

Hertfordshire Local Transport Body Board Meeting

1430 – Thursday 2 April 2015, County Hall, Hertford

Those Attending:

Attendee	Organisation
Cllr Terry Douris (TD)	Hertfordshire County Council (<i>Chair, Hertfordshire LTB</i>)
Cllr Ian Reay (IR)	Chair, Hertfordshire Infrastructure and Planning Partnership
Cllr Richard Thake (RT)	Hertfordshire County Council
Jon Tiley (JT)	Hertfordshire County Council
Richard Boutal (RB)	Hertfordshire County Council
Morag Saunders (MS)	Hertfordshire County Council
Trevor Mason (TM)	Hertfordshire County Council
Lawrence Thurbin (LT)	Hertfordshire County Council
Rupert Thacker (RTh)	Hertfordshire County Council
Joan Hancox (JH)	Hertfordshire Local Enterprise Partnership
Jagdeep Padam (JP)	Network Rail
Ian Cox (IC)	Hertfordshire County Council (<i>Minute Secretary</i>)

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"> • Andrew Percival • Mike Younghusband • Jan Hayes-Griffin • Tom Hennessy • Andy Summers • Rupert Thacker • Morag Saunders • Alex Williams • Eric Cooper • Ashley Stower • Jenny Volp • Stephen Hall • Simon Amor • Ana Vaughan • Sanjay Patel 	
2.	Minutes of Previous Meeting	
2.1	The minutes of the 15 January 2015 Hertfordshire Local Transport Body (Herts LTB) meeting were agreed and signed by the Chair. All actions had been completed with the exception of Agenda Item 7.3.2 (sending a tri-partite letter to the Department for Transport (DfT) regarding delegation of funding) which, after further consideration following the meeting, was considered not to be necessary.	
3.	Conflicts of Interest	
3.1	No conflicts of interest were declared.	

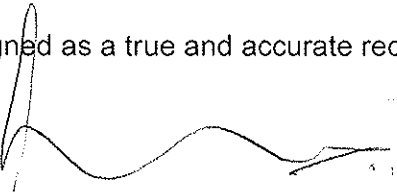
Serial	Agenda Item	Actions
4.	Progress & Updates Since Last Meeting (Verbal Updates):	
4.1	<p data-bbox="336 297 1007 331"><u>Growth Deal and Governance Arrangements (LEP)</u></p> <p data-bbox="336 371 1262 568">4.1.1 JH explained that during the period 2016-2021 the LEP has more money for skills projects and for Hatfield Town Centre – this is a £12.5M ‘evergreen’ infrastructure fund but it does not have any transport elements within it. She added that through ‘growing places’, the regeneration of Hatfield Town Centre was also being looked at and this was an ongoing project which would have transport impacts.</p> <p data-bbox="336 607 1262 770">4.1.2 TD asked if there was likely to be funding from other partners? JH said that this as not yet known but the intention was to ‘lever-in’ ‘match funding’. TD said that any money obtained this way would be valued. JH went on to say that she hoped that the Assurance Framework would be signed-off by the Government today.</p> <p data-bbox="336 808 1254 1005">4.1.3 MS pointed-out that the LEP now has a key funding role. JH said that the LEP’s funding contribution to the Croxley Rail Link (CRL) has affected its overall transport funding plans. She went on to say that there would be a LEP Board Meeting on the 22nd of April which would decide how much funding would be left for transport packages excluding CRL.</p> <p data-bbox="336 1043 1262 1240">4.1.4 IR asked if the focus for ‘evergreen’ funding was Hatfield? JH said that this funding was usually used for loans and grants for recycling type projects. However, she explained that this funding was still being ‘worked-up’ and there was a problem in funding ‘green’ infrastructure. Overall the LEP were looking for projects which offered best value for money (vm).</p>	
5.	Strategic Economic Plan Update	
5.1	<p data-bbox="336 1346 639 1379"><u>Major Projects Update</u></p> <p data-bbox="336 1417 1262 1615">5.1.1 RB talked-through the paper “Hertfordshire’s Strategic Economic Plan Delivery – Major Projects Update” had written for the Board Meeting. He emphasised that there was a need to engage with the DfT regarding vm and that Major Projects needed to be separated from corridor schemes. He added that the LTB Board would be given regular Major Projects updates.</p> <p data-bbox="336 1653 1254 1850">5.1.2 IR asked proposed the alternative pedestrian provision and consideration of an additional junction (paragraphs 5.3 and 5.4 of the paper)? RB said this had come-out of the public consultation but after due consideration it was decided that neither change to plans would be made. JH pointed-out that an additional junction would require additional lighting and would thus be more intrusive.</p> <p data-bbox="336 1888 1246 2051">5.1.3 JH went on to ask if future major Projects reporting to the LTB Board would cover Gateways. RB said that funding was complex and he would set-out the stages of LTB reporting in a note after the meeting. RT asked if this was likely to cause ‘angst’ to the funders? RB said that he did not believe it would.</p>	RB

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5.2	A602 Improvements – Stevenage to Ware	
5.2.1	RB talked through paragraphs 5.8 to 5.10 of his paper	
5.3	<u>Croxley Rail Link</u>	
5.3.1	<p>RB explained that:</p> <ul style="list-style-type: none"> • the CRL overall funding package had been identified; • project delivery would be handed-over to London Underground Limited (LUL); and • so far as the LEP element of the funding package was concerned, 'confirmation' of this was still awaited and this would be on the agenda of the 22nd of April LEP Board (see para 4.1.3 above). <p>He went on to say that various conversations were currently ongoing with LUL staff</p>	
5.2.2	<p>JH said that part of the additional funding available was part of a DfT underspend to Hertfordshire and the key stages and money flow had yet to be worked out with some tricky negotiations with LUL to come. RT asked how the overall funding package was made-up. JH said it was made-up as follows (numbers rounded-up):</p> <ul style="list-style-type: none"> • DfT - £110M; • LEP - £88M; • Transport for London (TfL) - £47M; and • HCC and Watford Borough Council - £40M. <p>She added that the funding arrangements between the LEP and HCC, and between HCC and TfL were complex and they would be worked-out over the next six months.</p>	
5.2.3	<p>TD asked, now that the CRL project was likely to cost just over £284M, accepting that TfL would take the risk of any further cost over-run, who would profit from any savings? JH said that TfL would, RT adding that HCC needed to ensure that it got what it wanted at the end of the day.</p>	
5.2.4	<p>TD emphasised that the cost benefit to Hertfordshire resulting from CRL was great, JH adding it could be up to £700M. TD then went on to praise the efforts of Rob Smith, Mike Youngusband, Richard Boutal and the CRL Team in bringing the project to where it currently stands despite considerable obstacles.</p>	
5.2.5	<p>RB said that TfL were now, in theory, putting up to around £50M of their money into the CRL project, and more if needed. TD asked if HCC was now out of risk so far as the project was concerned and RB confirmed it was. IR raised the possibility of further delays. RB said that DfT were now well aware of the short delivery timetable required to 'unlock' Watford development. He said that both HCC and the Hertfordshire LEP would keep-up the pressure on TfL to deliver the project.</p>	
5.2.6	<p>RT said that he had just attended the London Infrastructure Conference and CRL was not mentioned once. He said he would not wish to see what could be seen as 'peripheral funding' taking a 'back seat'</p>	

Serial	Agenda Item	Actions
5.3	<u>Other Packages</u>	
5.3.1	MS said that these were in the first year of delivery and reporting to the LTB Board would be by Gateways.	
	6. Strategic Roads Focus	
6.1	<p>In the absence of Highways England (HE – was the Highways Agency), LT covered this item and handed-out to those present three papers supplied by HE, ie:</p> <ul style="list-style-type: none"> • A Route Strategies map showing the division of routes for the programme of Route Strategies on the Strategic Road Network; • A print-out of a PowerPoint presentation entitled “A1 East of England and Oxford to Cambridge Expressway Strategic Studies – Pre-Scoping Workshop – 25 March 2015”; and • A Meeting Note entitled “A1 East of England and Oxford to Cambridge Expressway Strategic Studies: Initial Stakeholder Meeting – 25 March 2015”. <p>These papers will be circulated to all invited to the LTB Board Meeting.</p>	IC
6.2	LT also said that the A1(M) ‘Smart Motorway’ work between Junctions 6 and 8 will be done in the next five years, probably 2018/2019. HE will be looking for partner engagement. TD asked for the A1 Hertfordshire Corridor to be kept as a separate, standing Agenda Item for future LTB Board Meetings.	LT
6.3	LT then talked through the HE supplied Route Strategies map. TD asked how the A5 would be included in the Route Strategies and LT undertook to find out. LT then talked through the other two documents supplied by HE.	LT
	7. Hertfordshire Strategy Development – Joint Report	
7.1	<u>Transport Vision</u>	
7.1.1	LT talked-through the paper “Hertfordshire’s Transport Strategy Development” he and TM had written for the Board Meeting.	
7.2	<u>Rail Strategy</u>	
7.2.1	TM made a PowerPoint presentation and talked the meeting through his slides. IR requested that the presentation be given to the Hertfordshire Infrastructure Planning Partnership (HIPP) at a future date.	
7.2.2	<p>Following the presentation discussion ensued which included:</p> <ul style="list-style-type: none"> • Franchises and investment; • the need to sort-out Station priority; and • Crossrail 2 gaining momentum which is predicated on increased growth. 	
7.2.3	TD emphasised the need for a ‘joined-up’ approach. He said, as an example, what was the point of having a refurbished Station if there is inadequate car parking.	

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8.	Network Rail Briefing	
8.1	JP briefed those present on current rail strategies. He emphasised that Network Rail (NR) are keen to involve both Local Transport Authorities and LEPs in their strategy work. He explained that NR will be having a major briefing meeting in Birmingham on the 23 rd of April. He went on to say that NR has developed a specification for how the railways could look in 2043, and have worked this back to a 2026 specification.	
8.2	RT asked if the first phase of HS2 would include any additional capacity for Hertfordshire? JP said that this was being looked at and an input from HCC as the Local Transport Authority (LTA) would be required. He added that how this progresses would be reported at future LTB Board Meetings.	
8.3	TD queried progress on linking the West Coast Mainline to Crossrail? JP said that this was still being worked-through, RTh adding that there was a need to also feed into the West Coast Route Strategy.	
8.4	RTh said that NR would also be looking at Branch Lines, eg the Abbey Line. JH said she had been to a meeting in Birmingham run by Centro who had clearly got their act together and had already got their future service pattern worked-out. She added that HCC needed to do the same. RTh said that HCC needed to identify what Hertfordshire actually requires and this might not necessarily be a timetable, adding that specialist advice might be needed to enhance the County's case.	
8.5	RTh said that other LTA's requirements could support Hertfordshire's and there is a real need to find synergy. JH said HCC needs to develop its thinking, TD adding that Hertfordshire needed to be ahead of the 'drag curve' otherwise it would end-up defending its plans against other LTA's, not vice versa.	
8.6	JH raised the issue that freight is not planned to be carried on HS2 and the implication that it would take-up freed capacity on the West Coast Mainline. TD added that the recent land-slip had proved that the line has spare capacity. JH said that the next LEP SIB would have a rail theme.	
9.	Any Other Business	
9.1	There being no further business, the meeting closed at 16:50.	
9.0	Date of Next Meeting	
	Date	Time
	Time	Location
	Thu 2nd July 2015	14:30 to 16:30
		Committee Room 'B', First Floor, HCC County Hall, Hertford

Signed as a true and accurate record of the 2 April 2015 Hertfordshire LTB Board Meeting

A handwritten signature in black ink, appearing to read 'Terry Douris', is written over a horizontal line. The signature is fluid and cursive, with a prominent initial 'T'.

Councillor Terry Douris

2nd of July 2015