

**Local Transport Board Meeting Note**  
**10.30-12.15 Thursday 1<sup>st</sup> December 2016**  
**Britten Room, Endeavour House, Ipswich**

***Board Attendance:***

David Cumming	Norfolk County Council
Giles Perkins	Mouchel LTD
Johnathan Denby	Greater Anglia
Richard Pace	Norwich Airport
Mark Pendlington (Chair)	New Anglia LEP
Paul Davey	Port of Felixstowe
Emily Manser	New Anglia LEP
Karl Murphy	DfT
Tig Armstrong	Norfolk County Council
Richard Perkins	Suffolk Chamber of Commerce
Cllr Martin Wilby	Norfolk County Council
Tracy Jessop	Norfolk County Council
Ollie Starbuck	East Midlands Trains
Matthew Winnie	Stagecoach Rail
Rory Gayton	Stagecoach Rail
Sue Roper	Suffolk County Council
Cllr James Finch	Suffolk County Council
Dave Watson	Suffolk County Council
Graeme Mateer	Suffolk County Council
Simon Amor	Highways England
Martin Fellows	Highways England
Hannah Grimes	Norfolk County Council

***Apologies:***

Cllr Guy McGregor	Suffolk County Council
Jeremy Cooper	Ipswich Buses
Charles Horton	Gt railway
Chris Soule	Country Land Owners and Business Associations
Chris Starkie	New Anglia LEP
Chris Wiggan	Stansted Airport
Jamie Burles	Abellio Greater Anglia
John Dugmore	Suffolk Chamber of Commerce
Johnathan Cage	Norfolk Chamber of Commerce
Larry Heyman	Gt railway
Nick Burfield	Suffolk Chamber of Commerce
Richard Schofield	Network Rail
Richard Tunnicliffe	Confederation of British industry
Steve Wickers	First Group
Vince Muspratt	Norfolk County Council
Cllr Stuart Clancy	Norfolk County Council

## **1. Welcome and Introductions**

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

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

The 2<sup>nd</sup> September minutes were agreed following the changes below:

- Item 8 should be Growth Deal instead of Growth Deal 3.
- To add the word additional to the 1134 services a week.

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

Mark Pendlington updated the Board on Growth Deal three which is a fund of £1.8 billion set out by Government for LEPs to bid for. £151 million has been allocated to the East of England. The New Anglia LEP are hoping to hear how much money they have been allocated in the next couple of weeks. The New Anglia LEP has already committed money for the Norwich Northern Distributor Road and Lowestoft flood defences. The LEP Board agreed to provide the aviation academy with more funding. The New Anglia LEP is also undertaking a review of its strategic economic plan. Government has withdrawn its devolution deal to Norfolk and Suffolk but both Government and the New Anglia LEP are looking at the aspirations for Norfolk and Suffolk. Mark Pendlington informed the Board that he had spoken to Sajid Javid this morning and he is keen to support both counties in their aims and Mark thanked him for his continuing support.

## **4. Growth Deal Three/ Autumn Statement**

Discussed above.

## **5. East Midlands Rail Franchise**

Matthew Winnie and Rory Gayton were invited to the Board to discuss the East Midlands Rail Franchise. Matthew explained that Stagecoach have been speaking to groups to get support for their operations and a key topic for consultation was on the Norwich to Liverpool route. What Stagecoach would like is to hear the Board's views on keeping that route in the new franchise and feedback from the group will influence decisions next May. In the next two to three months the two main activities will be understanding the market and seeing as many people as possible. Stagecoach sees this meeting as an opportunity to say hello and allow the Board to inform Stagecoach of their views. Having run the franchise Stagecoach would like to keep the franchise as the north south and east west links are all important.

**ACTION:** The Board would like to see the DfT prospectus and when the Stagecoach consultations are.

Matthew was asked whether Stagecoach intends to improve rolling stock and journey times. He responded stating the aspiration is to cut journey times. It is also more cost efficient to get new stock rather than maintain old.

The Board feel the rolling stock is only part of the problem and that opportunities for infrastructure improvements are needed. However the extent to which things can improve is limited in relation to infrastructure. It would be useful for the Board to have discussions with Network Rail to remove restrictive areas such as level crossings or speed limits. It was felt that most planning is on the north south route and that it would be useful to have work looking at the Norwich to Liverpool journey time and connections.

Richard Pace declared an interest as he works for Norwich International airport.

## **6. Integrated Transport Strategy**

Tig Armstrong informed the Board that progress is being made on the integrated transport strategy and thanked Giles at Mouchel and KPMG for their work. Tig informed the Board of the tight delivery frame with the work aiming to be completed around March. Currently there are some informal governance arrangements and the first meeting of the reference group was held on the 30<sup>th</sup> November where local authorities and transport representatives provided guidance, the meetings will be held monthly with lots of one to one consultations. In parallel there is a smaller working group comprising of NCC, SCC and New Anglia LEP, they will work closely with Giles on delivery. Both counties have commenced work around infrastructure planning and intend to make sure all plans are taken into account and are compatible.

Giles Perkins updated the Board on progress with the integrated transport strategy. The integrated transport strategy is looking to see what the future will look like in terms of economic performance. The approach is to develop a transport strategy for scenarios in 30, 40 and 50 years' time. The process is also looking at economic futures, anticipated changes and what requirements will be needed.

Currently the transport sector splits people into those individuals who travel for leisure and business. People use transport who use IT, who are in the service industry, manufacturing and to be mobile to deliver other things such as Amazon. There is also an increase in the use of white vans with lots of small projects.

The output of the work will be a public facing document with an evidence base beneath. There will be an economic transport review looking at how sectors will change and shift implications for transport.

A map was shown to the Board showing all of the travel time data which is available to the public. It showed long waiting times due to congestion and single carriageways. Another map was shown to the Board highlighting the amount of people working from home. The strategy is looking at the potential for more people working from home. The importance of connectivity is different for

different people, digital connectivity is prominent for some and for others bringing people together is more important.

Giles pointed out that the East to West link isn't currently a priority and that rail and freight movements have changed. Transport is important and customers have expectations around reliability, resilience and unforeseen circumstances. The rise of the smart phone means people can rely on maps and data to help make their choices and it has encouraged interlinks. For transport to be effective digital utility needs to be alongside with reliable wifi and data.

The public choose to drive or catch a train based on their own value of time and pressures. There are currently lots of innovative transport ideas like car share, fuel cards, electric cars and shared on demand mini buses. There may be opportunities to have one account to pay for rail, road, and buses as transport is a means to an end for leisure, work and care. Robotics could also allow us to maintain highways more easily or be used in drains to clean road drainage.

The strategy will take into account future pressures as some transport methods will be better for some people in city areas and others in urban. There is the possibility of improving connectivity of vehicles and infrastructure information being within vehicles when you need fuel. Future technology scenarios look at an evidence base trying to future build new infrastructure. There is also a possibility for the platooning of HGVs for distribution and for self-diagnostics in highways where defects repair themselves with robotics.

**ACTION:** All to offer if they would like to be a sector lead for Giles.

Giles stated that the New Anglia LEP geography is different to other areas and that the Board shouldn't try to compare Norwich with Manchester and that different solutions may be applicable here. The strategy needs to recognise the role of future technologies as highways will change with driverless cars. If there are lots of smaller driverless cars it may increase congestion.

Cllr Finch asked if there will be the wiliness to change by customers due to the age profile of the country. Different generations have different expectations as the younger generations prefer to use digital information. Different people need to be communicated to in different ways be it written or online. Payment and provision of information needs to be segmented by different customer needs. Some areas struggle with the technology as they cannot get broadband so need information to be distributed on paper.

Giles explained that Ali Clabburn felt the utility of digital infrastructure is integral to future transport plans. There needs to be faster broadband which can allow everyone to book a flights, use maps and small amounts of data. There are also applications where you can receive a personalised travel plan from end to end.

**ACTION:** NCC and SCC to contact their respective youth panels to help Giles get the younger generations views on the future of transport.

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

Tracy Jessop updated the Board on progress with Sub National Transport Bodies (SNTBs). NCC met to have an initial look at the pros and cons and options for SNTBs. There have been discussions with the Economic Heartland and Essex. Given the change in circumstances around devolution NCC and SCC need to decide on next steps and which way to look as the different transport sectors will look in different directions.

**ACTION:** Bring back next steps and ideas to the March meeting.

## **8. Transport and infrastructure updates**

- The five major projects in Norfolk and Suffolk are on target. Suffolk are working with DfT to agree a programme for the Suffolk Energy Gateway that was awarded £1 million development costs in the autumn statement.
- Karl Murphy updated the Board on the autumn statement: there is a total £1.1 billion for local roads, this includes £175million road safety funds for the most dangerous roads. There is also £27million for the Cambridge Oxford expressway.
- Great Yarmouth has received money for the development of an outline business case which is being prepared for March. The Norwich Northern Distributor Road is currently under construction and is on track to be completed by December 2017.
- The Local Transport Body is also looking at scenarios to prioritise 99 unfunded transport projects.
- Simon Amor updated the Board on the work of Highways England. The A14 started works on Monday. RIS1 is on track and the A47 projects have a public consultation early next year and the work will begin before March 2020. The Oxford Cambridge expressway is to receive £27million to develop the project. Highways England received 5000 applications in their call for evidence last year and will be holding Stakeholder events in February and March.
- David Cumming explained NCC's priorities for RIS2 along the A47 which are the Acle straight and Tilney to East Winch. NCC coordinates the A47 Alliance and are hoping to agree the priorities next week.
- Simon Amor explained that Highways England are sifting through evidence to send recommendations to DfT. The Road to Growth document sets out how to make roads suitable for future growth. Maps within the documents don't show the East of England in the best light so Simon asked for the Board to comment on the documents.

**ACTION:** All to comment on the Road to Growth documents.

- Martin Fellow added that RIS2 will be the first time Highways England can inform DfT of their recommendations. Highways England are keen to work with those around the table.

- Richard Pace explained that Norwich International Airport provides a good service for Norfolk and Suffolk with 1.8million people annually. The airport is updating its masterplan and are rebranding under the Rigby Group. The new website will be rolled out over the coming months. The airport also wishes to show its support for the academy. 2018 may show the real pressures on prices depending on where the exchange rate goes.
- Johnathan Denby updated the Board on the successful franchise launch. The contract signatures are with the trade manufacturers and the contract with bombardier has been signed. Performance is tough across the industry this time of year. The performance was difficult last autumn with 60% of leaves falling in two weeks. Abellio and Network Rail have worked closely together and this year has seen very few leaves left. Network Rail have struggled with funding for some projects there may need to be some small match funding from the LEP.
- Paul Davey updated the Board on the Ports activity. Currently the Port is seeing no direct impacts from Brexit and the Port is keen to see goods move with the minimum of impediments.
- Tig Armstrong informed the Board of a study by the Norwich Society which found that 80% of people surveyed listed distance and 52% perceived lack of opportunity as reasons why they don't come to Norwich to work.

## **9. AOB**

There was no other business.

## **10. Date of next meeting**

**10.30-12.30 Wednesday 1<sup>st</sup> March in Norwich**