

Tuesday 3rd March 2020
14:00 – 16:00

MINUTES

Of meeting held at EWR Alliance
Phoenix House, Elder Gate
Milton Keynes MK9 1AW

Present:

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| Cllr Sue Clark | (Chair) Central Bedfordshire Council |
| Cllr Carole Paternoster | Aylesbury Vale District Council |
| Cllr Alan Turner | Wycombe District Council |
| Cllr Ian Bates | Cambridgeshire County Council |
| Cllr Derrick Ashley | Hertfordshire County Council |
| Cllr Philip Smart | Ipswich Borough Council |
| Cllr Alexander Nicoll | Suffolk County Council |
| Cllr Michael Headley | Bedford Borough Council |
| Cllr Phil Larratt | Northampton Borough Council |
| Cllr Paul Castleman | Luton Borough Council |
| Cllr Adrian Van De Weyer | Cambridgeshire District Council |

EWR Consortium Secretariat:

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| Martin Tugwell | England's Economic Heartland |
| Adam King | England's Economic Heartland |
| Beth Dormer | England's Economic Heartland |

Also In Attendance

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| Paul Simpson | EWR Alliance |
| Mark Cuzner | EWR Alliance |
| Ruth Voigt | EWR Alliance |
| Jez Baldock | EWR Alliance |
| Will Gallagher | East West Railway Company |
| Chris Winfield | Network Rail |
| Steve Hayes | Milton Keynes Council |
| Paul Everard | Northampton Borough Council |
| Jeremy Smith | Cambridgeshire County Council |
| David Harvey | Buckinghamshire Council |
| John Shortland | Bedford Borough Council |
| Keith Dove | Luton Borough Council |

Steve Lakin

Central Bedfordshire Council

Apologies:

Cllr Susan Glossop

Cllr Yvonne Constance

Cllr Paul Clark

Cllr Mike Stonard

Cllr David Johncock

Louise Symes

John Disley

James Gagg

Stuart Morris

Caroline Hunt

Tony Jones

David Sexton

Gerard Brewster

John Callaghan

Penelope Tollitt

Erica Blamire

Michael Newsham

Kerry Allen

West Suffolk Council

Oxfordshire County Council

North Hertfordshire District Council

Norwich City Council

Wycombe District Council

North Hertfordshire District Council

Oxfordshire County Council

Oxfordshire County Council

South Cambridgeshire District Council

Cambridgeshire District Council

Norwich City Council

Department for Transport

Mid Suffolk District Council

Buckinghamshire Council

Wycombe District Council

Network Rail

Ipswich Borough Council

Suffolk County Council

| Item | | Action |
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| 1 | <p>Introductions and Apologies</p> <p>Martin Tugwell welcomed attendees to the Consortium’s Annual General Meeting and invited members to introduce themselves. Martin informed the meeting that David Harvey has taken over from Fiorella Mugari as Treasurer of the Consortium.</p> <p>Paul Simpson (Communications Manager) welcomed the meeting to Phoenix House and introduced himself and the EWR Alliance team.</p> | |
| 2 | <p>Election of Chairman/Vice-Chair</p> <p>Martin Tugwell invited nominations for the role of Chair.</p> <p>Ian Bates nominated Cllr Sue Clark as the Chair: this was seconded by Carole Paternoster. The meeting unanimously agreed the nomination and Sue Clark was confirmed as the new Chair.</p> <p>Sue Clark took the Chair at this point and invited nominations for the role of Vice-Chair. Dereck Ashley nominated Mark Shaw: this was seconded by Paul Castleman. The meeting unanimously agreed the nomination.</p> | |

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| <p>3</p> | <p>Minutes of Last Meeting</p> <p>The meeting agreed that the previous minutes were a true reflection of the meeting: Martin Tugwell assures Sue Clark that all the actions are being followed up.</p> | |
| <p>4</p> | <p>East West Railway Company: Update</p> <p>Will Gallagher introduced himself and passed on Simon Blanchflower’s apologies for not being able to attend.</p> <p>Will explained to the meeting that his supporting slides are a reflection of the key strategic issues for the Company. Looking ahead, an investment decision for the Western Section needs to be made by the Government so that cash is committed. While it may be challenging, the Company is confident that they can get the full business case through. A rolling stock solution for the Western section can be expected in the coming weeks and a market engagement meeting is taking place later in the week which will show how the Company will deliver the railway as a whole.</p> <p>There is a public perception that new railways are delivered late, are over budget etc. Part of the EWR remit is to outperform on the business case by taking benefit led decisions and creating a commercial environment that delivers.</p> <p>They are using a combination of trusted, simple, intuitive and fresh techniques to enhance customer vision. Will suggested that it is unusual for an infrastructure project to embrace a customer approach so early on in a project however, the Company is clear that understanding the customer is important in setting the vision to ensure that the right experience is given to them.</p> <p>The Company commissioned a short piece of work on freight in December 2019 and is due to finish at the end of March 2020. There has been strong engagement with the DfT and EEH on freight. It’s important to understand that passengers are not the only users of the railways and there is a place for freight too.</p> <p>Responding to Phil Smart, Will confirmed that the Company sees their stations as integrated transport hubs, with work looking at the connectivity around the station with a view to seeing how to enable multi-model transport.</p> <p>Carole Paternoster queried what kind of transport hub will be possible at Winslow given the constrained site. Will explained that the Company is looking to get the best solution possible through engagement and smart design.</p> <p>Jeremy Smith highlighted a concern about the difficulties of making the case for freight. In response Will suggested that in part the challenge is having the case that can be put before the Treasury.</p> | |

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| | <p>Ian Bates drew attention to the customer experience work that supported Cambridge North station when it was being built, but noted how this had been undone by the limitations of the franchising system which has limited the service that is available. Will commented that the outcome of the Williams Review may lead to changes to the franchise system.</p> <p>Phil Smart highlighted the importance of full length shelters across platforms to improve the customer experience.</p> <p>Sue Clark summarised the discussion by commenting on the progress being made and the work that is underway.</p> <p>Will thanked the Consortium for its continued support.</p> | |
| <p>5</p> | <p>Western Section: TWAO Outcome</p> <p>Martin Tugwell introduced the report, which included a summary of the points made by the Secretary of State that were of interest to the Consortium.</p> <p>Carole Paternoster that whilst local people have not been keen on the proposed ‘expressway’ support for EWR remains strong: the question is whether EWR will be an electrified railway. Will Gallagher responded by noting that they are currently electrification with the DfT.</p> <p>Sue Clark informs the meeting that her residents are disappointed with the outcome of the TWA and she will pick this up with the EWR Company.</p> <p>Philip Smart queried whether there is merit in the Consortium considering the Oakervee report, and in particular the question of a station at Calvert (where EWR and HS2 cross over). The meeting noted that a number of the partners have concerns about HS2 in principle.</p> <p>Alan Turner suggested that improved north-south interconnectivity is just as essential as east-west, making consideration of the link south of Aylesbury all the more important. Ian Bates and Carole Paternoster agree that this is something to be looked into when the EWR company is a little further down the line with its work.</p> <p>The meeting AGREED to note the report</p> | |
| <p>6</p> | <p>Western Section: Update</p> <p>Mark Cuzner (EWR Alliance Director) provided an initial overview, starting with noting that the TWAO had been granted on 20th February 2020: this was a significant milestone and Mark thanked the Consortium for their work in getting this in place.</p> <p>Working with stakeholders to understand their expectations and ensuring the project is delivered sustainability have been two key areas of focus as the project moves into the next stage.</p> <p>Bletchley flyover is a key piece of the work and the most technically challenging part of the project. Other major pieces of work include</p> | |

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| | <p>Bletchley High Level Station and Winslow station, which will include a car park.</p> <p>Michael Headley raised concerns about the removal of the Bletchley to Bedford stretch (sub-section 2D) from the Alliance work programme for the western section and the consequent delay in opening the service to Bedford, and that there had been no clear prior communication of this intention. Michael Headley highlighted the importance of ensuring the Bletchley to Bedford section of the project is opened as part of the Western Section.</p> <p>The EWR Alliance is currently finalising the target cost for the works. 2020 will see the start of main works, construction at Winslow will begin in 2021, track work will begin in 2022, and the handover of the integration area with HS2 will be in March 2023 – final commissioning will be in 2024.</p> <p>Mark noted that successful delivery will depend upon the continued support of stakeholders, in particular the Consortium.</p> <p>Jez Baldock (EWR Alliance Development Manager) advised that planning consent has been confirmed in writing by the DfT and that there were only very minor amendments on planning conditions.</p> <p>The number of detailed approvals required to enact the planning consent in a very short period of time will continue to be a pressure point for the foreseeable future. Jez noted that the support of partners in recent weeks had been much appreciated ((particularly Milton Keynes Council and AVDC), however he highlighted that some applications are taking longer than desirable.</p> <p>Carol Paternoster raised a concern with planning applications received from the EWR Alliance noting that information provided was not always what was required: Carol encouraged the EWR Alliance to make the maximum use of pre-application meetings with councils.</p> <p>Michael Headley highlighted that he had understood that start of service would be in 2023, rather than 2024 as was now being suggested: he was concerned at the implication that services would be delayed in their introduction.</p> <p>Will Gallagher responded by noting that service operation from 2024 seems the most realistic start date.</p> <p>Ruth Voigt (Sustainability & Ecology Leader) outlined the work that the EWR Alliance is undertaking with regards to the ecological elements of the project: she emphasised that the aim is to avoid impacting on the environment wherever possible and they are working with Natural England to ensure guidelines are met. Ruth noted that because of delays to the granting of the TWAO some de-vegetation work would have to take place in summer 2020.</p> <p>Sue Clark expressed concern that this will not be received well locally and</p> | |
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| | <p>sought clarification on how EWR Alliance is going to communicate this to local communities.</p> <p>Ruth and the team are anticipating challenges and complaints however she confirmed that carrying out the de-vegetation process during the summer was permissible provided adequate safeguards are in place.</p> <p>Mark Cuzner commented that the advantage of the project is the knowledge they have on the stakeholders and understanding of the key issues for their communities. They are integrating communications as much as possible to make sure that the message the public receive is a consistent one. They are utilising single points of contact to ensure an effective flow of conversation.</p> <p>Sue Clark stressed to the EWR Alliance team the importance of giving local communities as much notice as possible of when works are happening in their area. She emphasised the critical importance of working with Parish Councils throughout the route.</p> <p>Sue Clark thanked the EWR Alliance for their update to the meeting.</p> | | | | | |
| <p>7</p> | <p>Treasurer’s Report and Work Programme</p> <p>Martin Tugwell introduced the paper which provided the meeting with the year-end accounts and proposals for the work programme in the year ahead.</p> <p>Martin noted that the priorities for the work programme built on the previous year’s programme: he noted that as a number of the pieces of work from the 2019-20 work programme are on-going the meeting was advised not to consider the allocation of funds in support of the work programme on a case-by-case basis during the course of the year.</p> <p>The meeting AGREED:</p> <p>a) To note the Treasurer’s Report as set out in Section 1</p> <p>b) The subscription rates for 2020-21 as being</p> <table data-bbox="443 1534 1066 1624"> <tr> <td>District Authorities</td> <td>£1,500</td> </tr> <tr> <td>Unitary and County Authorities</td> <td>£3,000</td> </tr> </table> <p>c) All outstanding subscription amounts for this financial year should be paid by 31st March 2020</p> <p>d) To note the update on the 2019/20 work programme priorities set out in Section 3</p> <p>e) The work programme priorities for 2020/21 based on the information set out in Section 4</p> <p>f) To Buckinghamshire Council being the Accountable Body for the Consortium from 1st April 2020.</p> | District Authorities | £1,500 | Unitary and County Authorities | £3,000 | |
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| 8 | <p>AOB</p> <p>Philip Smart advised that Transport East has appointed their first Programme Director - Andrew Summers.</p> <p>The meeting AGREED that it would be appropriate to invite Andrew to attend all future meetings of the EWR consortium.</p> | |
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