps and A1(M) Smart Motorway Project (Presentation by JV)</u>	
6.1.1	JV gave a PowerPoint presentation following which TD asked when the pinch-point scheme work between Junctions 5 to 7 on the A1(M) would begin? RB said that work had been underway since December, but most of the white lining and carriage re-alignment would be carried-out late-February – early-March.	

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6.1.2	TD asked for the HA PowerPoint Slides to be circulated. JV explained that the HA would become a Government-owned Company on the 1 st of April, renamed Highways England.	LT/IC
6.1.3	IR asked when the A1(M) Smart Motorway project would be completed? JV said that she anticipated work would start in 2019-20, but this was subject to the Delivery Plan which would not be finalised until April 2015. She added that funding had been committed by the Treasury for a five-year period. AP said that 'expectation management' was particularly important. There was then discussion regarding how signing-off of the Delivery Strategy might be affected over the election period.	
6.1.4	TD asked whether HCC would see the Delivery Plan in draft form? JV said it would not – the plan would simply be published. TD asked for the plan to be shared with the LTB Board as well as the Hertfordshire A1 Corridor Consortium as soon as published. RB emphasised the need for a continuation of the current good communication with the HA, particularly when the scheme gets into the delivery phase.	JV / RB
7.	Strategic Plan Update	
7.1	<u>A120 Bypass (Little Hadham)</u>	
7.1.1	RB said that submitting the Planning Application for this scheme had slipped slightly to late Spring 2015 but this should not affect the overall timetable. It was anticipated that the go-ahead for the scheme would be given in May 2016 – whether or not it would be a Design and Build scheme had yet to be decided. JH said that the Flood Alleviation element of the scheme inevitably complicated issues. RB said it was hoped that the work would start in January 2018 at the latest, with a finish date of April 2019.	
7.2	<u>A602 Improvements (Stevenage to / from Ware)</u>	
7.2.1	RB said that he hoped that the Planning Application for the A602 Improvements would be submitted in June 2016. He went on to say that costs / benefits work was currently still ongoing because the design had changed, however, he thought that the planning process would not require such extensive stakeholder engagement as the A120 as much of the Scheme is within the Highway Boundary. He said the delivery timetable for the A602 Improvements was roughly the same as for the A120 Little Hadham Bypass.	
7.3	<u>General Discussion</u>	
7.3.1	JH said that the DfT were now holding onto the Single Local Growth Fund money for both schemes, ie, the £48M already allocated which provoked discussion. TD pointed-out that the Environment Agency Flood Alleviation money could be in jeopardy if the A120 scheme were substantially delayed – RB said he believed it would probably still be available.	
7.3.2	Discussion then ensued regarding apparent regression by the DfT in terms of the delegation of funding to local level. There was a general feeling that its current stance was undermining the whole purpose of	

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	having LTBs. TD agreed to draft a tri-partite letter to send to the DfT. Funding implications for the Croxley Rail Link were also discussed.	TD
8.	Forward Programme	
8.1	LT introduced and talked-through the paper ' <i>Hertfordshire Local Transport Body – Forward Programme</i> ' dated 15 January 2015 included with the LTB Board papers. AP asked if Airports consultation should be part of the LTB's remit? JT said that the LTB could certainly take a view. The consultation on the Davis commission closes at the start of Feb on the assessment for the three option in the south-east and is expected to report back later in the summer of this year.	
9.	Any Other Business	
9.1	It was agreed that the list of NR clarifications included with the LTB Board papers should be added to the Minutes of the previous meeting as an Annex. The meeting closed at 16:35.	IC
10.0	Date of Next Meeting	
	Date	Time
	Location	
	Thu 2 nd April	14:00 to 16:00
	The Ashbourne Room, Ground Floor, HCC County Hall, Hertford	

Signed as a true and accurate record of the meeting.



Councillor Terry Douris
Chair of the Hertfordshire Local Transport Body

2 April 2015

