

LINCOLNSHIRE

STRATEGIC TRANSPORT BOARD

County Offices
Newland
Lincoln
LN1 1YL

27 September 2013

Lincolnshire Strategic Transport Board Meeting

A meeting of the Lincolnshire Strategic Transport Board will be held on **Monday, 7 October 2013** in **Committee Room Two, County Offices, Newland, Lincoln LN1 1YL** at **2.30 pm** transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Tony McArdle', written over a horizontal line.

Tony McArdle
Chief Executive

Membership of the Lincolnshire Strategic Transport Board

Councillor R G Davies (Chairman)

Councillor C J Davie (Vice-Chairman)

Councillor S F Kinch

Peter Denby (Greater Lincolnshire Local Enterprise Partnership)

**LINCOLNSHIRE STRATEGIC TRANSPORT BOARD AGENDA
MONDAY, 7 OCTOBER 2013**

Item	Title	Report Reference
1	Apologies for Absence	
2	Declarations of Members' Interests	
3	Minutes of the Previous meeting held on 19 July 2013	(Pages 1 - 4)
4	Governance Arrangements	(Pages 5 - 6)
5	Funding Priorities	(Pages 7 - 10)
6	Growth Deals, Strategic Economic Plans and Transport	(Pages 11 - 12)

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**LINCOLNSHIRE STRATEGIC
TRANSPORT BOARD
19 JULY 2013**

PRESENT: COUNCILLOR RICHARD GRAHAM DAVIES (CHAIRMAN)

Councillors J P Churchill, C J Davie (Vice-Chairman) and S F Kinch

Also in attendance: J Booth (North Lincolnshire Council), P Denby (Greater Lincolnshire LEP) and Holly Smith (North East Lincolnshire Council)

Officers in attendance:-

Paul Coathup (Assistant Director Highways and Transportation), Ian Kitchen (Transport Manager - Policy and Orders) and Richard Wills (Executive Director for Communities)

1 ELECTION OF CHAIRMAN

RESOLVED

That Councillor R G Davies be elected as Chairman of the Lincolnshire Strategic Transport Board.

2 ELECTION OF VICE CHAIRMAN

RESOLVED

That Councillor C J Davie be elected as Vice-Chairman of the Lincolnshire Strategic Transport Board.

3 APOLOGIES FOR ABSENCE

An apology for absence was received from Network Rail.

4 ROLE OF THE LINCOLNSHIRE STRATEGIC TRANSPORT BOARD

The Executive Director for Communities provided the Board with background information in relation to the reasons for the establishment of Local Transport Boards, and what their role was likely to be.

The Board was advised that its role would be to decide which schemes should be prioritised within the funding allocations to be provided by central government; to review and approve individual business cases as schemes progressed and also to ensure effective delivery of the agreed programme. In terms of Local Transport Boards, it was noted that Lincolnshire was in a unique position as they would be

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LINCOLNSHIRE STRATEGIC TRANSPORT BOARD

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partnerships between Local Transport Authorities, Local Enterprise Partnerships and possibly other organisations as well. However, as funding was to be devolved down based on the Local Enterprise Partnership geography, Lincolnshire would be forming a single authority Local Transport Board based on the County Council boundary.

It was reported that each Local Transport Board would be required to prepare an Assurance Framework which would set out the arrangements and processes it would follow. These Frameworks were required to be submitted to DfT for approval.

RESOLVED

That the information presented be noted.

5 GOVERNANCE ARRANGEMENTS

Consideration was given to a report presented by the Executive Director for Communities which provided members of the Board with an opportunity to comment on the proposed Assurance Framework, which would set out the principals and rules under which the Board would operate.

It was reported that the proposed Assurance Framework for the Lincolnshire Strategic Transport Board was submitted to DfT at the end of February 2013. Part 1 of the Framework – Purpose, Structure and Operating Principles has been signed off by the DfT, but discussions were still on-going in terms of Part 2 – Prioritisation. There had been an indication from DfT that they would liaise with the authority in terms of Part 3 – Programme Management and Investment Decisions "over the coming weeks and months".

The members of the Board discussed the Governance Assurance Framework, and it was proposed that it was accepted as it was, but that it was acknowledged that they could be changed in order to satisfy the Secretary of State that they were robust enough.

It was noted that the list of priorities for the Lincolnshire Strategic Transport Board would need to be published by the end of July 2013, which would again need to be signed off by the DfT.

RESOLVED

That the Governance Assurance Framework be adopted, and further advice from DfT be awaited.

6 PROPOSED SCHEMES TO BE SUBJECT TO EAST ASSESSMENT

The Board received a report presented by the Assistant Director Highways and Transportation which set out the proposed schemes to be subject to an EAST (Early Assessment and Sifting Tool) Assessment. It was reported that the County Council, as a local transport authority, had been considering which schemes it would wish to

put forward to the Transport Board for prioritisation. Schemes were considered against various key criteria, and as a result 4 schemes were identified to forward to the next stage of prioritisation which were as follows:

- Spalding Western Relief Road Phase 1
- Grantham Southern Relief Road – Southern Quadrant Link only
- Grantham Southern Relief Road – A1 to A52 Full Link
- Skegness Western Relief Road

Members of the Board were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report, and some of the points raised during discussion included the following:

- The biggest single issue when structuring the list was whether the projects were deliverable within the time frame;
- Smaller projects could be considered but it was hoped that they would be funded in different ways;
- The indicative allocation was likely to be £11.9m, and it was planned to use this towards bigger schemes;
- Authorities would be able to bid, through a competitive process, for the 30% of funding which was not allocated;
- There was already work going on with the first 2 schemes in the list. They were in the programme but would not necessarily be delivered without further funding;
- This funding could be used to fund schemes which could then unlock further schemes;
- There were concerns that this money could disappear if it was used to fund a lot of small schemes, it was thought preferable to use it for a large scheme that would have an impact in the county;
- The EAST assessment would inform the process;
- It was important to take into account other possible benefits of a scheme such as social and economic development, not just value for money;

RESOLVED

1. That the proposal by the County Council to take forward the schemes list be agreed;
2. That the Board confirm to DfT that the final prioritised list of schemes would be drawn from that list.

7 DATE OF NEXT MEETING - SEPTEMBER 2013

Dates for the next meeting in September would be circulated, a preference for the meeting to take place on a Tuesday afternoon was expressed.

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LINCOLNSHIRE STRATEGIC TRANSPORT BOARD
19 JULY 2013

The meeting closed at 3.05 pm

LINCOLNSHIRE

STRATEGIC TRANSPORT BOARD

Monday 7th October 2013

Governance Arrangements

Background

1. At the its last meeting, the Board adopted the Governance Assurance Framework that had been prepared in line with the Department of Transport's (DfT) Guidance.
2. It was also highlighted to the Board that DfT had signed off Part 1 of the Framework and that discussions were ongoing with regard to Part 2. Until Part 2 was agreed, DfT had indicated that the Board could not make a decision on its final priorities.
3. Despite various requests to DfT to clarify exactly what changes and clarifications they require to Part 2 of the Framework to make it acceptable, they have (at the time of writing) failed to respond. The reason behind this is not clear, but it is suspected that it may be linked to the emerging Growth Deals and Strategic Economic Plans which will have an increasingly important role in securing funding for future major highway and transport schemes. An update on these initiatives as they relate to the Local Transport Board follows as Item 6 at this meeting.
4. It is not anticipated that any concerns raise by DfT will fundamentally affect the adopted process as it closely mirrors that set out in their guidance. Hence, in the absence of any clear guidance from DfT, it is proposed that the Board pushes on and makes a decision on its priorities for using the allocated DfT funding and reviews that decision if the need should arise at some future date.

RECOMMENDATIONS

a) That, in the absence of any further guidance from DfT, the Board makes a decision on its priorities at this meeting

b) That, should the need arise, the decision is reviewed in the light of any comments subsequently received from DfT.

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Funding Priorities

Background

1. At the its last meeting, the Board agreed that the following four schemes should be the subject of more detailed assessments using the Department for Transport's EAST (Early Assessment and Sifting Tool) to assist in making a final decision on the use of the £11.9m allocation to be spent between 2015/16 and 2018/19.
 - Spalding Western Relief Road Phase 1
 - Grantham Southern Relief Road – Southern Quadrant Link only
 - Grantham Southern Relief Road – A1 to A52 Full Link
 - Skegness Western Relief Road
2. This report outlines the results of that work and discusses the merits of the schemes.

Results of the EAST Assessments

3. The EAST assessment tool has been developed by DfT to assist with decision making at the early stages of scheme development. The tool works with the best evidence available at the time, but the level of confidence that can be applied to any comparisons will always depend upon the robustness of the underlying data. Where hard data is not available, then a more subjective judgement has to be made. EAST considers a range of issues under the 5 categories of :
 - Strategic Case
 - Economic Case
 - Managerial Case
 - Financial Case
 - Commercial Case

4. The key issues around each scheme are highlighted below and an EAST assessment summary sheet comparing the schemes will be available at the meeting.

Spalding Western Relief Road Phase 1

- Key infrastructure in delivering economic growth via residential development in SW Spalding (Holland Park)
- Will improve traffic conditions in Spalding as part of a longer term full Relief Road
- Is already relatively well advanced with outline planning permission granted for Holland Park and discussions progression with developer (from whom a major contribution would be expected). An application for full planning permission for the scheme is expected in December 2013
- Hence, the risks of being unable to deliver the scheme within the necessary timescale are relatively low.

Grantham Southern Relief Road – Southern Quadrant Link Only

- Assumes that the A1-B1174 Link will be constructed as part of the proposed King 31 Employment Development for which planning permission expires in August 2014.
- Key to delivery of residential and employment development in southern Grantham
- Will assist in tackling town centre congestion and remove HGVs
- Scheme is relatively well advanced with planning application imminent. To be forward funded by LCC with funding recovered from third parties as appropriate.
- Hence, the risk of being unable to deliver the link within the necessary timetable is relatively low. Timescale for King 31 element is unclear.

Grantham Southern Relief Road – Full Scheme

- Would provide full southern relief road from A1 to A52 and support proposed residential and employment development to the south of Grantham (should King 31 Link not be forthcoming in the short term)
- Will assist in tackling town centre congestion and remove HGVs
- As with Southern Quadrant Link above, scheme is relatively well developed. Would require variation of existing planning permission for King 31 development to extend permission timescale.
- Again, the risk of being unable to deliver the scheme within the necessary timescale is relatively low.

Skegness Western Relief Road

- would support important tourism economy on the coast whilst also enabling further employment (and possibly residential) development
- will alleviate congestion within and Skegness and along the A52 coastal corridor
- scheme is in early stages of development, with limited recent feasibility work and little discussion with interested parties, particular in respect of possible funding arrangements
- Hence, the risk of not being able to deliver the scheme within the necessary timescale is higher

Use of Funding Allocation

5. As indicated earlier, the funding allocation for the Lincolnshire Strategic Transport Board is £11.9m to be spent between 2015/16 and 2018/19.
6. Taking into account the limited development work carried out on the Skegness Western Relief Road to date, it is suggested that the risks associated with taking this scheme forward for prioritisation are possibly too great, particularly when considered against the position in respect of the other candidate schemes. However, the importance of the proposal to the coastal tourism industry and to the wider economic growth of the area is such that it would make a strong candidate for inclusion within the Strategic Economic Plan being prepared by the Local Enterprise Partnership (see Item 4 for further details) with the possibility of securing funding through the associated Local Growth Fund.
7. In respect of the proposed Spalding Western Relief Road Phase 1, the development of a funding package for the scheme is progressing well, as are the statutory processes. Although a contribution from the Local Transport Board would enhance the prospects of the scheme, the case for doing so is possibly not as strong as for the schemes at Grantham (see below). Again, subject to progress being made on Phase 1, then further phases of the overall scheme could also make strong candidates for inclusion within the new Strategic Economic Plan.
8. At Grantham, the delivery of the proposed Southern Relief Road (and hence the associated employment and residential developments) is generally more complex, due in particular to :

- the current uncertainty around the timescale for the adjacent King 31 development (which includes the western section of the route), and
 - the high costs associated with providing a new junction with the A1 and a substantial structure across the East Coast Main Line and the River Witham valley.
9. Whilst a range of funding opportunities continues to be explored to bring forward the scheme and associated development as soon as possible, the addition of funding from the Local Transport Board would serve to further strengthen the prospects of delivering the scheme (either in part or fully) in the near future. Hence, it is considered that this may present the best case for the use of the LTB funding allocation.

RECOMMENDATION

The views of the Board on the most appropriate use of the funding allocation are sought.

Growth Deals, Strategic Economic Plans and Transport

Background

1. Since the last meeting of the Board, further details of the proposed Growth Deals and associated Strategic Economic Plans have started to emerge, although the full picture is still far from clear.
2. The Government is committed to negotiating a Growth Deal with every Local Enterprise Partnership (LEP) with the starting point being the new Strategic Economic Plans that each LEP is preparing. Based on the strength of their Plan, each LEP will be allocated a share of the Local Growth Fund to target at their priorities for delivering economic growth within their area.
3. The Local Growth Fund is not new funding, but is drawn from other budgets. For 2015/16, the total national pot is £2,019m, with over 50% of this being drawn from transport (£819m from Local Authority major schemes, £100m from Local Sustainable Transport Fund and £200m from the Integrated Transport Block for Local Authorities).

Transport and Growth Plans

4. The Growth Fund is aimed at the key drivers of local growth – housing, skills and transport. As such, the Government expects that the LEPs will reflect these themes strongly within their Plans.
5. In the case of transport, the Department for Transport (DfT) has made it clear that it expects LEPs to work closely with Local Transport Boards (LTBs) if they are to be effective in securing additional resources for transport through the Growth Deals. DfT also expects Strategic Economic Plans to reflect wider transport needs beyond just major schemes. This could include smaller scale transport projects that unlock job opportunities.

6. Further detailed guidance on Growth Plans and links to Local Transport Boards has been promised by the Government. As part of the development of this guidance various workshops have been held across the country. Officers from the Greater Lincolnshire LEP and the County Council (in its role as local transport authority) have attended these as necessary.

Timetable for Growth Plans

7. Currently, the timetable for the production of the Strategic Economic Plans and associated Growth Deals is as follows:
 - December 2013 – first draft of Strategic Economic Plan shared with Government
 - March 2014 – final version of Strategic Economic Plan submitted to Government
 - July 2014 – Local Growth Fund offer made to Local Enterprise Partnerships
8. Clearly, it will be important that this Board is involved in the development of the Strategic Economic Plan for Lincolnshire. Once further guidance is available, this will be shared with the Board.

RECOMMENDATION

For information only.