

Hertfordshire Local Transport Body Board Meeting Minutes

Friday 15 July 2016

2pm, Room 242, County Hall, Hertford

Those Attending:

Attendee	Organisation
Cllr Derrick Ashley (DA)	Hertfordshire County Council (Chair)
Cllr Mandy Perkins (MP)	Hertfordshire Infrastructure Planning Partnership / WHBC
Adam Wood (AW)	Hertfordshire Local Enterprise Partnership
Cllr Terry Douris (TD)	Hertfordshire County Council
Trevor Mason (TM)	Hertfordshire County Council
James Povey (JP)	Hertfordshire County Council
Rajesh Kungur (RK)	Hertfordshire County Council
Rupert Thacker (RT)	Hertfordshire County Council
Sue Jackson (SJ)	Hertfordshire County Council
Stephen Hall (SH)	Highways England
Ashley Stower (AS)	Network Rail
Tina Gigg (TG)	Hertfordshire County Council (<i>Minute Secretary</i>)

Minutes:

Serial	Agenda Item	Actions
1.	Welcome, Introductions and Apologies for Absence	
1.1	Apologies for Absence were received from: <ul style="list-style-type: none"> • Jan Hayes-Griffin (HCC) • Tom Shipp (HCC) • Richard Boutal (HCC) • Dave Burt (HCC) 	
2.	Minutes of Previous Meeting	
2.1	The minutes of the 7 April 2016 Hertfordshire Local Transport Body (Herts LTB) meeting were agreed.	
3.	LTB Membership	
3.1	AW updated that the LEP Strategic Infrastructure Board now has a new chair Tina Barnard (Watford Community Housing Trust), and she will attend future LTB Board Meetings.	
4.	Declaration of Conflicts of Interest	
4.1	No conflicts of interest were declared.	

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5.	Highways England Update	
5.1	<p>In Eric Cooper's absence, Stephen Hall gave an update on RIS2. The Road Investment Strategy post 2020: Planning Ahead is out for consultation. Sanjay Patel at HCC is leading the response for Hertfordshire County Council, in particular HCC will be highlighting: M1 junctions 5, 6 & 7; most junctions along the A1(M) and in particular Stevenage, Junction 21a and 25 of the M25. HE have already got the list of major projects being developed for LTP4.</p>	
6.	Strategic Rail	
6.1	<p>TM and AS updated on the following:</p> <p><u>Franchises:</u></p> <ul style="list-style-type: none"> - West Midlands franchise: awaiting the invitation to tender (due mid July), this will take the service up to HS2 being built. HS2 could impact on Euston Station, with the loss of 2 approach tracks during the build, but 1 would be reinstated on completion of HS2. - The consultation on the Intercity West Coast is open until August. TM took a HCC response to Environment Planning & Transport Panel in June, but it has not been submitted yet. <p>RT asked about timetabling for the West Coast Mainline post HS2? The West Coast Mainline Capacity Plus Study requires further investigation and will be published in the Autumn with the Autumn Statement.</p> <p>DA asked if 2020 was still an accurate opening date for the 5th platform at Stevenage Station? Yes it is. In answer to another question from MP the 5th platform would not create more congestion at the Welwyn viaduct, as the services using this platform would go to Hertford North. The Viaduct has already been flagged up as a bottleneck.</p> <p>MP raised the issue of quiet announcements at Welwyn North Station, TM to contact GTR.</p>	TM
6.2	<p><u>Network Rail Projects</u></p> <p>HCC will be taking a consultation response on the West Midlands and Chilterns Route Study to the Environment, Planning & Transport Panel in September.</p> <p>AS informed the group about options for Watford Junction Station as by 2023 the station will be too busy to cope in peak periods:</p> <ul style="list-style-type: none"> - A bridge to connect to the commercial area (to address safety issues) - A new station - A bridge on the southern side of the station. <p>Network rail can only fund safety issues not enhancements.</p> <p>The Watford Masterplan is being consulted upon over the summer, and will include what is to be built over the yard. It was noted that there would be wider network impacts if lots of homes are built in this area and this will need to be looked at before any consultation response is put together.</p>	

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6.3	<p>Crossrail 2</p> <p>There are proposals that if it extends out to Alexandra Palace then it would come out to Hertford North, but if it goes to Southgate it won't come out into Hertfordshire. HCC would like agreement that Crossrail 2 will only come up the Broxbourne line.</p>	
6.4	<p>HCC Projects</p> <p>Hitchin Station – AS to follow up with Network Rail Property on the disused path. HCC possibly have some S106 money to contribute.</p>	AS
6.5	<p>DA asked what the Network Rail's property interests were in Hertfordshire? AS said that the Property Development Manager would be happy to come and speak to HCC.</p> <p>TM to follow up Network Rail Property speaking at HIPP.</p> <p>DA suggested that District/Borough executive members be contacted to say that Network Rail will be at HIPP, and to find out beforehand if they have any issues/areas of land.</p>	<p>TM</p> <p>TM</p>
7.	Growth Update	
7.1	<p><u>Update on Stevenage Town Centre Developments (AW)</u></p> <p>Stevenage First was set up 18 months ago. Stevenage Borough Council commissioned a Town Centre Framework 12 months ago, to put forward a radical 25 year solution to the town's issues. 6 main areas would be developed over 25 years delivering:</p> <ul style="list-style-type: none"> - A new railway station - New homes - New offices - New hotels - New retail space - A new community hub <p>The government are keen on regeneration opportunities for railway station projects, for Stevenage you could stimulate growth on the back of a railway station redevelopment.</p> <p>Arup Urban Design have come up with some early visioning ideas for the new station at a cost of around £88million, and have given a rough opening date of 2022. There would be no change to the current track layout but with a new platform 5.</p> <p>Phase 2 the 'SG1 Development' would see new homes and retail areas and the current Gordon Craig leisure centre being relocated to near the swimming pool, and the theatre elsewhere in the town centre.</p> <p>Any regeneration would be broken into segments and delivered by more than one developer and funded by more than one backer.</p>	
7.2	<p><u>M11 Corridor</u></p> <p>There has been an agreement with Essex County Council that the development will be moved to Junction 7a. Junction 8 will be promoted as part of RIS2 by Essex CC/HE.</p>	

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8.	Strategy Update	
8.1	<p><u>Using COMET to Support Future Transport Investment</u> SJ gave a short presentation on the use of COMET. Sue explained that it is a suite of models that also cover cross border areas, and it can test passenger transport timetabling changes.</p> <p>Currently the model is suitable for outlining at the business case stage (i.e. medium term). It has been used so far to:</p> <ul style="list-style-type: none"> - Check previous modelling for the A120 Little Hadham Bypass - Looked at the A602 route as a whole <p>Key results so far:</p> <ul style="list-style-type: none"> - There has been a key shift from bus to rail along the A10 corridor. - Need to future proof the A602 particularly at the Anchor Lane junction. - The A120 bypass would not attract extra traffic i.e. from M25 <p>Current Work:</p> <ul style="list-style-type: none"> - The A414 is now a focus due to the high housing numbers proposed along this corridor. <p>Rupert noted that as COMET is still relatively new, officers still need to fully understand the model runs as it shows a lot more than has previously been seen from modelling i.e. queue lengths, journey times.</p>	
8.2	<p><u>LTP4 Consultation Draft</u> Public consultation will start in September on the key foundations for a draft LTP4 as set out in the June EP&T Panel Paper.</p>	
8.3	<p><u>Rail Strategy</u> An Interim Rail Strategy is now available and will be put on the County Council's website. This strategy will be reviewed and updated as LTP4 is developed.</p>	TG
8.4	<p>East Herts Council are supporting the need for a North Harlow Bypass.</p>	
9.	Government Funding	
9.1	<p><u>SEP Update</u> The LEP Board has asked for a refresh, this has started and has been extended to the Autumn to consider in more detail a number of emerging issues.</p>	

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9.2	<p><u>Growth Deal 3 (GD3)</u> The LEP Board met on 23 June and has agreed a draft submission to The Department for Business, Innovation & Skills (BIS), there will be a challenge session with ministers on 19 July, with a final submission to BIS on 28 July.</p> <p>AW went through each of the transport elements of this bid, they are currently not in priority order, but will be for the final bid, with Stevenage as priority number 1.</p> <p>Stevenage railway station development: high impact/outputs, good local support. It was suggested that along with Airbus, written support should be obtained from 1-2 more businesses, AW to chase.</p> <p>DA hoped that the A414 was included in the bid as it is a key corridor. AW responded saying that it doesn't fit well with GD3 funding as it is not capital funding, but if pressure is put on the LEP it could possibly be funded through the LEP. DA to send a joint letter to the LEP Board on the A414 (JP to draft) from all the bodies involved. AW advised that this needs to be sent before 28 July.</p> <p>Enterprise Zone Infrastructure Interventions: AECOM are undertaking the traffic modelling.</p> <p>Watford Junction Railway Station: There is a lot of traffic modelling required and consultation. COMET would be ready for Sept. The new bridge proposal could have parking issues.</p> <p>Two Waters Hemel Hempstead: Feasibility is required for the closure of Hemel and Apsley railway station and the creation of a new station.</p> <p>Crossrail II, Waltham Cross Regeneration Opportunities: To get this on the national agenda for funding the LEP have included the Waltham Cross Regeneration Opportunities.</p> <p>West Anglia Mainline Intermediate Infrastructure Improvements: This is not a LEP project and will probably be removed.</p> <p>A10 Buntingford: This has low strategic impact but is deliverable.</p> <p>Essex Road, Hoddesdon: A new offline bridge would be the preferred solution, as the current bridge could not cope with the addition of sustainable modes</p> <p>The group agreed in principle the transport schemes for GD3.</p>	<p>AW</p> <p>DA/JP</p>
9.3	<p><u>Access Fund</u> This is a 3 year bid for funding that will tie into the GD3 funding, around access to and from stations. HCC needs to decide which stations to include, and submit a bid by 9 Sept. Up to £0.5 million is available for each year.</p>	

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10.	Major Projects Update	
10.1	A delivery update paper had been provided by Richard Boutal on the current major projects, this paper was noted. DA questioned if the new mayor would affect the delivery of the Metropolitan line extension. No it won't as the project has a legally binding contract.	
11.	Any Other Business	
11.1	None.	
12.	Date of Next Meeting	
	The date of 6 October 2016 will need to be changed as DA cannot make it.	
	Date	Time
	Location	
13 October 2016	10:00 to 12:00	Committee Room A, HCC County Hall, Hertford