

Hertfordshire Local Transport Body Board Meeting

1430 – Thursday 2 July 2015, County Hall, Hertford

Those Attending:

Attendee	Organisation
Cllr Terry Douris (TD)	Hertfordshire County Council (<i>Acting Chair, Hertfordshire LTB</i>)
Cllr Mandy Perkins (MP)	Chair, Hertfordshire Infrastructure and Planning Partnership
Joan Hancox (JH)	Hertfordshire Local Enterprise Partnership
Cllr Richard Thake (RT)	Hertfordshire County Council
Jon Tiley (JT)	Hertfordshire County Council
Andrew Morris (AM)	Hertfordshire County Council
Rupert Thacker (RTh)	Hertfordshire County Council
Sanjay Patel (SP)	Hertfordshire County Council
Liz Drake (LD)	Hertfordshire County Council
Ana Vaughan (AV)	Hertfordshire County Council
Jane Custance (JC)	Hertfordshire Planning Group
Ashley Stower (AS)	Network Rail
Eric Cooper (EC)	Highways England
Stephen Hall (SH)	Highways England
Ian Cox (IC)	Hertfordshire County Council (<i>Minute Secretary</i>)

Minutes:

Serial	Agenda Item	Actions
1.	Welcome, Introductions and Apologies for Absence	
1.1	TD welcomed all to the meeting who then introduced themselves. TD explained that he was acting as Chairman as Cllr Derrick Ashley was not available.	
1.2	Apologies for Absence were received from: <ul style="list-style-type: none"> • Andrew Percival • Mike Younghusband • Jan Hayes-Griffin • Tom Hennessy • Lawrence Thurbin • Jenny Volp • Richard Boutal • Trevor Mason • Dave Burt • Alex Williams 	
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 Acting Chair.	
3.	Conflicts of Interest	
3.1	No conflicts of interest were declared.	

4.	Progress & Updates Since Last Meeting (Verbal Update):	
4.1	<u>Growth Deal and Governance Arrangements (LEP)</u>	
4.1.1	JH explained that LEPs were now more secure under the new Local Government Minister allowing them to get on with Growth Deal work.	
4.1.2	She went on to say that the Assurance Framework had now been signed-off and will be reviewed again at the end of the year. HCC will be doing a mid and end-year review. The Herts LEP is liaising with the HCC Highways Major Projects Group regarding future major projects. She emphasised that future bids for LEP money will need to be evidence based and advised that HCC needed to be ready to bid. She added that bidding would be difficult because the post-2019 infrastructure requirements are unclear.	
5.	Strategic Economic Plan Update	
5.1	<u>Major Projects Update</u>	
5.1.1	AM briefed those present on Richard Boutal's paper on the A120 Little Hadham bypass, A602 Improvements and the Croxley Rail Link (CRL).	
5.1.2	TD pointed-out that there was still a vociferous lobby around the A120 bypass scheme. He anticipated that a lot of this would come-out as part of the planning process. He added that people need to remember that the bypass is also a flood alleviation scheme.	
5.2	<u>A602 Improvements – Stevenage to Ware</u>	
5.2.1	AM said that the use of roadside advertising for the public consultation exhibitions had worked well. As things currently stand, he explained that a Public Inquiry was considered unlikely.	
5.2.2	JH asked that if there was no Public Inquiry (PI), would work be started earlier than originally planned? AM said he believed that the scheme dates assumed no PI, but he would confirm this. <i>Post Meeting Note: The current programme assumes no PI. If a PI is in fact required, the delivery timeframe would extend.</i>	AM
5.3	<u>Croxley Rail Link</u>	
5.3.1	JH commented that she is still waiting to see the Heads of Terms for the agreement between the Hertfordshire Funding Consortium and London Underground Limited (LUL). LD asked if there was now a higher risk of the CRL not opening in 2019 because of it becoming a LUL scheme? AM said that LUL had carried out a probability analysis of different opening dates. This suggested the scheme was likely to be delayed, but the official opening date is still 2019. TD adding that this really will be totally in the hands of LUL.	
5.2.2	TD asked if the relevant CRL land agreements were ready to go? AM said that no problems were envisaged with land acquisition, which would become LUL's responsibility. TD asked for the LTB to be kept updated.	

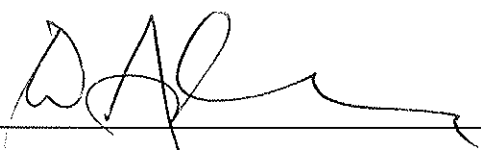
5.3	<u>Corridor Packages</u>	
5.3.1	SP talked-through his paper with those present.	
5.3.2	SP said that currently Broxbourne and Watford were not on track. RTh talked-through some of the issues affecting delivery. RT said that Dan Tancock was keeping him informed of progress.	
5.3.3	RT then said he had heard that the latest plans for Stevenage Town Centre are more radical than previous ones, asking what the impact would be on highways schemes? JH said that the Stevenage plans were medium to long-term, but in the meantime HCC could achieve a number of 'quick wins', eg, cycle signposting.	
5.3.4	JH said that the Hertfordshire LEP was leading on the Maylands Growth Study which involves new businesses and 2,500 homes looking ahead, in infrastructure terms, to 2031. TD said he had been at a Maylands meeting earlier in the day, adding that access and egress to the Industrial Park would need careful consideration. The Herts LEP was also helping with both Dacorum's and St Albans' plans which were due to report at Christmas. The LEP had not yet started the A10 Broxbourne Study. JH went on to say that Glaxo SmithKline at Stevenage is going to expand its Bioscience Catalyst and there are significant highways requirements in their Phase 2.	
6.	A1 Strategy Update	
6.1	AM explained that AECOM was working on the A1 Strategy and would be formally reporting on this to the Hertfordshire A1 Corridor Consortium (HACC) on the 6 th of July. AECOM are: <ul style="list-style-type: none"> • updating the WaSH model to 2031; • paramics modelling Junction 7; and • modelling Junctions 3 and 4. 	
6.2	SH said that the Herts LEP had just agreed with a supplier to consider the options for Junctions 3 and 4 and he is liaising with Sue Jackson in Highways.	
6.3	SP said that Aecom's modelling suggests the GSK 'hamburger' roundabout does not operate well. HCC are looking at other options, but these are reliant on HCC being able to purchase land from Howard Group. AM said that GSK are currently calculating the total construction cost of the 'hamburger' roundabout solution.	
6.4	RTh emphasised the need not to forget Junction 8 because of the potential housing that would grow around it, ie, a steep rise in new commuters. MP also emphasised the need to consider the future of Junction 8, particularly because of the increasing need to get Welwyn and Hatfield people to the Lister Hospital in Stevenage. AM said that within funding and timescale constraints, current work has focused on Junctions 3, 4 and 7, but this was just a starting point. JH suggested that the LEP be approached for funding ('Stevenage First' has £15M) or make a case for Growth Deal 3. AM repeated that AECOM would report to the HACC on the 6 th of July, hoping to have a final draft strategy ready in time for its October 2015 meeting.	

7.	Hertfordshire Rail Strategy	
7.1	LD explained that the Hertfordshire Rail Strategy is out for public consultation until the 4 th of August. She added that the Strategy contained six or seven priorities and the reasoning behind them. She said that most items in the Strategy had been previously identified, however, there are new priorities including Crossrail 2. LD said that responses to the strategy had been slow so far, but mostly positive. So far as the Abbey Line was concerned, she said that the local group did not support bus replacement and this would probably go back to Cabinet in December.	
7.2	RT said that the newspapers had given a jaundiced, unfair review of the Strategy and this needed to be countered. LD said that the Abbey Line would always be contentious, RT saying that this is why HCC needed to 'go on the attack'. AV said that the negative responses had already been countered by Cllr Derrick Ashley. TD mentioned the possibility of extending the Abbey Line to Watford and JC said that the Press does not represent the users of the line.	
8.	Strategic Rail Update	
8.1	AS handed out a Briefing Note.	
8.2	AS said that the Euston to Rugby section of the West Coast Main Line was important to Hertfordshire and the Hertfordshire Rail Strategy had been helpful in terms of influencing Network Rail's (NR's) thoughts. Euston Station will now be looked at in terms of one redevelopment project rather than two (ie, 'Classic' and High Speed). RT said that there must be economies of scale in doing this.	
8.3	RTh raised the issue of Euston and Crossrail 2. AS said that there is an ongoing review within NR looking at Crossrail to Old Oak Common. So far as the East Coast Main Line is concerned, AS said that the Anglia Route Study had now been completed.	
8.4	LD said that she understood work was still going on regarding economic growth and this awaits further consultation. AS said he would come back on this. TD added that there was a meeting on the 3 rd July on this and he felt it needed a southern representative as Vice Chairman because of possible northern rail bias.	AS
8.5	MP asked if the Hatfield Station upgrade had been delayed? RTh said that whilst the Station itself should be completed in August, the highways work (specifically the Bus Station) has been delayed. He went on to say that he hoped the Station and Bus Station would have one formal opening.	
8.6	TD emphasised that HCC wanted the new East-West rail link to touch Stevenage. AS said that NR are still considering seven possible routes, LD adding that she understood that this had now come down to two, but no more could be said at this stage. MP asked for further information to be supplied when available.	

8.7	JH said that evidence for the Mayor's London Plan had been called for. LD said would forward HCC's input. RTh asked if anything more could be said at this stage? LD said not at the moment.	
8.9	AS then then spoke to the Briefing Note handed-out to those present earlier. He said if there were any queries, please could these be put to LD initially who would then consult him. RTh said he was worried about the strength and capacity of other lobbies to 'suck away' money destined for Hertfordshire. LD and AS said that the results of the Review would result in a revised plan.	
9. Strategic Roads Update		
9.1	EC started by explaining that with effect from the 1 st of April 2015, the Highways Agency had become a Government-owned company called Highways England (HE) and its CEO is Jim O'Sullivan. HE is in the process of updating its overall Delivery Plan which will be published in December 2015.	
9.2	EC went on to make a number of points, including: <ul style="list-style-type: none"> • HE's new safety KSIs are challenging; • 1150 problem noise areas across the network need to be tackled; • the A5 to M1 link road work is underway – the A5 will be 'de-trunked' south of the new junction and asset condition will need to be agreed; • a study is ongoing on the A1 between Baldock and Alconbury – both the A1 and Oxford to Cambridge studies will move to the consultation phase in Summer 2015; • there will be a local MPs briefing on the 6th of July; • 'Smart Motorway' Junctions 6 to 8 with move to the study phase Autumn 2015 with delivery anticipated in 2019/20; • The HE Route Strategies published in April 2015 will be reviewed in the Autumn; and • HE are trying to get to grips with their Contractors who need to keep the roads safe – he asked for problems spotted to be fed back to the HE. 	
9.3	Turning to the A1(M) 'Pinch Pont' scheme at Junction 6, EC asked for feedback on how the scheme was working or not. He explained that a signage gantry still needed to be fitted across the motorway which he hoped would be completed in August 2015. He added that currently the ramp metering was not working at Junction 6 but should be by mid- July. He said that from the feedback being received by HE, people generally felt the new scheme had made the motorway safer.	
9.4	MP said the 'Pinch Point' scheme is causing major traffic congestion problems at the 'Clock' roundabout (the A1000 – B656 – B197 – A1(M) Junction 6 junction). Although problems were anticipated, these would only be exacerbated by the new flats being built on the roundabout and TD said this was a concern. EC said that he was happy to discuss this with MP outside the meeting. EC emphasised that the A1(M) 'Pinch Point' scheme had always been safety related rather than dealing with traffic congestion. He accepted that HE needed to understand the congestion problems better.	

9.5	MP said that according to the minutes of the last LTB Board Meeting held in April, the HE's intention was to deliver the A1(M) Junctions 6 to 8 'Smart Motorway' scheme in 2018/19 but it is now planned for 2019/20. She asked for this to now be a LTB Board Meeting standing Agenda Item.	
9.6	RT queried EC's comments regarding safety KSIs (paragraph 9.2 above)? EC said their emphasis was on casualty reduction and required a strategic focus. RT said it was clear that HCC needed to work closer with HE on this which was confirmed by TD.	
9.7	TD emphasised the need for HCC to get more involved in the A1 London to Leeds study work, pointing-out that the Hertfordshire A1 Corridor Consortium (HACC) would want to be an active participant.	
9.8	SH spoke about the southern part of the area. He said that improvements to the M25 Junction 25 were being looked into on a short-term solution basis and HE was also looking at M25 Junctions 21A and 23 in the same respect. TD said that regarding Junction 5 of the M1 was subject to a lot of traffic congestion, adding that on a bad day, traffic on the M1 queued back to Junction 6. SH said that HE were looking at various issued and TD asked for a brief update.	
9.	Any Other Business	
9.1	There being no further business, the meeting closed at 16:20.	
10.0	Date of Next Meeting	
	Date	Time
	Location	
	1st October 2015	14:30 to 16:30
	Committee Room 'B', First Floor, HCC County Hall, Hertford	

Signed as a true and accurate record of the 2nd of July Hertfordshire LTB Board Meeting



Councillor Derrick Ashley

1st October 2015