



STRATEGIC TRANSPORT FORUM

Friday 17th May 2019

11:00am – 1:00pm

Committee Room 1, Borough Hall, Cauldwell St, Bedford, MK42 9AP

BEDFORD BOROUGH COUNCIL

Present:	<p>Mayor Dave Hodgson Cllr Paul Castleman Cllr Ian Bates Cllr Derrick Ashley Hillary Chipping Phil Southall Andrea Hayes Yolande Herbarth Simon Amor Robin Knight Steve Hayes Ian Boll Joan Hancox Tim Price Nigel McCurdy</p> <p>Martin Tugwell Naomi Green Adam King Antony Swift</p>	<p>Bedford Borough Council Luton Borough Council Cambridgeshire County Council Hertfordshire County Council SEMLEP OXLEP Network Rail Transport Systems Catapult Highways England EEH Bus Operators Association Milton Keynes Council Northamptonshire County Council Buckinghamshire County Council Swindon Borough Council Huntingdonshire District Council</p> <p>England's Economic Heartland England's Economic Heartland England's Economic Heartland England's Economic Heartland</p>
Apologies:	<p>Cllr Mark Shaw Cllr Yvonne Constance Cllr Angela Macpherson Graham Botham Graham Hughes Helen Wylde</p>	<p>Buckinghamshire County Council Oxfordshire County Council Aylesbury Vale District Council Network Rail Cambridgeshire County Council Transport Systems Catapult</p>
In attendance:	<p>Jeremy Smith Melanie Macleod Keith Dove Patsy Dell Alan Francis</p>	<p>Cambridgeshire County Council Bedford Borough Council Luton Borough Council Hertfordshire County Council Milton Keynes Green Party</p>

		ACTION
1	<p>APPOINTMENT OF CHAIR FOR 2019/2020</p> <p>The meeting began by Martin Tugwell inviting nominations for the role of Chair for 2019/20.</p>	



	Cllr Castleman nominated Mayor Dave Hodgson: Cllr Ian Bates seconded the nomination. The meeting unanimously elected Mayor Dave Hodgson as the Chair for 2019/20.	None Arising
2	INTRODUCTIONS AND MEETINGS OF PREVIOUS MEETINGS The minutes of the previous meeting were agreed as accurate, with the exception of Cllr Paul Cattleman's omission from the attendee list. Actions from the previous meeting were noted by the Forum.	None Arising
3	PUBLIC QUESTIONS Alan Francis, representing Milton Keynes Green Party, challenged the Outline Transport Strategy's ambition to achieve a zero-carbon transport system by 2050. Alan felt this commitment was not ambitious enough and should be brought forward to address worsening climate change, in so doing noting that a number of local authorities across the region have formally passed resolutions recognising the existence of a climate change emergency. The meeting noted the concerns and agreed to take the points made into consideration when considering the Outline Transport Strategy (agenda item 5).	None Arising
4	FIRST MILE LAST MILE STUDY Antony Swift led a presentation on a study underway that is focused on the need to improve first mile/last mile connectivity. The study will consider the opportunities, in particular looking at how improvements in first mile/last mile are needed to complement the investment made in strategic infrastructure. The intention being that the study will identify how the Transport Strategy might provide the policy framework that supports/encourages improvement in planning for first mile/last mile and subsequent delivery by local partners. The presentation focused on the way smarter designs for first mile last mile connectivity can transform travel patterns and unlock labour and housing markets with less environmental impact. Comparisons were drawn on the way this study compliments the national 'mobility revolution' the UK is currently experiencing, activity that is actively encouraged by the Government's Future of Mobility: Urban Strategy. The presentation put the work commissioned in the context of the 'Connecting People' theme, and concluded by setting out the methodology being adopted as part of the study. It seeks to use case study typography examples to identify a suite of mobility interventions; informed by the unique combination of our people's needs and place type. The output will be a toolkit of connectivity options to embed in settlements from the outset, informed thought international best practice. The Forum agreed that a strategic approach to improving first mile last mile connectivity is a priority for their constituents and public transport operators alike. An ensuing discussion took place on the ambitions and expectations of Forum Members for first mile last mile transport solutions across the Heartland. The Forum recognised the challenge of delivering sustainable transport solutions in compact, dense, historical areas that have confined options, less conducive to traditional infrastructure interventions. The Forum strongly supported the need to address barriers to enabling a more effective approach to achieving a truly integrated transport system. The Forum agreed that the work should be outcome led; recommending practical solutions specific to type of place to improve door-door journeys. There was endorsement from Simon Amor (Highways England) to support with	



	<p>this project.</p> <p>The Forum discussed the implications of the Heartland’s rural geography for travel choices and recognised the need to consider new business models as alternatives to the private car.</p> <p>There was agreement that in considering future first mile/last mile solutions it is imperative to consider how digital connectivity will enable new business solutions to be developed, ones that will change the nature and scale of future travel demand. This was echoed by LEP partners who emphasised the role new technology can play in this region, linking up towns and hubs across rural areas and making it easier to access markets and services.</p> <p>A final round of comments was made on the need for this work to focus on where and why there are barriers to accessing transport in a range of different geographical conurbations, tackling the inhibitors to accessing public transport based on a range of different factors.</p> <p>The Forum AGREED the principles for a user-centred transport system complemented by improvements to the ‘first and last mile’ element of journeys within the Heartland as set out within the paper.</p>	<p>None arising</p>
<p>5</p>	<p>OUTLINE TRANSPORT STRATEGY</p> <p><u>5(a) Outline Transport Strategy</u></p> <p>Naomi Green introduced the Outline Transport Strategy: this will be launched at the 3rd Regional Conference on 16th July at the University of Hertfordshire. The conference marks the start of a period of engagement that will run through to 31st October.</p> <p>The purpose of the Outline Transport Strategy is to set out the nature of connectivity challenges the region faces now and in the future and seeking the views of communities and business on how the transport system needs to evolve in response to those challenges.</p> <p>A summary of the Outline Transport Strategy was presented and individual chapters and the suite of ‘future visions’ were referred to in detail. The Forum recognised that this was the first milestone in creating the overarching Transport Strategy, consultation on which will take place in early 2020.</p> <p>Naomi Green summarised how the Forum’s discussion had set the Outline Transport Strategy’s direction of travel, including its draft vision and three priority principles. The Outline Transport Strategy has four main chapters; people, places, opportunities and services. These form the spine of the document with each chapter having a series of questions on which the views of communities and businesses would be sought. The questions are designed to spark debate and challenge with stakeholders. Phil Southall specifically offered engagement with Oxfordshire Growth Board. He also drew the Forum’s attention to comments provided by Oxfordshire County Council on the draft document.</p> <p>The Forum welcomed the emphasis placed on the need to plan and deliver new infrastructure. Members questioned – referring to the points made during the public question section – whether the ambition to achieve a zero-carbon transport system should be brought forward to 2040. In addition, the Forum emphasised the need to draw out more explicitly the opportunities (and implications) of growth in digital services.</p> <p>Robin Knight expressed the support of the Bus Operators for the draft document, noting that its principles were robust and provided a strong foundation on which detailed policy proposals and interventions could emerge.</p> <p>Forum members emphasised the importance of using diagrams and info-graphics as a means of engaging with stakeholders. They also emphasised the</p>	



	<p>need to identify key strategic corridors.</p> <p>The Forum also noted the need to work closely with DfT when considering potential options for generating investment funds in the absence of road tax; a consequence of the shift to electric vehicles.</p> <p>The meeting AGREED, subject to the points made in the discussion being taken on board, the draft Outline Transport Strategy as the basis for engagement</p> <p><u>5(b) Engagement Plan</u></p> <p>Adam King outlined the proposed approach to engagement for the Outline Transport Strategy: this will take place between 16th July and 31st October. This will allow the Forum to engage locally and with other stakeholders as part of the dialogue that will shape the development of the Draft Transport Strategy published in Spring 2020.</p> <p>The approach to engagement is focused on securing ownership, insight and advocacy. Principles of engagement and stakeholders identified to engage with such as the youth network and Local Enterprise Partnerships were discussed with the Forum. Views from the Forum were sought regarding how EEH can involve partners and politicians in this extensive engagement programme.</p> <p>The Forum welcomed the use of an 'influencers group' as a way to give those traditionally hard to reach a platform to engage, and reflecting on the fact a 2050 strategy will particularly affect younger demographics.</p> <p>The Forum suggested that the engagement plan should ensure it utilises existing channels to avoid consultation fatigue. Steve Hayes provided examples of work undertaken in Milton Keynes with younger audiences. He suggested the questions set out in the engagement document should look to build on engagement already undertaken locally.</p> <p>Martin Tugwell confirmed that in developing the detail of the engagement the Business Unit would work with partners to identify opportunities to compliment engagement at a local partner level. The Forum acknowledged that the level of response on the Outline Transport Strategy's should not be underestimated, particular if policy narrative disrupts existing predictions of the future of our transport network.</p> <p>Mayor Dave Hodgson requested that consultation packs are sent to partners to allow them to champion local engagement where appropriate.</p> <p>The Forum AGREED to endorse the proposed approach to engagement.</p> <p>The Forum AGREED that the EEH Business Unit would work with Forum members to confirm the role they might wish to play during the Outline Transport Strategy engagement within their local areas</p>	<p>Naomi Green</p>
<p>6</p>	<p>MAJOR ROAD NETWORK/LARGE LOCAL MAJORS PRIORITISATION</p> <p>Naomi Green provided an overview on the approach being taken to develop the Major Road Network/Large Local Majors Programme for the first five years.</p> <p>Forum members noted the progress that had been taken in developing the prioritisation process with the Transport Officer Group and EEH Delivery Partners. Naomi Green advised the Forum that the existing MRN network in the EEH region is not static, and will be reviewed in light of the output from the connectivity studies.</p> <p>The Forum was encouraged to continue to press the need for DfT to take a longer-term view on investment beyond the first five year of the MRN programme. As such, partner's schemes that can't be developed in this time period will be considered as the investment pipeline is developed.</p>	



	<p>The Forum was invited to discuss the process and criteria set for MRN prioritisation and if necessary, consider the requirement to set a minimum standard for priority principles set by EEH, in addition to the DfT objectives. These include Economic Growth, Accessibility and Inclusion and Quality of Life and Environment.</p> <p>Forum members debated the need for a minimum standard to address the Quality of Life and Environment principle of the assessment criteria. For example, if a scheme had a weak fit with this principle would it still be appropriate to identify it as a regional priority?</p> <p>In response, comments focused on the way road building can enhance the environment if it unlocks public transport schemes, supports non-motorised travel or reduces congestion in dense urban areas.</p> <p>Simon Amor highlighted the fact the prioritisation methodology does not make explicit reference to road safety. Safety benefits are referenced within the MRN criteria to measure the 'supporting all road users' objective. Naomi Green agreed to follow this up with the Department for Transport to understand how this might be captured more overtly.</p> <p>The conversation returned to whether a minimum standard is required for certain objectives, particularly around biodiversity and the environment. The ensuing conversation appraised the strengths and weaknesses of having minimum standards on a number of principles. However there was no clear consensus on this amongst the Forum members.</p> <p>It was agreed that an e-vote of all Forum (including those not present at the meeting) would be undertaken in order to arrive at an agreed position.</p> <p>The Forum AGREED:</p> <p>a) The approach for developing the programme of investment for the first five year (2020 – 2025) Major Road Network/Large Local Majors Programme.</p> <p>b) To seek views – via an e-vote – on the question as to whether it was appropriate to set a minimum performance level for individual priority themes</p> <p>c) Note the technical output of the prioritisation process will be presented to the Forum for its decision on 12th July 2019.</p>	<p>Naomi Green</p>
<p>7</p>	<p>BUSINESS UNIT UPDATE</p> <p>Martin Tugwell updated the Forum on a number of key work streams that are being taken forward by the EEH Business Unit:</p> <p><u>Investment Portfolio</u></p> <p>Work is underway to develop an investment strategy and prospectus to make the case to investors (both private and public) that the Heartland is the place to invest. It is anticipated that progress with the development of the investment portfolio will be referenced at the 3rd Regional Conference.</p> <p><u>Williams Rail Review</u></p> <p>The Forum recalled its initial response to the Williams Rail Review, submitted in January 2019. The findings of the review are expected to be published in a Government White Paper in the autumn and will consider options on new models of delivery and ticketing. EEH continues to work with Network Rail through a number of work strands to pursue priorities and opportunities for more effective use of the rail network at a regional level.</p> <p><u>Freight Topic Paper</u></p> <p>The study is nearing completion and the findings of the report will be</p>	



	<p>presented at the next Forum in July 2019. The work has focused on the value of freight to our business, industry and consumers and the impact the movement of goods and services plays in realising the Heartland's economic potential. The development of the study has entailed collaboration with the National Infrastructure Commission, policy makers, infrastructure operators and freight businesses.</p> <p><u>Network Rail</u></p> <p>Andrea Haynes updated the Forum that Network Rail has appointed five new regional directors to deliver the first phase of organisational change. These appointments are as followed:</p> <p>Alex Hynes: managing director, Scotland's Railway Rob McIntosh: managing director, Eastern John Halsall: managing director, Southern Mark Langman: managing director, Wales and Western Tim Shoveller: managing director, North West and Central</p> <p>The Forum AGREED to note the update on the work programme</p>	None Arising
8	<p>STRATEGIC TRANSPORT FORUM: FORWARD LOOK</p> <p>Naomi Green provided an overview of the Forum's forward programme. Partners were invited to suggest ideas on transformational growth schemes in their area that would benefit from being presented to the Forum. This builds on the presentation series, for which previous presentations from London Luton Airport, Heathrow, East West Railway Company and Network Rail have proven successful.</p> <p>The need to refresh the Governance arrangements in light of unitary proposals in Buckinghamshire and Northamptonshire was acknowledged: something that will be discussed during July's meeting.</p> <p>Finally, the ambition for EEH to become a statutory body remains and will look to be established in the latter part of 2020/21. This aspiration has been shared with DfT with recognition that EEH is focusing its efforts on outcomes and demonstrating value ahead of seeking statutory functions.</p> <p>The Forum AGREED to note the issues to be considered by the Forum over the forthcoming year.</p>	None Arising
9	<p>FUTURE MEETING DATES</p> <ul style="list-style-type: none"> • 12th July 2019 , Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP • 27th September 2019, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP • 22nd November 2019, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP 	