

Agenda – Co-operation for Sustainable Development Member Board

4 December 2015 5pm-6pm
(Civic Centre, Harlow)

AGENDA

1. Apologies
2. Draft notes of meeting of 26 October 2015 – including review of action points
3. Report back from LSCC Visioning Workshop on 2 December 2015 and follow up
4. Potential for joint response on Crossrail 2 consultation
5. Enfield NGAP Baseline Study and engagement with Co-op Board
6. Highways update/Transport modelling – timeline for outputs (David Sprunt)
7. A.O.B.
8. Dates of next meetings (already booked):
 - 18 January 2016 - 6.30 p.m. Harlow DC
 - 7 March 2016 - 6.30 p.m. Harlow DC
 - 19 April 2016 - 6.30 p.m. Harlow DC

Co-operation for Sustainable Development Member Board

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([Civic Centre, Harlow](#))

Note of meeting

Attendance

Members	Officers	Representing
Cllr Richard Bassett (chair) Cllr John Philip	Derek Macnab Amanda Thorn	Epping Forest DC
Cllr Susan Barker	Andrew Taylor	Uttlesford DC
Cllr Kay Twitchen	David Sprunt Zhanine Smith	Essex CC
Cllr Helen Coomb		LB Redbridge
Cllr Linda Haysey	Liz West Kevin Steptoe Claire Sime	East Herts DC
Cllr John Clempner Cllr Danny Purton	Graeme Bloomer	Harlow DC
Cllr Jim Metcalf	Martin Paine	Broxbourne BC
	Roger Flowerday	Herts CC
	John McGill	LSCC

1. Apologies

Cllr Derrick Ashley Herts CC
Cllr Chris Whitbread Epping Forest DC

2. Draft notes of meeting of 26 October 2015 – including review of action points

Agreed. Further update provided on J7/J7a/J8 of the M11 later in the meeting.

3. Report back from LSCC Visioning Workshop on 2 December 2015 and follow up

Overall there was good attendance from Districts, Counties and the Herts Local Enterprise Partnership, and this proved to be a good forum for initial strategic discussions.

There was common agreement on the key elements that could form a vision for the broad area, including the “big ticket” infrastructure items. This debated previously known issues around road and rail infrastructure, and an acceptance that these matters can and should be considered in a wider context. There was a recognition that a joint strategic vision was likely to be useful, but that any such vision work must not cause any delay to preparation of Local Plans.

The LSCC have undertaken to prepare a short narrative to provide a strategic overview of Local Plan work, and help set a context for future visioning and potentially lobbying for additional funding.

Councillors commented that it may be appropriate to focus on areas of potential economic development, but this must recognise the differences between areas e.g. Broxbourne and East Herts areas are characterised by small/medium enterprises, whereas Harlow has an active Enterprise Zone. There will be a need to commit to growth in employment and housing when making a case for funding for large scale infrastructure. Whilst recognising the benefits of coordinated approaches to such matters, it is clear this cannot be allowed to cause any delay to emerging Local Plans.

A key point was made that a consistent group of Members which meet to discuss the cross boundary planning and infrastructure issues is important to ensure any momentum is not lost, and consensus may be more easily achieved.

It was reflected that Broxbourne BC & Harlow DC have some commonalities, and it may be that a case could be made that Crossrail 2 could extend to Harlow or even Stansted Airport, to spread the benefits of new rail infrastructure. More joined up thinking is to be welcomed, as it opens up new options.

Three key questions were introduced at the workshop:

- First, how do we strengthen and achieve buy-in on *a vision for the economic potential of the wider area which reflects the key priorities for each of the districts but also the give and take needed to make this work for a larger area*;
- Second can we *get real value from that vision in gearing up shared planning work looking at growth options, serious work on infrastructure involving the counties*, and that will help you manage the issues which are already evident in your local plan work;
- Thirdly *what governance is needed to make this type of partnership work* so that each member's position is safeguarded while creating *an alliance* that will be far more effective than each trying to influence the agenda individually.

Action LSCC to prepare and circulate a draft note of the meeting in early January 2016. The LSCC will continue to offer support in matters of strategic infrastructure and growth delivery matters.

4. Potential for joint response on Crossrail 2 consultation

The current consultation on Crossrail 2 is open until 8 January 2016
(<http://crossrail2.co.uk/consultation/>)

A discussion at the recent Officer meeting of the group considered whether there was any merit in preparing a joint response that may carry more weight. It is accepted there are some areas of differing opinion, but Members of the Board are asked to consider whether they would support a statement of common themes being submitted on behalf of the Board.

It was considered that there may be areas of common ground, particularly relating to support for four tracking of the West Anglia line, overall improved access to sustainable transport modes and improved frequency of service.

Action EFDC officers to take an overview of individual organisation responses, and consider whether there may be merit in an additional joint response (noting the short deadline following Christmas)

5. Enfield NGAP Baseline Study and engagement with Co-op Board

The Northern Gateway Access Package (NGAP) project is being pursued by LB Enfield. This is a package of measures intended to alleviate congestion in Brimsdown, a key employment area in the north east of LB Enfield. There have been previous proposals for a Northern Gateway Access Road (NGAR) linking north east Enfield and Waltham Abbey (EF District), which have previously been refused planning permission following lengthy public inquiries. More recently, LB Enfield have sought to reintroduce the possibility of a new road link as part of a package of measures, as part of their North East Enfield Area Action Plan. Following objection by Essex CC, Epping Forest DC, the City of London Corporation and others, the reference has been removed. Objections were made on the

basis that any evidence base to support the possibility of a new road link had not been prepared, and such a reference was inappropriate and premature. Transport modelling work, including consideration of accessibility to public transport and options to improve this, is currently underway.

There is a concern that LB Enfield are not engaging fully on a strategic cross boundary matter, which has potential implications on the M25 and A10, and possibly further afield. LB Enfield are part of the core Cooperation for Sustainable Development group, but have shown some reluctance to attend.

It was agreed that Glen Chipp, as chair of the officer group, would write to LB Enfield to express concern around this matter and encourage attendance.

Action Copy of letter sent to be circulated to Members.

6. Highways update/Transport modelling

ECC officers provided an update on transport modelling matters relating to the M11.

A further meeting has been arranged between ECC and Highways England in January 2016 to progress modelling and planning for improvements to J7.

A first model run testing J7a has been completed. This has tested initially at a growth rate of 10,000 homes in and around Harlow over the period to 2033, although accepting that to meet the OAN shown by the SHMA that higher growth rates (up to approximately 15,000) may need to be tested. This initial model run has identified a significant issue at J8, which has proved to be more congested than anticipated. Growth inputs take into account recent forecasts for passenger growth at Stansted Airport, up to the limit of the planning permission in place (35 million passengers per annum). These forecasts indicate more growth in peak hour travel to Stansted than had been previously forecast, which suggests that J8 will be significantly over capacity much sooner than expected.

ECC are now considering the full programme of further testing, and have established a further team to resource Local Plan preparation.

Queries were raised around the likelihood of funding being secured in the short to medium term for substantial improvements to J7 and J8, in addition to a new junction at J7a.

Up to £50m is currently available through Highways England RIS1 for J7. An indicative total for J7a could be around £65m, although this figure can only be an estimate at this stage. Interim improvements at J8 have been identified that would cost around £5m, but it is possible a much more substantial intervention will be needed in due course. Further sensitivity testing is needed around phasing of junction improvements i.e. it may be possible that not all improvements are required at the same time, which could then feed into further RIS cycles.

It was queried whether Manchester Airports Group (owners of Stansted Airport) could be expected to fund some further improvements. It may be possible, but it is also likely that the scale of improvements that would be needed in the long are beyond what could be expected of MAG. Central government funding is likely to be needed.

There is a perception that access to the service station area is a key problem. Uttlesford DC has previously refused a planning application for an additional access to the rear of the services. It may be this matter could be considered again, depending on the outcome of the Green Belt Reviews in both Uttlesford DC and East Herts DC. Essex CC have met recently with the operators of the service area, and it appears there could be a technical solution to creating a further link to the rear of the service to access the roundabout at the junction of the A120 and A1250 (Birchanger roundabout) solely for use by HGVs, coaches and other large vehicles. If any further planning application were

made in the coming months, this would need to be assessed in accordance with current planning policy.

Herts CC are currently preparing a county wide model, which is due to be ready for use in February 2016. This is not the same type of model as the Essex CC model, but the two counties are working together to ensure compatibility of outputs.

7. A.O.B.

None

8. Dates of next meetings (already booked):

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