



## **STRATEGIC TRANSPORT FORUM:Minutes**

Friday 29<sup>th</sup> March 2019

11:05 – 13:00

Transport Systems Catapult

170 Midsummer Blvd, Milton Keynes MK9 1BP

### **TRANSPORT SYSTEMS CATAPULT**

Present:	Mayor Dave Hodgson	Bedford Borough Council
	Cllr Maureen Penny	Swindon Borough Council
	Cllr Paul Irwin	Buckinghamshire County Council
	Cllr Nigel Young	Central Bedfordshire Council
	Cllr Ian Bates	Cambridgeshire County Council
	Hilary Chipping	SEMLEP
	Ian Barham	Bucks Thames Valley LEP
	Phil Southall	Oxfordshire LEP
	Andrea Haynes	Network Rail
	Helen Wylde	Transport Systems Catapult
	Robin Knight	EEH Bus Operators Association
	Mark Kemp	Hertfordshire County Council
	Steve Hayes	Milton Keynes Council
	Ian Boll	Northamptonshire County Council
	Anita Gackowska	London Luton Airport (for item 6)
	Dave Penney	Chiltern Railways (for item 5)
	Martin Tugwell	England's Economic Heartland
	Naomi Green	England's Economic Heartland
Apologies:	Cllr Derrick Ashley	Hertfordshire County Council
	Cllr Mark Shaw	Buckinghamshire County Council
	Cllr Martin Gowans	Milton Keynes Council
	Cllr Yvonne Constance	Oxfordshire County Council
	Cllr Angela Macpherson	Aylesbury Vale District Council
	Matthew Taylor	Highways England
In Attendance:	Rob Smith	Buckinghamshire County Council
	Alan Francis	Milton Keynes Green Party
	Antony Swift	England's Economic Heartland
	David Heathfield	Chiltern Railways
	Nigel McCurdy	Huntingdonshire District Council
	Chris Pettifer	Bedford Borough Council
	Steve Lakin	Central Bedfordshire Council

		<b>ACTION</b>
<b>1</b>	<p><b>WELCOME AND INTRODUCTIONS</b></p> <p>Mayor Dave welcomed Forum members to the meeting. Minutes and actions from the previous meeting were discussed and agreed as accurate.</p>	<b>None Arising</b>
<b>2</b>	<p><b>PUBLIC QUESTIONS</b></p> <p>Alan Francis, representing Milton Keynes Green Party, raised his concern with the level of growth associated with the Cambridge-Oxford arc. He argued that the potential of one million new homes will destroy the 'golden goose', this being the Arc's natural capital. Alan Francis suggested the UK's departure of the European Union may necessitate more national produce being grown domestically, as such, green space should be protected. In addition, he noted the proposed scale of growth along the Arc equates to approximately five-ten new towns, the size of Milton Keynes. The construction impact of this development, and the materials, required to enable it, poses a significant threat to biodiversity.</p> <p>Mayor Dave acknowledged these concerns and noted that Political leaders across the Arc held collective concerns over the scale of housing growth advocated by the Government.</p>	<b>None arising</b>
<b>3</b>	<p><b>Oxford-Cambridge Arc Vision</b></p> <p>Martin Tugwell introduced the agenda item by providing an overview of the Government's ambition and Joint Declaration for the Oxford-Cambridge Arc between Government and Local Partners. The vision helps set the case for investment, with work centred around four main policy pillars; productivity, place-making, connectivity and environment.</p> <p>England's Economic Heartland continues to lead on the connectivity theme. The emphasis on enhancing the environment is of particular relevance to the work developing the Transport Strategy. It is anticipated that DEFRA will provide some leadership on the environment work stream.</p> <p>Hillary Chipping advised the meeting that the three Local Enterprise Partnerships (LEP) and Cambridge and Peterborough Combined Authority have accountability for the productivity work stream. The LEPs continue to develop their Local Industrial Strategies, which are at varying stages and due to be published in the coming months. Sat above the four Local Industrial strategies will be an overall economic vision for the Arc. LEP chairs are in agreement that economic growth and productivity improvement are core to achieving the overall vision. Respective Industrial Strategies will require ministerial sign off.</p> <p>Improving productivity is linked with the four grand challenges (artificial intelligence and data, ageing society, clean growth and future of mobility) associated with the Government's Industrial Strategy. LEPs wish to align with EEH around digital infrastructure priorities; the economic vision being prepared will tether the Department for Business, Energy and Industrial Strategy themes and set out how they should be delivered.</p> <p>Ian Barham discussed the economic vision's scope of work, confirming it would set the pathway to achieve doubling of GVA growth within the Arc by 2050.</p> <p>The economic vision would capture the options for the economy and elevate them across the whole Arc. These opportunities include the Heartland's world leading assets, transport innovation and life sciences. Connecting these clusters of innovation and supporting world class universities was agreed as essential, and the vision, due within the next few weeks, will set out the level of support required.</p>	



	<p>Cllr Maureen Penny referred to the emerging Strategic Investment Plan being developed, for which Martin Tugwell confirmed the work focuses on the infrastructure requirements for the first five years. Officers at Swindon can continue to be able to shape the works development by existing governance arrangements at officer level. Cllr Maureen Penny sought clarity on the way Local Industrial Strategies would consider Swindon.</p> <p>Martin Tugwell confirmed that EEH technical work would pick up Swindon and Wiltshire Local Enterprise Partnership in the development of its work streams.</p> <p>Mark Kemp noted his support that the productivity work strand would span borders. He reflected on the need for creative arts and life sciences to feature within the analysis; markets of particular strength in the bottom of the Heartland. Ian Barham echoed these views and provided detail on how Hertfordshire LEP and Stevenage, as one example, have been engaged with. Martin Tugwell noted that the offer of closer working with Hertfordshire LEP remains.</p> <p>Cllr Paul Irwin raised his concerns that Buckinghamshire’s geographical location with the Arc is perceived as a transit route for major infrastructure and planning, which it is not able to influence. High growth in Aylesbury Vale District Council along with the concentration of major infrastructure projects means there is a growing risk that Arc ambitions might receive local challenge, and ultimately lose support from existing residents. Cllr Nigel Young’s echoed Cllr Irwin’s concerns regarding the impact of HGV’s and the need to improve connectivity along north/south radial routes.</p> <p>Phil Southall sought clarity on the difference between the various work streams, be it through EEH, Central Government or LEPs. Martin Tugwell suggested that distinction between technical groups and ownership of projects continues to develop organically. The key to successful delivery of these strands was collaborative working and crosscutting synergies that would evolve naturally.</p> <p>Cllr Ian Bates noted the need for productivity and economic strategies to capture utility infrastructure. The meeting was reassured that ‘clean growth’ is one of the emerging themes coming out of the work.</p> <p>Mayor Dave summarised by advising the meeting there is now a civil servants Arc group that is working with the work stream leads: he also noted the importance needing to improve the quality of life for existing residents, not just new ones, remains a key priority.</p> <p><b>The Forum AGREED to:</b></p> <p><b>a) Note the shared ambition of partners and Government for the Oxford-Cambridge arc</b></p> <p><b>b) Agreed that the need to engage wider stakeholders as part of the development of the Transport Strategy, provides an opportunity to contribute to the Government’s proposed engagement exercise during the summer of 2019</b></p> <p><b>c) Note the Government commitment to plan for natural capital in the Oxford-Cambridge Arc, and EEH’s ambition to secure a zero-carbon transport system by 2050 (at the latest) will contribute towards this ambition.</b></p> <p><b>d) The emerging economic vision for the Arc</b></p>	None arising
4	<p><b>EAST WEST RAIL – UPDATE</b></p> <p>In the absence of Cllr Mark Shaw, chair of the East West Rail Consortium. Martin Tugwell proceeded to provide an update on progress with East West Rail.</p>	



	<p>The Eastern Section has produced and published a prospectus; it draws on the need to enhance existing infrastructure and the opportunities to deliver these before completion of the Central Section.</p> <p>Strategic Rail Freight is a key consideration, the EEH response to the Central Section Consultation highlighted the need to design and deliver it in a way that enables it to accommodate strategic rail freight movements, including the necessary gauge and route availability, mirroring the rest of the project.</p> <p>The Western Section Transport and Works Act Inquiry is scheduled to finish in April 2019. The Department for Transport is overseeing further work to consider station capacity at Old Oak Common (OOC) and its links with Chiltern Railways. This is being supported by the EEH Business Unit, and the Forum will receive a briefing on the work at a later date.</p> <p>Clr Ian Bates noted the strategic importance of capacity at Ely. This is something Network Rail is picking up through a strategic study, details and findings of which could be shared at a later date if necessary.</p> <p>Helen Wylde provided an update on the work the Future Cities Catapult is undertaking with respect to 'Intelligent Ports'. This work is setting out the significant opportunity for maritime decarbonisation (and onward modes), the UK's links with China and the need to balance road and rail infrastructure. Martin Tugwell acknowledged this and recapped on the synergies this work might have with the emerging relationship with Transport East.</p> <p><b>The Forum AGREED to:</b></p> <p><b>a) Endorse the response to the consultation on the Central Section agreed by the East West Rail Consortium</b></p> <p><b>b) Note the update on progress with East West Rail</b></p>	<p><b>None arising</b></p>
<p><b>5</b></p>	<p><b>OPTIONS FOR DELIVERING EAST WEST RAIL OPERATIONS</b></p> <p>Dave Penney Chief Executive of Chiltern Railways gave a presentation on the opportunities to 'link the Heartland' through the delivery of East West Rail.</p> <p>Chiltern Railways are a customer led organisation and have been involved in shaping the scope of the Williams' Rail Review. The company were the first to implement mobile ticketing, social media and on-board WIFI all of which have helped transform the user experience, aligning well with EEH Transport Strategy principles.</p> <p>Dave Penney confirmed that the existing Chiltern Railways franchise is due to end in 2021. There is a potential franchise extension opportunity which would extend the franchise to 2026, by which time any recommendations from the Williams Review will be coming into effect.</p> <p>This franchise extension could be designed to fit the right opportunity but there is a need to plan for the provision of passenger services as soon as possible.</p> <p>Chiltern Railway's aspirations align with EEH's; using the success of Bicester Village rail station as part of East West Rail Phase 1 as an example of partnership working with Network Rail and the East West Rail Consortium. The station has seen patronage numbers of 4.5 million passengers in 3 years.</p> <p>Chiltern Railways are engaging to understand how they leverage best value for East-West Rail. They are building the strategic case whereby the ability to integrate the service south of Aylesbury, connections into OOC, and depot space ready to be expanded in Banbury are of key advantage.</p>	



	<p>Passenger services for East-West rail begin in 2023 so thinking about a proposal to run the route as an interim option should begin now.</p> <p>Martin Tugwell reminded the meeting that the William’s Rail Review has called for further evidence. With delegated authority, a response would be drafted by officers and circulated to the Forum and for comments.</p> <p>The Forum unanimously supported the idea of using the Chiltern franchise as a case study of the kind of collaborative working relationship that brings added value. It also agreed with the strategic benefits associated with Chiltern as a possible interim operator, particularly given the potential of routes in to OOC, and the connections to Heathrow Airport.</p> <p>Cllr Paul Irwin, whilst supportive, reminded the company of the need to ensure station carparks and assets are kept clean and safe for the benefit of users. Cllr Ian Bates offered the support of Cambridge to contribute to the final submission.</p> <p>Helen Wylde and Cllr Paul Irwin shared a view that more needs to be done in the rail industry more generally to replace older fleets with newer, cleaner classes of locomotive. This was something Dave Penney recognised, although he noted that whilst gaining additional rolling stock is a challenge, electrification to OOC might be part of the answer. Dave Penney highlighted that one of his fleet was undergoing hybrid modification, but a step-change to bio fuels would require major infrastructure investment.</p> <p><b>The Forum AGREED to:</b></p> <ul style="list-style-type: none"> <li><b>a) Note the announcement by the Williams Rail Review that a further call for evidence has been launched</b></li> <li><b>b) Delegate authority to the chair to prepare a further submission to the Williams Review</b></li> <li><b>c) Note the presentation by Chiltern Railways on their franchise experience and lessons learnt</b></li> </ul>	<b>Martin Tugwell</b>
<b>6</b>	<p><b>FUTURE TRANSFORMATIONAL GROWTH SCHEMES</b></p> <p>Naomi Green advised the Forum that the EEH Business Unit will be inviting bodies that are delivering transformative growth to present items to it at future meetings.</p> <p><u>Network Rail on West Coast Main Line: released capacity</u></p> <p>Andrea Haynes representing Network Rail System Operator led a discussion on a review aimed at understanding opportunities associated with the released capacity on the West Coast Mainline following the opening of HS2 (phase 1). The review, part of Network Rail’s long term planning process, is being led by Carew Satchwell and the final report is aimed for Autumn/Winter 2019.</p> <p>The system operator function of Network Rail manages changes to timetable up until the period 2050. It focuses on the rail system as a whole rather than piecemeal, spanning boundaries and comparing how routes interlink and are co-dependent.</p> <p>Network Rail has shifted towards a pipeline of Continuous Modular Strategic Planning review of routes (a faster review of modules) in addition to the traditional long term strategic studies. Network Rail hopes continued collaboration with EEH, its partners and other STBs will help develop solutions and ascertain the wider economic benefits of different delivery options along the West Coast Mainline that might ordinarily be missed by Network Rail alone. Andrea Haynes will be the point of contact for the Forum during this review.</p>	



Cllr Paul Irwin asked whether, with released capacity, there is the potential to increase stopping services at Cheddington. Andrea Haynes responded to confirm that local priorities would be explored as part of the study. Martin Tugwell assured Cllr Paul Irwin that the Business Unit is liaising with officers from Buckinghamshire and other local transport authorities to ensure local issues are explored.

Steve Hayes sought clarity over the level of detail required from EEH partners in this review. Andrea Haynes confirmed it would be focusing on high level opportunities, and if necessary, where additional infrastructure might be to support this.

Martin Tugwell summarised that the scope of work included consideration of the opportunities for rail freight, Milton Keynes' role as a strategic interchange and north/south opportunities in Buckinghamshire. Importantly, the debate would be widened with input from EEH partners. Dave Penney noted the strategic benefits of resolving constraints at Ely.

#### London Luton Airport Limited – growth ambitions for the airport

Development Director of London Luton Airport, Anita Gackowska, presented a briefing on the proposed expansion of London Luton airport.

The airport's doubling in size will be achieved by making the best use of existing infrastructure and unlike Heathrow it is not proposing a new runway.

The airport has seen a sharp growth in passengers, but due to existing planning controls, it is quickly approaching the 'cap' on the number of passengers the airport can receive. The DfT acknowledges that there is unmet demand across the wider South East. Luton Airport is subsequently planning for growth and making better use of what is available.

Luton Airport creates 26,900 jobs. Luton Borough Council is the owner and an investor of the airport's operation. For every passenger, the airport reinvests sixty pence into local community schemes and for every million additional passengers it creates around 80 new jobs.

Luton Airport ran a non-statutory consultation on its proposals between June 2018–August 2018 and during February 2019 announced its preferred option, publishing its non-statutory consultation findings. The consultation received around 1800 responses. The feedback focused on noise and flight paths, with many young people raising climate change as a concern.

The refined option, which includes a new terminal, is being pursued by way of application for a Development Consent Order. It seeks permission to accommodate 32 million passengers by 2040, with statutory consultation planned in October 2019.

As part of the scheme, the airport, in partnership with Luton Borough Council, is studying the opportunities for improved surface access into the airport to support a greater number of passengers.

The proposal for the airport, with increased throughput and productivity, is shaped by three themes: access, community and environment.

Access will involve improved bus services and light rail (DART) from/to Luton Airport with its hinterland villages, town and parkway hub, including support of the Century Park Access Road, resident parking schemes, streetscaping and greening improvements to key routes.

Community work sets out a commitment to enhance neighbourhood funds, noise insulation schemes and community events. Finally, the environment consideration will see Luton Airport supporting biodiversity away from the airport and protecting Chiltern's AONB.



	<p>Helen Wylde reflected on the way innovative technology, such as drones, could support the absence of an additional runway and highlighted Heathrow Airport having received the majority of funding for trials in this space.</p> <p>Phil Southall noted the need for the airport to become an accessible hub rather than an endpoint focused on additional revenue. Anita Gackowska confirmed the airport was in discussion with long distance transport terminals.</p> <p>Hillary Chipping reminded the forum that Century Park is a recognised enterprise zone supported by SEMLEP, for which the DART service will serve.</p> <p>The Forum suggested that Luton’s consultation needed to take into account that underway with Heathrow Airport’s. Anita Gackowska advised the Forum that she is meeting with Gatwick and Heathrow regularly to simplify the process with the Planning Inspectorate. These conversations are picking up airspace changes with Heathrow Airport that will allow planes departing from Luton Airport the opportunity to climb higher, sooner. This is a challenge due to existing Heathrow traffic heading northbound.</p> <p><b>The Forum AGREED to:</b></p> <p><b>a) Note presentations from Network Rail and London Luton Airport</b></p> <p><b>b) Consider the ways such connectivity schemes across the Heartland with wider growth potential should be supported</b></p>	<p><b>Naomi Green</b></p>
<p><b>7</b></p>	<p><b>BUSINESS PLAN</b></p> <p>Martin Tugwell provided an overview of the paper setting out the 2019/20 proposed schedule of work and draft business plan. The initial focus is on securing funding for the year ahead, the need for long term certainty through baseline funding would be looked at with the Department for Transport as part of the Spending Review.</p> <p>Cllr Maureen Penny continued to offer the support of Swindon in taking the agenda forward, for which Martin Tugwell gave thanks to all of the partners and their officers for supporting the EEH business in its onward journey.</p> <p><b>The Forum AGREED to note the update on the draft Business Plan</b></p>	<p><b>Martin Tugwell</b></p>
<p><b>8</b></p>	<p><b>EEH Business Unit Update</b></p> <p>Naomi Green updated the Forum on the programme of work, of particular significance was the agenda for the next two Strategic Transport Forums. The Forum, scheduled for the 17<sup>th</sup> May 2019, will be an opportunity to consider the outline Transport Strategy; something the EEH Business Unit continues to develop with partners. Agenda items of interest for this meeting also include the Major Road Network prioritisation framework and the first/last mile study.</p> <p>The Forum was reminded that during its meeting on the 12th July 2019, it will consider the results of the Major Road Network prioritisation process and investment plan. Naomi Green recommended that deputies are sent in the event colleagues can’t make it.</p> <p>Naomi Green shared details of England’s Economic Heartlands regional conference taking place at the University of Hertfordshire on the 16<sup>th</sup> July 2019.</p> <p>Finally, Mayor Dave wished all politicians good luck with forthcoming elections.</p> <p><b>The Forum AGREED to note the update on the work programme</b></p>	<p><b>None Arising</b></p>

9	<p><b>FUTURE MEETING DATES (and key agenda items)</b></p> <ul style="list-style-type: none"> <li>• <b>17th May 2019</b>, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP</li> <li>• <b>12th July 2019</b>, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP</li> <li>• <b>27th September 2019</b>, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP</li> <li>• <b>22nd November 2019</b>, Bedford Borough Council, Cauldwell Street, Bedford, MK42 9AP</li> </ul>	<p><b>None arising</b></p>
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