

# Strategic Transport Forum

Friday 15<sup>th</sup> December 2017

At

Transport Systems Catapult, Milton Keynes

Present:	Cllr Heather Smith	Northamptonshire County Council (Chairman)
	Cllr Mark Shaw	Buckinghamshire County Council
	Cllr Yvonne Constance	Oxfordshire County Council
	Cllr Nigel Young	Central Bedfordshire Council
	Cllr Bob Price	Oxfordshire Growth Board
	Cllr Steve Count	Cambridgeshire County Council
	Jan Hayes-Griffin	Hertfordshire County Council
	Laura Church	Luton Borough Council
	Tom Blackburn-Maze	Milton Keynes Council
	Roy Boulton	Northamptonshire County Council
	Yolande Herbath	Transport Systems Catapult
	Hilary Chipping	South East Midlands Local Enterprise Partnership
	Mark Kemp	Buckinghamshire County Council
	Andy Rhind	Department for Transport
	Alan Kirkdale	Highways England
	Erica Blamire	Network Rail
	Phil Southall	Oxford Bus
	Adam Simmons	Highways England - <i>Presenter</i>
	Michael Read-Leah	Department for Transport - <i>Presenter</i>
	Matt Stafford	Highways England – <i>Presenter</i>
	Stephen Tomkins	Jacobs - <i>Presenter</i>
	Martin Tugwell	Programme Director, Strategic Alliance
	Becca Dengler	Project Lead (Transport), Strategic Alliance

## Minutes

		ACTION						
1.	<p><b>WELCOME AND INTRODUCTIONS</b></p> <p>Chairman, Heather Smith, welcomed everyone to the meeting.</p> <p><b>Apologies:</b> received in advance were noted:</p> <table> <tr> <td>Cllr Mark Shaw</td> <td>Buckinghamshire County Council</td> </tr> <tr> <td>Graham Hughes</td> <td>Cambridgeshire County Council</td> </tr> <tr> <td>Nick Jones</td> <td>Transport Systems Catapult</td> </tr> </table> <p><b>Declarations of Interest:</b> None were declared.</p>	Cllr Mark Shaw	Buckinghamshire County Council	Graham Hughes	Cambridgeshire County Council	Nick Jones	Transport Systems Catapult	
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	<p>minimise fears through the engagement and also support local strategic aspirations through understanding plans and needs. Steve Tomkins noted that the stakeholder groups are still being developed and will be worked on as they progress to ensure that the right people are in attendance. All to let the Expressway Team know if they would like any changes to existing stakeholder group attendee lists.</p> <p>Cllr Bob Price endorsed the Expressway Team meeting separately with Oxfordshire Councillors (particularly the local planning authorities to consider wider planning issues), and highlighted the need for public engagement to be considered within the programme. Steve Tomkins noted that the Environment Forum (taking place today) includes members of the public, which is the start of this engagement.</p> <p>Cllr Nigel Young invited the Expressway Team to meet with Central Bedfordshire in the new year. Steve Tomkins to organise this meeting. Cllr Young also reminded the meeting of the need to tie in work on the expressway with that associated with the Black Cat roundabout; Steve Tomkins assured the meeting that the Expressway Team will be considering other schemes in order to ensure that the Expressway compliments these schemes to enable multi-modal travel and ultimately optimise all schemes.</p> <p>Mark Kemp noted that Buckinghamshire is the most directly affected Local Transport Authority and requested an early meeting with the team.</p> <p>Martin Tugwell highlighted that the Connectivity Study (announced in the Budget) will be coordinated with the Expressway Team, working with the Department for Transport. As part of those discussions the opportunity is being taken to ensure that any work commissioned in respect of the connectivity study complements both the work of the 'expressway' Study Team and the work that needs to be taken forward by the Forum as part of the overarching Transport Strategy.</p> <p><b>The Forum NOTED:</b></p> <ul style="list-style-type: none"> <li>a) <b>The presentation from the expressway team</b></li> <li>b) <b>The update on the 'connectivity study'.</b></li> </ul>	<p>ALL</p> <p>S Tomkins</p> <p>S Tomkins</p> <p>M Tugwell</p>
<p>4.</p>	<p><b>HIGHWAYS ENGLAND'S STRATEGIC ROAD NETWORK INITIAL REPORT</b></p> <p>Adam Simmons gave a presentation on <a href="#">Highways England's Strategic Road Network Initial Report (SRNIR)</a>, some of the key points included:</p> <ul style="list-style-type: none"> <li>• The SRNIR: <ul style="list-style-type: none"> <li>○ Was published on Wednesday – 13<sup>th</sup> December.</li> <li>○ Is a result of a significant amount of research (including Road to Growth; Strategic Studies; and Route Strategies).</li> <li>○ Builds on the initial thinking of RIS1 (i.e. a number of RIS1 schemes are being carried into RIS2, plus considering key new proposals such as the Expressway).</li> <li>○ Is <u>not</u> a long list of schemes as this is not appropriate at this stage.</li> </ul> </li> <li>• Following public consultation, The Road Investment Strategy 2 (RIS2) will be developed and subsequent works programmed.</li> <li>• Additional documents were published alongside the Initial Report, including a: summary document; and a longer term vision 'Connecting the Country'.</li> </ul> <p>Adam Simmons thanked everyone for their engagement to date.</p> <p><i>See presentation slides for further information.</i></p>	<p><i>Endorsed</i></p>

	<p>Michael Read-Leah gave a presentation on the Department for Transport's <a href="#">consultation</a> on the SRNIR, noting this is a new process. Some of the key points included:</p> <ul style="list-style-type: none"> <li>• The consultation is now open, with responses due by 7<sup>th</sup> February.</li> <li>• The DfT is consulting to help ensure that RIS2 meets all needs (wider than Highways England's initial SRNIR), particularly the users of the Strategic Road Network (SRN) (the general public).</li> <li>• The consultation will help inform the development of RIS2 (investment into the SRN).</li> <li>• The consultation aims to seek people's views on the SRNIR; the analytical approach being taken by the DfT; the extent of the SRN; and whether any further considerations should be given.</li> </ul> <p><i>See presentation slides for further information.</i></p> <p>Martin Tugwell noted that a draft response to the DfT consultation will be shared with the Forum at the January Forum Meeting.</p> <p>Mark Kemp asked how the Major Road Network (MRN) proposals will link into RIS2 (in terms of investment allocations etc.); how it will consider growth; and how the network will be futureproofed for connectivity (having this built into the RIS2 proposals). Adam Simmons noted that any developments in the MRN concept will need to be considered within the RIS2 process/period, and stated that growth is being considered by Highways England analysts to help inform business cases/ decision making (and that this approach will improve further over future RIS periods). Adam Simmons highlighted that understanding innovation is very important and how it can be incorporated into the corridors (particularly in terms of data and using this to manage the network), this will require investment through RIS2 in order to develop. Michael Read-Leah highlighted that RIS2 includes performance specification (to monitor delivery).</p> <p><b>The meeting NOTED:</b></p> <p>a) the presentation on Highway's England's Strategic Road Network Initial Report.</p> <p><b>The meeting ENDORSED:</b></p> <p>a) the proposed approach for the Forum's responding to the consultations taking place.</p>	
<p>5.</p>	<p><b>A428 BLACK CAT TO CAXTON GIBBET SCHEME</b></p> <p>Alan Kirkdale provided an update on the Highways England A428 Black Cat to Caxton Gibbet scheme, including the following:</p> <ul style="list-style-type: none"> <li>• the announcement of the preferred route for the A428 Black Cat to Caxton Gibbet scheme has been delayed.</li> <li>• This is in part due to the need for Highways England to consider the output from the A1(M) East of England Strategic Study.</li> </ul> <p>Martin Tugwell stated that Highways Heartland (quarterly meetings) has been established for strategic discussions between EEH, the DfT and Highways England, and that the core programme team would look to use those meetings to maintain oversight on progress with the strategic studies.</p>	



	<p>Martin Tugwell suggested that a formal letter is sent from the Forum to the DfT (in response to the Budget and National Infrastructure Commission Report) setting out the case for a more appropriate level of core funding for the Forum's activities.</p> <p>Cllr Bob Price highlighted the importance of emphasising the need for transport infrastructure to support the local growth.</p>	<p><b>Programme Team</b></p>
<p><b>7.</b></p>	<p><b>STRATEGIC TRANSPORT FORUM: REVISED TERMS OF REFERENCE</b></p> <p>Martin Tugwell gave an overview of the key revisions to the Terms of Reference, including:</p> <ul style="list-style-type: none"> <li>• Membership (including local planning authority representatives from each of the Growth Boards).</li> <li>• Geographical coverage (to include Hertfordshire and Swindon).</li> <li>• Whether the Forum would welcome an EEH Wider Stakeholder Reference Group (to have a representative on the Forum).</li> </ul> <p>Phil Southall noted that he has begun to look into a Bus Operators Association: he indicated that he may require some support from the core programme team in order to establish the group.</p> <p>Cllr Bob Price stated that he supported Swindon being part of the Forum. Martin Tugwell stated that Swindon have confirmed that they would like to join the Forum, therefore will be invited to future meeting.</p> <p>Cllr Bob Price noted that as the representative of the Oxfordshire Growth Board he would not be able to represent the views of all individual local planning authorities within Oxfordshire. Martin Tugwell highlighted that the Forum is a public meeting (with papers available publically online) and that the Terms of Reference have a 'right to address' written in thereby enabling any local planning authorities to raise points at the Forum. Cllr Heather Smith suggested that papers/informed should be directly circulated to the local planning authorities going forward. Core programme team to ensure that this happens.</p> <p>Hilary Chipping noted that the Terms of Reference need to allow for emerging Growth Boards to be represented – not just those that had been formally established. This was agreed.</p> <p>Hilary Chipping offered to liaise with Local Nature Partnerships regarding their involvement as part of the wider stakeholder group.</p> <p>Colin Thomas, from the Oxfordshire branch of the Campaign to Protect Rural England, addressed the Forum and noted their intention to attend future Forum meetings (welcoming the opportunity to do so). CPRE questioned the Expressway Team on the public involvement in the rationale behind the Expressway and requested greater public consultation on the choices of the corridor. Steve Tomkins noted that the Expressway Team is meeting with CPRE in January.</p> <p><b>The meeting AGREED:</b></p> <ol style="list-style-type: none"> <li>a) <b>The revised Terms of Reference</b></li> <li>b) <b>To establish a wider stakeholder reference group</b></li> <li>c) <b>That the Forum will convene under the new Terms of Reference in January 2018.</b></li> </ol>	<p style="text-align: center;"><b>Programme Team</b></p> <p style="text-align: center;"><b>Programme Team</b></p> <p style="text-align: center;"><b>Programme Team</b></p> <p style="text-align: center;"><b>H Chipping</b></p>

<p>8.</p>	<p><b>NATIONAL INFRASTRUCTURE COMMISSION / BUDGET UPDATE</b></p> <p>Martin Tugwell gave a summary of the key points:</p> <p><i>National Infrastructure Commission Report</i></p> <ul style="list-style-type: none"> <li>• Infrastructure - a vital part of the investment package, along with investment in skills, higher education, science and technology.</li> <li>• Multi-modal spine - a once-in-a-generation opportunity that will enhance connectivity, expanding the labour markets of key towns and cities, improving connections to with international gateways such as Heathrow.</li> <li>• Also seen as providing a vital step in the development of a strategic transport corridor connecting East Anglia to the west of England and South Wales.</li> <li>• Support for an arc-wide Strategic Infrastructure Plan and economic plan.</li> <li>• Opportunity to build upon local perspectives generated through sub-regional working – including that underway in Oxfordshire and Cambridgeshire/Peterborough.</li> <li>• Local and national government capitalising on the Strategic Transport Forum and the momentum that has been built.</li> <li>• The overarching Transport Strategy should form a key component of a Strategic Infrastructure Plan - should cover transport, digital, utilities and flood management.</li> <li>• Proactive approach of the Strategic Alliance in engaging with LEPs and local planning authorities is noted.</li> </ul> <p><i>Budget Update</i></p> <p>The Government:</p> <ul style="list-style-type: none"> <li>• Will formally respond to NIC report in next 6 – 12 months.</li> <li>• Is committed to developing an Expressway of high-quality east-west roads between Oxford and Cambridge, key elements to be built in RIS2 (2020 to 2025), accelerating development work for the M1 – Oxford section to be open by 2030 (decision on corridor choice by summer 2018).</li> <li>• Will commission England’s Economic Heartland to study how communities not on the Expressway can benefit from it.</li> <li>• Confirmed funding to deliver phase two of the western section of East West Rail - for services to be running in 2023 and the project to be complete by 2024. Looking to accelerate delivery of the central section (Bedford to Cambridge), for services to begin by mid-2020s.</li> <li>• Announced match-funding of up to £5 million for a Cambridge South station (possible construction from the early 2020s).</li> <li>• Is commissioning Network Rail to report by summer 2018 on rail growth in Cambridgeshire up to 2043, and the enhancements required to support this.</li> <li>• Is making available up to £300,000 to co-fund with local stakeholders an Oxfordshire Rail Corridor study to explore rail growth in the area, and opportunities for additional services, stations and routes (with consideration of a Cowley Station).</li> </ul> <p>Martin Tugwell highlighted that a representative of the East West Rail Company will be presenting at the next Forum meeting.</p>	
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<p><b>9.</b></p>	<p><b>DEPARTMENT FOR TRANSPORT UPDATE</b></p> <p>Andy Rhind gave the following updates:</p> <ul style="list-style-type: none"> <li>• The Major Road Network consultation will be launched over the Christmas period.</li> <li>• Andy Rhind's replacement (Ruth Harper) will be attending the next Forum meeting in January. Nicky Reynolds will continue to be the key contact for local authorities and EEH going forward.</li> </ul> <p>Cllr Heather Smith asked whether Andy Rhind could provide any advice to the Forum going forward. Andy Rhind noted that current engagement/influence of EEH is excellent, the Secretary of State would like 'one voice' therefore broadening the geographical area across the arc is beneficial.</p>	
<p><b>10.</b></p>	<p><b>DATES OF FUTURE MEETINGS</b></p> <p>The 2018 dates for the Strategic Transport Forum are:</p> <ul style="list-style-type: none"> <li>• Friday 26<sup>th</sup> January : 11:00 – 13:00 @ Transport Systems Catapult</li> <li>• Friday 16<sup>th</sup> March : 11:00 – 13:00 @ Transport Systems Catapult</li> <li>• Friday 22<sup>nd</sup> June : 11:00 – 13:00 @ Transport Systems Catapult</li> <li>• Friday 21<sup>st</sup> September : 11:00 – 13:00 @ Transport Systems Catapult</li> <li>• Friday 7<sup>th</sup> December : 11:00 – 13:00 @ Transport Systems Catapult</li> </ul> <p>Martin Tugwell advised the meeting that Becca Dengler would be on maternity leave following this meeting: everyone wished Becca all the very best for the forthcoming birth. Martin Tugwell introduced Stephen Moody as Becca's maternity cover.</p>	

*Also in attendance:*

Neil Gibson	Buckinghamshire County Council
John Disley	Oxfordshire County Council
Colin Thomas	CPRE
Alan Francis	MK Green Party
Chris Pettifer	Bedford Borough Council
Keith Dove	Luton Council
Andrew Davie	Central Bedfordshire Council
Adam King	England's Economic Heartland
Stephen Moody	England's Economic Heartland