



ENGLAND'S
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Strategic Transport Forum

Friday 21st September

At

Transport Systems Catapult, Milton Keynes

Present:	Mayor Dave Hodgson	Bedford Borough Council (Chairman)
	Cllr Nigel Young	Central Bedfordshire Council
	Cllr Ian Bates	Cambridgeshire City Council
	Cllr David Renard	Swindon Borough Council
	Cllr Yvonne Constance	Oxfordshire County Council
	Cllr Katrina Wood	Wycombe District Council
	Helen Wylde	Transport Systems Catapult
	Phil Southall	Oxfordshire Local Enterprise Partnership
	Hilary Chipping	SEMLEP
	Helen Wylde	Transport Systems Catapult
	Rob Smith	Buckinghamshire County Council
	Keith Dove	Luton Borough Council
	Roy Boulton	Northamptonshire County Council
	Steve Hayes	Milton Keynes Council
	Philip Andrews	Department for Transport
	Simon Amor	Highways England
	Erica Blamire	Network Rail
	Robin Knight	EEH Bus Operators Association
	Chris Joyce	Heathrow Airport
	Naomi Green	EEH Business Unit
Adam King	EEH Business Unit	
Martin Tugwell	EEH Business Unit	
In Attendance	John Disley	Oxfordshire County Council
	Lisa Michelson	Oxfordshire County Council
	Philippa Venables	Swindon Borough Council
	Paul Everard	Northampton Borough Council
	Alan Francis	Milton Keynes Green Party
	Chris Pettifer	Bedford Borough Council

MINUTES

		Action
1	<p>Welcome and Introductions</p> <p>Mayor Dave opened the meeting. Naomi Green was introduced to the meeting as the Head of Technical Programme within the EEH Business Unit.</p> <p>There were no declarations of interest to be recorded.</p>	
2	<p>Minutes of Previous Meeting</p> <p>These had been circulated with the papers for the meeting. The minutes were agreed as a true and accurate record.</p> <p>The meeting noted the update on actions: there were no issues raised.</p>	
3	<p>Expressway and Connectivity Study</p> <p>Phil Andrews provided an overview of the recent announcement by the Secretary of State regarding the preferred corridor for the 'missing link' between Oxford and Milton Keynes.</p> <p>The Department for Transport had announced route B as the preferred corridor, but with a view yet to be taken on preferred corridor around Oxford, with options west and east of Oxford still in scope. Phil Andrews confirmed that an announcement on the preferred route for the link was anticipated to be made in the second half of 2019.</p> <p>Phil Andrews noted the frustration expressed by the Forum with regards to the delay with the A428 Black Cat to Caxton Gibbet scheme. However he reaffirmed the Department's commitment to deliver this scheme and he anticipated an announcement on the preferred route later in the autumn.</p> <p>Points raised in the ensuing discussion:</p> <ul style="list-style-type: none"> • Yvonne Constance expressed her concern at the lack of clarity on the preferred way forward around Oxford. Phil Andrews noted that the preferred corridor announcement had ruled out a corridor that would have had an impact on Otmoor. • Nigel Young noted the importance of looking beyond the immediate corridor to consider the scale of development that is coming through in emerging Local Plans. He emphasised the critical importance of ensuring that development of the 'expressway' proposal is properly linked with the work on local plans. • Responding to concerns about the delay to the A428 scheme, Phil Andrews highlighted the need to ensure that construction works on key corridors did not coincide – in particular he cited the need to ensure that works on the A428 did not coincide with those on the A14 corridor. • Nigel Young and Steve Hayes highlighted concerns regarding the current operation of M1 Junction 13 – both were concerned that the work associated with the 'expressway' 	

also took into account the need to address congestion at this junction which already exists.

- Ian Bates further emphasised the concern amongst all local partners regarding the additional delay to the A428 Black Cat to Caxton Gibbet. The meeting noted that this has become a litmus test for the ability to deliver prioritised investment to time and budget.

Naomi Green provided an overview of the current situation with regards to the connectivity study. She reminded the Forum that the study was announced in Budget 2017 and that England's Economic Heartland was in the lead, working in partnership with the Department for Transport and Highways England.

The annex to the paper before the Forum set out the principles for the study that had been agreed at its meeting in March.

Points made in the discussion on the connectivity study included:

- David Renard emphasised the importance of the connectivity study including consideration of the A420 Swindon to Oxford corridor. Yvonne Constance supported David Renard in this point. Martin Tugwell reassured the meeting that the A420 corridor was included within the principles agreed at the March meeting.
- Phil Andrews agreed with the need for the connectivity study to adopt a multi-modal approach, whilst at the same time avoiding the complexity of the round of multi-modal studies undertaken at the turn of the century.
- Ian Bates emphasise the need for the connectivity study to be sufficiently broad in its scope to be of meaningful value.
- Nigel Young supported Ian Bates, emphasising the importance of looking at the overall resilience of the network.
- Phil Southall welcomed the approach set out in the paper. In doing so he drew attention to the importance of not forgetting the importance of first/last mile movements. He noted that public transport services – particularly local buses – provide an attractive offer in many locations but it was acknowledged that more could be done still. He saw the connectivity study as an opportunity to link this with the wider strategic work.
- Dave Renard emphasised the importance of the connectivity study considering the implications of planned major public transport investments – for example Western Rail Access to Heathrow
- Katrina Wood highlighted the importance of the connectivity study to local planning authorities in Buckinghamshire. She welcomed the recognition within the paper of the importance of looking at north-south movements.
- Steve Hayes supported Katrina Wood in her comments about the potential of express coach services providing attractive alternatives to the car.

	<ul style="list-style-type: none"> Phil Southall noted the work underway through the Heathrow Airport Transport Forum and encouraged the EEH Business Unit to get engaged in its activities. <p>The meeting AGREED to:</p> <ol style="list-style-type: none"> Note the update on the “Expressway”, including the recent announcement of the preferred corridor choice for the section of the Expressway between Oxford and Milton Keynes. Endorse the proposed operating model for taking forward the Connectivity Study. 	<p>Noted</p> <p>EEH Business Unit</p>
<p>4</p>	<p>Heathrow Airport, Surface Access Strategy</p> <p>Mayor Dave welcomed Chris Joyce to the meeting. Chris Joyce is the Head of Surface Access Strategy at Heathrow Airport Expansion. He proceeded to brief the Forum on the context within which the expansion of Heathrow Airport is being promoted, noting in the process the economic opportunity (and benefit) that exists for the UK as a whole as a result of expansion.</p> <p>Chris Joyce noted that ‘the need’ for expansion sits within the recently approved National Policy Statement on Aviation. Building on that established need the team is now working up the proposal for submission through the Development Consent Order process. Chris also noted that there was a separate but related exercise underway that is reviewing the use of airspace across the South East of England. The expansion of Heathrow would have implications for airspace use and vice versa.</p> <p>Heathrow Airport had consulted on the expansion earlier in the year: the team is now working through the responses with a view to using them to inform the development of the Masterplan for the expansion. Heathrow will consult on the details of its expansion in 2019 as part of the DCO process.</p> <p>Chris highlighted 5 key priorities for surface access – all of which are driven by the need to achieve a major switch in mode in order to meet the requirements of the NPS. He highlighted the lack of direct rail access to/from the south of the airport as a concern. He also emphasised the importance of investing in alternative means of access alongside proposals to reduce the provision of parking for workers on site.</p> <p>Responding to a query from Phil Southall, Chris confirmed that the cost of modifications to the M25 would be met by the project (not from Highways England funding).</p> <p>The meeting welcomed the briefing from Chris Joyce. Mayor Dave reminded the Forum that it has consistently supported the expansion of capacity at Heathrow given its significance as a key international gateway.</p> <p>The meeting NOTED the update provided by Chris Joyce: it also NOTED that it would need to consider in detail the consultations once they were published in 2019.</p>	<p>EEH Business Unit</p>

<p>5</p>	<p>Bus Partnership</p> <p>Mayor Dave welcomed Robin Knight to the meeting: Robin is the Chair of the recently established EEH Bus Operators Association.</p> <p>Robin Knight began by emphasising the support amongst the operators for the Association: all the partners were keen to play an active role in shaping the future of the transport system across the Heartland and welcomed the opportunity to be members of the Forum.</p> <p>Robin provided an overview of the opportunities that the operators foresaw in the Heartland, including:</p> <ul style="list-style-type: none"> • Expansion of integrated and smart ticketing offers • Exploring the benefits that might arise from improving access to information relating to bus services – in particular looking at how this might be used to analyse changes in travel patterns/need • Exploring how the drive for improved air quality might act as a driver for innovation in the use of public transport – including exploration of alternative fuel technologies. • Discussions on how to improve the reliability/resilience of services – so that they offer an attractive alternative to the car • Exploring how best to ensure that the planning of new development takes into account properly the opportunities for bus services to provide an attractive alternative <p>Robin emphasised the commitment of all the operators to work together on strategic issues and their desire to work closely with the EEH Business Unit in the development of the transport strategy and its implementation plan.</p> <p>Hilary Chipping reflected on the work already underway through the Greener Journeys/Transport Knowledge Hub network. Hilary encouraged the Forum to look to see how it might build on that initiative alongside the Bus Operators Association.</p> <p>Steve Hayes reflected on the progress made to date by Milton Keynes noting that investment being made in a bus-partnership manager as a means of strengthening the alliance with local bus operators. He highlighted though the challenge that arises from the need to have a compelling case for investment by the private sector and highlighted this as an area of potential interest for the Forum.</p> <p>The meeting WELCOMED the establishment of the Bus Operators' Association and WELCOMED the commitment to work with the EEH Business Unit in the development of specific proposals.</p>	<p>EEH Business Unit</p>
<p>6</p>	<p>Network Rail</p> <p>Mayor Dave welcomed Erica Blamire to present an overview of the Network Rail System Operator function.</p> <p>Erica Blamire set out how the System Operator team functions at the national network level – it should be the conduit through which strategic issues identified by the Forum are</p>	

	<p>taken into Network Rail as the infrastructure owner. Recent changes to the way in which the investment regime operates have seen decisions on enhancements taken out of the Control Period process – the latter is now used to determine investment in maintenance and renewals. Investment decisions on enhancements are now considered as required, once a business and investment case has been established.</p> <p>The System Operator function is looking to the Sub-national Transport Bodies to identify issues of strategic importance and which they are looking for Network Rail to provide advice. Erica noted that the System Operator has capacity to undertake work that looks at strategic issues however this is limited and therefore they are looking to the Sub-national Transport Bodies to prioritise strategic issues.</p> <p>The meeting WELCOMED the overview provided by Erica and in particular the clarity provided on the relationship between the Forum (as the Sub-national Transport Body) and Network Rail (as the System Operator).</p>	<p>EEH Business Unit</p>
<p>7</p>	<p>EEH Business Unit Update</p> <p>Naomi Green introduced the paper, which provides an overview of broader activity being undertaken by the EEH Business Unit.</p> <p>The meeting AGREED to:</p> <ul style="list-style-type: none"> a) Record its support for the EWR Consortium’s response to the Transport and Works Act Order for phase 2 of East West Rail b) Note progress with engagement with DfT on the Cross Country Franchise and development of the Major Road Network c) Support the approach set out with regards to the input into the 2018 Budget 	<p>EEH Business Unit</p>
<p>8</p>	<p>Dates of Future Meetings</p> <ul style="list-style-type: none"> 7th December (11:05 – 13:00) @ Transport Systems Catapult 25th January (11:00 -13.00) @ Bedford Borough Council 29th March (11:00 -13.00) @ Transport Systems Catapult 17th May (11:00 -13.00) @ Bedford Borough Council 19th July (11:00 -13.00) @ Bedford Borough Council 27th September (11:00 -13.00) @ Bedford Borough Council 22nd November (11:00 -13.00) @ Bedford Borough Council 	<p>Note</p>