

**Local Transport Board Meeting Note**  
**10.30-12.30 Friday 2<sup>nd</sup> September 2016**  
**Cranworth Room, County Hall, Norwich**

***Board Attendance:***

Mark Pendlington (Chair)	New Anglia LEP
Mark Stanton	New Anglia LEP
Tig Armstrong	Norfolk County Council
Steve Hooker	Network Rail
Jamie Burles	Abellio Greater Anglia
Dave Watson	Suffolk County Council
Cllr James Finch	Suffolk County Council
Sue Roper	Suffolk County Council
Graeme Mateer	Suffolk County Council
Richard Perkins	Suffolk Chamber of Commerce
Steve Wickers	First Bus
Jeremy Cooper	Ipswich Buses
Ali Clabburn	Liftshare
Tracy Jessop	Norfolk County Council
Cllr Martin Wilby	Norfolk County Council
Vince Muspratt	Norfolk County Council
Cllr Stuart Clancy	Norfolk County Council
Nigel Allsopp	Highways England
Karl Murphy	DfT
Christopher Soule	Country Land Owners and Business Associations
Amy Harhoff	Transport for the North
Ollie Starbuck	East Midlands Trains
Kyle Pratt	East Midlands Trains
Hannah Grimes	Norfolk County Council
Carolyn Barnes	East Suffolk Councils

***Apologies:***

Andrew Bell	Norwich International Airport
Charles Horton	Gt railway
Chris Starkie	New Anglia LEP
David Cumming	Norfolk County Council
Emily Manser	New Anglia LEP
Graeme Ferguson	Mag airports (Stansted)
John Dugmore	Suffolk Chamber of Commerce
Larry Heyman	Gt railway
Paul Davey	Felixstowe port
Paul Horne	Suffolk County Council
Nick Burfield	Suffolk Chamber of Commerce
Richard Pace	Norwich International Airport
Richard Schofield	Network rail
Richard Tunnicliffe	Confederation of British industry
Simon Amor	Highways England

## **1. Welcome and Introductions**

The Chair welcomed delegates and thanked them for their commitment to the LTB.

## **2. Minutes and Matters Arising**

The 18<sup>th</sup> July minutes were agreed subject to the following changes:

- Richard Perkins was an apology.
- Move Cllr Guy McGregor's attendance.

**Action:** Chris Starkie to recirculate the brief on new DfT ministers (action from the last Board meeting).

## **3. Feedback from NALEP Board**

Mark Stanton updated the Board:

The New Anglia LEP is currently bidding for Growth Deal Three. Government has informed the LEP that Brexit won't impact on the decisions or possible funding, but that a negative decision on devolution might have a detrimental impact. The final proposal was submitted on the 25<sup>th</sup> July, following a challenge session with Lord Heseltine on the 14<sup>th</sup> July. The full Growth Deal Three bid was signed off by the LEP Board on the 20<sup>th</sup> July and was shared with local authority leaders and Chief executives. The bid was for a programme of schemes.

## **4. East Anglia Rail Franchise**

Mark Pendlington congratulated Jamie Burles on Abellio Greater Anglia's success in winning the bid for the East Anglia Rail Franchise. Mark also wanted to say a huge thank you to everyone who had contributed to the campaign. There is a GEML Task Force conference next week at Westminster, to be attended by the new Rail Minister Paul Maynard. Other members of the Board also put forward their congratulations and support for Abellio.

Jamie Burles also thanked everyone for their support and for speaking with one voice and lobbying, as it helped DfT accept the ambitious document. Abellio have operated two short franchises which often result in little investment. The region has waited for a long term franchise to help encourage a large investment.

Jamie informed the Board of the main headlines within the winning bid:

- This will be a 9 year franchise to 2025.
- There will be a full fleet replacement which is the biggest in history. The carriages currently are on average 27 years old. The new trains will arrive within a space of 18 months starting from 2019.
- The main aspects from a customer perspective are aircon, wifi, a better passenger environment and a more reliable service.

- The trains will be much more reliable as the newest trains operate 70,000 miles before a fault occurs, however the current 40 year old trains can operate for as little as 10,000 miles before a fault can occur.
- There will be new trains across the Board with a tripling of capacity when the new trains come in.
- The Diesel engines will power the trains where they don't operate under the wires. The new Swiss trains are very effective in extreme temperatures.
- Currently Abellio and Network Rail are in discussions around validating the timetables and are discussing what can be done in the future to improve the rail network.
- There will be a Norwich to Stansted direct route and more services to Great Yarmouth. There will be an additional 1134 services a week with a 55% capacity increase to London. There will also be digital information displays on every station. There will be free wifi, automated delay repay and an additional 72 extra carriages will be brought in to bolster services from January.
- Abellio have 18 months to roll out the new fleet with the introduction of 1050 vehicles.

In the following discussions it was asked whether there were talks around creating new and improved lines looking to the North and West. There are discussions occurring around the ideas but there needs to be a case put forward.

There was consensus that the work of the GEML task force now moves into a new phase, to include lobbying for the required investments by Network Rail and while supporting Abellio in its new franchise, monitoring performance standards including customer service in coming years.

## **5. Governance: Directions of Travel**

Mark Pendlington extended his thanks to Amy Harhoff, Strategy Director, Transport for the North, for attending the Board meeting.

Amy Harhoff gave a presentation about the Transport for the North (TfN):

- Transport for the North covers 11 enterprise areas comprising of City and non-city areas along with different partnerships.
- The area contains 16 million people with a few core cities.
- TfN decided there were four areas where collectively as a region the north had a particular specialism, these were advanced manufacturing, digital, health innovation and energy. Having an evidence based position provided a competitive advantage.
- Looking at a transformational growth scenario provided evidence that there could be an increase of £97 billion GVA but this could only happen with investment.
- The Strategic transport plan looks long term accounting for the 5 year political cycle and route investment strategy. The plan looks long term and is a 5-10 year multi investment plan looking at a multi modal approach.

- The projects have been prioritised by looking at deliverability and the best value for public sector money and economic outputs.
- The document is a living document but has to be relevant long time. TfN looks at rail, freight and logistics. A report will be released on Monday about freight.
- TfN will become the first SNTB in spring 2017 providing a greater role for observing objectives and having influence on investment. Critically it looks at how to get investment right with the private sector.
- It is important to have relationships with multiple agencies it is not about devolution. Authorities are updating their transport plans and TfNs work needs to understand these plans to. There will be a strategic transport plan draft by spring 2017 which will be consulted on.

In the following discussions the following points were made:

- The East integrated transport strategy should look wider than just Norfolk and Suffolk and look at all modes of transport.
- Deciding on the geography of the area is difficult. Working closely with neighbours and being clear on the purpose of strategy are paramount to creating an effective outcome.
- Having an independent economic review to inform plans without repetition of other work helps to form the plans. To create an effective plan there needs to be quality evidence and everyone needs to be clear on what you are asking and why.
- The strength of the north is the ability to publically speak to Government with one voice. Difficult to get everyone to agree. Funding comes directly from government for transport for the North.
- For the North future assumptions on behavioural and technological change would not change views on many planned roads.
- TfN sees itself as more of an influencing body at the front end not and not directly related to the delivery aspects.

Mark thanked Amy for attending the meeting. Amy informed the Board that the TfN CEO was prepared to meet the LTB when our plans had progressed further; and that there is an open invitation to members to visit TfN.

**Action:** Circulate slides. Consider all points made in the first draft of our integrated transport strategy.

## **6. Integrated Transport Strategy**

Tig Armstrong updated the Board on progress with the integrated transport strategy:

Norfolk County Council, Suffolk County Council and the New Anglia LEP have been working together to engage a consultant and produce a first report. Mouchel has been invited to help with the work as they have worked with TfN and have lots of in house expertise. Mouchel have been asked to provide a

promotional document for the East for other business investors covering the strategic visioning. Behind this document there will be a document explaining where the investment opportunities still are.

Mark agreed and pointed out the need to align Mouchels work with expertise on the Board.

**Action:** All to send any comments back on their response to the brief.

In the following discussions the following points were made:

- The Board needs to look wider than Norfolk and Suffolk. Essex wants to do a project covering the east. The transport strategy should be related to economics.
- It was suggested that key to the work is competitive advantage and it sits in an innovation strategy.

**Action:** Hold a special meeting which is more creative and innovative possibly inviting Giles.

**Action:** Circulate Mouchel brief.

## **7. Sub National Transport Bodies**

Tracy Jessop presented to the Board:

In the following discussions for the following points were made:

- There have been discussions in the past few days about the pros and cons with joining up with different areas.
- There is a danger that if the Board could try to focus on too many things when the strength of an SNTB would be to maximise the collective voice. The strategy will need to be clear about a few key projects that everyone agrees and supports and focus on those.

**Action:** Norfolk County Council and Suffolk County Council to write a headlines and direction of travel paper before next meeting. The Board needs to see progress at every meeting.

**Action:** Circulate the slides.

## **8. Growth Deal**

Mark Stanton updated the Board:

There was a call for projects over the summer which received significant interest. The LEP has awarded 300 grants and helped find £97 million of private match funding to June 2016.

Mark also informed the Board about the MIPIIM event in London on 19<sup>th</sup> October which provides opportunities for international investment in the East. There is a pitch book of investable opportunities which can be updated. The Board were also informed of the new LEP Board member Jeanette Wheeler of Birketts who is replacing David Marsh.

**Note:** The LEP AGM is being held on Tuesday 27<sup>th</sup> September the meeting will be at 2pm with lunch at 12.30pm. Mark is happy for any member of the Board to attend. If anyone wishes to attend the meeting please can you contact Charlotte Purves.

## **9. Transport and Infrastructure Updates**

- Major schemes: Great Yarmouth has received funding from the fast track local majors fund. Suffolk already have funding for the Lowestoft Third River Crossing and the Upper Orwell Crossing.
- Roads- Highways England have been consulting on RIS2 and route strategies and have received a massive response. Highways England expect a first glimpse at the consultation outcomes in October or November.
- Air- to be circulated.
- Rail- East Midlands trains are sending out an invitation to tender and are expecting expressions of interest in December this year.
- Network Rail- are improving digital investment in the railway starting in Norwich, Great Yarmouth and Lowestoft.
- Buses- First Group is investing in new vehicles and they are in their third year of refurbishment with wifi added to a number of buses.
- Sustainable transport- Liftshare have received record growth in the first part of this year. Uber are also doing very well throughout the country, everyone needs to understand the demand locally.
- DfT- Calls for projects for the access fund finish on the 9<sup>th</sup> September. Both Norfolk and Suffolk are submitting bids.

**Action:** Circulate Stansted update.

**Action:** December meeting East Midlands trains to talk to the Board about the next franchise and inform the Board on how they can help.

## **10. AOB**

Chris Soule wanted to inform the Board about issues around roadworks and how they affect farmers during the summer. In addition it has taken a long time to get a strategic consultation process for rail, there are a lot of farmers who are unhappy about closures of level crossings. Farmers have not been able to put in their views around rail into a consultation.

Cllr James Finch endorsed Chris Soule's point. Network Rail undertook to follow-up on this point.

**11. Date of next meeting**

**10.30-12.15 Thursday 1<sup>st</sup> December in the Britten Room, Endeavour House, Ipswich.**