

Hertfordshire Local Transport Body Board Meeting Minutes

1430 – Thursday 14 January 2016, County Hall, Hertford

Those Attending:

Attendee	Organisation
Cllr Derrick Ashley (DA)	Hertfordshire County Council (<i>Chair, Hertfordshire LTB</i>)
Cllr Terry Douris (TD)	Hertfordshire County Council
Cllr Mandy Perkins (MP)	Hertfordshire Infrastructure Planning Partnership / WHBC
Jan Hayes-Griffin (JH-G)	Hertfordshire County Council
Jon Tiley (JT)	Hertfordshire County Council
Trevor Mason (TM)	Hertfordshire County Council
Richard Boutal (RB)	Hertfordshire County Council
Rupert Thacker (RT)	Hertfordshire County Council
James Povey (JP)	Hertfordshire County Council
Matthew Bowles (MB)	Hertfordshire County Council
Jo Softly (JS)	Hertfordshire County Council
Adam Wood (AW)	Hertfordshire Local Enterprise Partnership
Ashley Stower (AS)	Network Rail
Karsten Scholer (KS)	Network Rail
Nick Hewitt (NH)	Network Rail
Stephen Hall (SH)	Highways England
Simon Willison (SW)	AECOM
Ian Cox (IC)	Hertfordshire County Council (<i>Minute Secretary</i>)

Minutes:

(Note: - the agenda was re-ordered to take all NR business earlier in the meeting. As such, the agenda numbering below does not coincide with the agenda numbering)

Serial	Agenda Item	Actions
1.	Welcome, Introductions and Apologies for Absence	
1.1	DA welcomed all to the meeting. Apologies for Absence were received from: <ul style="list-style-type: none"> • Mike Younghusband • Alex Williams • Tom Hennessey • Jenny Volp • Dave Burt • Sanjay Patel • Eric Cooper 	
2.	Minutes of Previous Meeting	
2.1	The minutes of the 1 October 2015 Hertfordshire Local Transport Body (Herts LTB) meeting were agreed and signed by the Chair.	
3.	Conflicts of Interest	
3.1	No conflicts of interest were declared.	

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4.	Network Rail Presentation – Options For The Abbey Line	
4.1	<p>AS / KS / NH presented the “Options for the Abbey Line” <i>(Post-meeting note: this presentation has been sent to all meeting attendees).</i></p> <p>In essence, this stated that new infrastructure would be necessary to deliver an enhanced service frequency, and offered the potential of a NR feasibility study to “GRIP Stage 2 (Governance for Railway Investment) Projects” to better define the potential options</p>	
4.2	<p>DA queried if an improved Abbey Line would be able to operate eight car trains NH - only be possible at Bricket Wood, other stations would need extended platforms</p> <p>DA queried if NR intended to put any money towards the GRIP2 Feasibility Study AS - no NR funding was available for the study.</p> <p>DA asked if disposal of NR land in St Albans may provide a funding source. AS said that NR’s recent report by Sir Peter Hendy was specifically looking at the value of NR’s property assets. He agreed to look at St Albans Abbey Station with NR’s Property specialists.</p> <p>DA noted that should funding become available, NR needed to be in a position to act, i.e., a scheme would need to be ready for implementation.</p>	
4.3	<p>KS confirmed the outputs of the study would only be an engineering & infrastructure assessment of potential interventions (limited to heavy rail options) with outline cost estimates.</p> <p>It would not include any elements related to usage, demand or likely mode shift.</p> <p>DA confirmed HCC would revert to NR regarding progression of the Abbey Line Options Feasibility Study should go ahead</p>	HCC
4.4	<p><u>Other NR Matters</u></p> <p>DA asked for an update in relation to potential development around Hitchin Station which had been previously discussed with NR Property AS offered to arrange a further meeting. DA emphasised HCCs desire to know NR’s plans ‘up front’ to coordinate with other development plans for Hitchin. It was suggested that NR be engaged to this end through the Highways Infrastructure Planning Partnership (HIPPP) - MP agreed to take this forward. AS agreed to come back to the LTB through TM.</p>	AS MP

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4.5	<p>AS - updated the meeting on the Hendy Report - published in late 2015 to look at NR CP5 funding.</p> <p>TD queried if the relocation of Hemel Hempstead Station featured in any future NR planning. AS did not believe that it did.</p>	
4.6	<p>AS noted that as franchise renewals came forward (e.g. West Midlands and Chiltern rail franchise in late 2016) –these present the opportunity to influence Train Operating Companies about longer trains, etc. i.e., to get the type of matters discussed above into the Department for Transport’s franchise bidding process.</p> <p>TM suggested a new rail franchise could possibly include the Abbey Line Feasibility Study.</p>	
4.7	<p>In conclusion, AS said he would be happy to act as Hertfordshire’s “Rail Relationship Manager” (point of contact).</p>	
<p>5. LTB Role and Interaction with the LEP</p>		
5.1	<p>RB summarised the paper “Local Transport Body Role”</p> <p>AW said that RB’s paper was helpful and that he was in the process of both ‘refreshing’ the LEP Framework and reviewing the LEP’s Strategy Infrastructure Board (SIB).</p> <p>He noted that a potential outcome might be that the LEP SIB dealt with consideration of infrastructure projects seeking LEP funding outside of transport, with the LTB remit being as the advisory body to the LEP Board on Transport infrastructure. Such an approach would avoid overlap and duplication.</p> <p>JH-G noted that the Hertfordshire Transport Vision work would output priority projects and the approach above would support the drive to minimise bureaucracy and get on with implementation.</p>	
5.2	<p>MP noted-out that there was currently no LEP LTB voting Board Member as Andrew Percival was no longer a LTB member.</p> <p>AW said he would be discussing this issue with Neil Hayes (LEP Executive Director) and a new LEP Board member would be identified to attend the LTB in future.</p>	<p>AW</p>
<p>6. Local Growth Fund and Associated Projects Update</p>		
6.1	<p>RB said that the <u>Croxley Rail Link</u> was now being delivered by London Underground Limited (LUL) and the scheme had been renamed the Metropolitan Line Extension (MLX).</p> <p>HCC retains an active interest as lead for the Local Funding Partners and was continuing to organise and Chair the HCC/LUL MLX Strategic Board and report to the Watford Regeneration Board.</p>	

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6.2	<p>RB updated that LUL hoped to award the Stage 2 (build) Contract in July.</p> <p>LUL had planned for their main contractor (Taylor Woodrow) to be on site in the Summer, but main construction is unlikely to commence before September.</p> <p>The likely first phase of construction will be the new viaduct which will join the existing Metropolitan Line to the disused railway at Croxley Green. New station construction & new track on the disused line will then follow with the last phase being NR undertaking the necessary signal and infrastructure works on the DC Line section to Watford Junction.</p> <p>Trial running is programmed for 2020 with Services running late in the same year.</p>	
6.3	<p><u>A120 Little Hadham Bypass.</u></p> <p>RB reported the Planning Consultation period had now closed. The Planning application would be determined by HCC Planning Committee in late February.</p> <p>Draft Compulsory Purchase and Side Road Orders would be published in March.</p> <p>The current programme includes the potential for a Public Inquiry. If called, the current programme envisages this occurring during 2016.</p>	
6.4	<p>Design of the Bypass is ongoing and the strategy is for a full design to be completed 'in house', i.e., by HCC and their consultants.</p> <p>A procurement strategy for the construction contract is being finalised. Options include utilisation of the Eastern Highways Alliance Framework arrangements (where a fixed list of known contractors would bid) as well as a normal "open" tendering process through standard "OJEU" (Official Journal of the European Community) process. It is hoped that the contract will be let in the Summer of 2017, construction will commence in the Autumn of 2017 and the Bypass will be opened in 2019.</p>	
6.5	<p><u>A602 Improvements</u></p> <p>RB reported that Planning Applications are scheduled to be submitted in late February.</p> <p>DA asked what improvements were planned for the Stevenage end of the scheme, RB explained that the Hertford Road roundabout was going to be realigned and part-signalised which modelling indicated would reduce the current PM peak queuing for west bound traffic. Construction would be completed by 2019 but could be earlier depending on construction sequencing. A delivery strategy for the overall project was being finalised with consideration being given to the best sequence of construction to minimise road user disruption. TD asked if good relationships were being maintained with the major land owners and RB confirmed at present there was a good and regular dialogue.</p>	

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7.	Single Local Growth Fund 3	
7.1	<p>AW reported that the LEP had asked AECOM to draw-up a scheme prioritisation plan.</p> <p>The initial list covered the requirements of Growth Deal 3 but as yet timescales were not known.</p> <p>JH-G asked if the scheme list was transport projects only - which AW confirmed.</p>	
7.2	<p>JH-G asked if any infrastructure /Transport Scheme bids had been submitted by authorities other than HCC.</p> <p>AW said that bids from Buckinghamshire CC and for St Alban's Station had also been included. RT added that there was also a developer bid for works around Bishop Stortford Station</p> <p>JH-G requested that the Highways Authority should be aware of all bids. AW noted and was in agreement.</p>	
8.	Government Spending Review Implications - HCC	
8.1	<p>JH-G reported that HCC currently had significant funding pressures on its Budget following the pre-Christmas Government Funding announcements.</p> <p>Members would be discussing this at the February Council Meeting.</p>	
9.	HCC Strategy Update	
9.1	<p>JP briefed the meeting on the ongoing Transport Vision work</p> <p>TM covered the Rail aspects.</p> <p>TD asked what current plans there were for extending Oyster Card usage into Hertfordshire. TM said that this involved some complex issues but that it was being worked-on.</p> <p>MP asked that a note be issued to all Districts when the Oyster Card 'nut' had been cracked.</p>	TM
9.2	<p>SW from AECOM gave a presentation on the Growth & Transport Plans.</p> <p>SW from AECOM then gave a presentation on the Growth Deal. DA asked if Hertfordshire was on the same page as other Authorities? RT said that the use of COMET allows a good understanding of adjoining Authorities plans. DA Asked how their plans could be picked-up jointly and RT said this was done through evidence packs.</p>	
9.3	<p>JH-G queried whether or not the proposed seven plans would be delivered one a year? RT said that two would be delivered. JH-G pointed-out that so far as the A10/M11 corridor was concerned, work being done by other parties appeared to be racing ahead and queried whether all was being done in the right order? RT said there was no particular order and activity needed to be reactive. He said there was no fixed timetable.</p>	

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9.4	The need for satisfactory engagement with district and parish/town councils was highlighted as part of the G&T Plan process. Engagement on this with parish and town councils was acknowledged as a challenge.		
10.	Strategic Roads Schemes Update – Highways England		
10.1	<p>SH said that plans to implement SMART Motorway running between A1(M) Junctions 6 to 8 were progressing and there was an ongoing review of Ramp Metering at Junction 6.</p> <p>TD said that he believed Highways England (HE) had concluded that the Ramp Metering was better left off. SH said that the traffic flows at the Junction were probably too high to allow correct functioning of the ramp metering.</p>		
10.2	<p>MP pointed-out that traffic modelling of the Junction 6 PP scheme had been presented to the A1 Consortium some 18 months ago but the reality has turned-out to be significantly different and less acceptable. She concluded, therefore, that traffic modelling does not always work and asked SH to take this message back to his colleagues.</p> <p>JH-G added there anecdotally, and from regular users experiences, there appeared to be a significant increase in accidents on the A1(M) in this section.</p> <p>TD said he understood that Highways England's Junction 6 Pinch Point scheme Post Opening Project Evaluation (POPE) work was being brought forward because of how the scheme was operating. HCC requested that the POPE work be communicated to HCC when available.</p>	SH (HE)	
10.3	<p>SH said that HE were currently looking at improvements to M25 Junctions 21A, 22 and 23 and hoped early work would be possible.</p> <p>HE were also looking at the A405 in conjunction with HCC. SH said that HE were considering their next five years funding and intended to work with the Hertfordshire Growth Plans.</p>		
10.4	TD pointed-out that there was an error on the A1(M) Junction 4 roundabout signage. SH said that HE was looking at improvements for the junction as a whole.		
11.	Any Other Business		
11.1	There being no further business, the meeting closed at 16:35.		
12.	Date of Next Meeting		
	Date	Time	Location
	7th April 2016	14:30 to 16:30	Committee Room 'B', First Floor, HCC County Hall, Hertford