

# South East Midlands Local Transport Board

**Contains Confidential  
or Exempt Information** No

**Title of Report** Update on Prioritisation of Transport Schemes

**Meeting Date:** 25 July 2013

**Responsible Officer(s)** Glenn Barcham, Bedford Borough Council, Paul Cook, Central Bedfordshire Council, Keith Dove, Luton Borough Council, Brian Matthews, Milton Keynes Council, Hilary Chipping, SEMLEP.

**Presented by:** Keith Dove Transportation Strategy & Regulation Manager, Luton Borough Council

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**The Board is  
asked to:**

- 1. approve the final list of strategic transport schemes to be funded in part through the South East Midlands LTB funding allocation; and**
- 2. authorise the Chair of the Board to submit the list to the Department for Transport.**

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## Executive Summary

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| <b>1.</b> | <p>Following a consultation on devolving major scheme funding during the early part of 2012, the coalition government has now decided that from 2014/15 Government investment in major highways and transport schemes delivered by Local Highway Authorities will be funded through Local Transport Bodies (LTBs). The Department for Transport (DfT) issued Guidance on the establishment of LTBs on 23 November 2012.</p> <p>As set out in the DfT guidance, the primary role of the LTB will be to decide which transport investments should be prioritised, to review and approve business cases for each prioritised scheme, and to ensure effective delivery of the programme. The Guidance seeks the creation of the LTB in early 2013 with the Board agreeing its priorities by July 2013.</p> <p>This report updates the Board on the final list of prioritised schemes to be funded in part through the South East Midlands Local Transport Board funding allocation. The outcome of this work will be presented at the meeting by JMP.</p> |
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## Background

- 2.** This report specifically deals with the prioritisation process as set out in Part 2 of the Local Framework, the requirements for which are set out in Part 2 of the DfT Guidance. The key elements of the prioritisation process are that:
- each Local Authority shall prepare a list of eligible transport schemes; and
  - the prioritised shortlist will be generated by a spreadsheet methodology that takes into account the LTB objectives, together with the scheme cost, deliverability to programme, Value for Money, and the environmental/social distribution impacts.
- 3.** At their meeting on 21 June, the Board resolved that the:
- 1. appointment of JMP to undertake the prioritisation process be noted;**
  - 2. methodology of the prioritisation process as set out in Appendix A to the report be approved; and**
  - 3. list of strategic transport schemes to be funded in part through the South East Midlands LTB funding allocation be approved.**
- At the last Board meeting, JMP Consultancy Limited also reported on the early sift of the long list of schemes, the initial assessment and “scoring” of a short list of schemes and provided an illustrative development of potential programme options. With regard to the prioritised list of schemes the Board resolved that:
- JMP Consultants Ltd and officers assess the following schemes before the next meeting:**
- **Woodside Link**
  - **Bedford Western Bypass**
  - **London Luton Airport surface access**
  - **A421 dualling and associated roundabouts**
- with the addition of one or more schemes being included from the following:**
- **Milton Keynes Park and Ride**
  - **Northern entrance to Luton Airport Parkway**
  - **Central Milton Keynes Public Transport Interchange**
  - **Bletchley Public Transport Interchange**
- The Board also requested that a plan showing the location of the shortlisted schemes be provided, together with a table summarising the details of those schemes.

<p><b>4.</b></p>	<p><b>Finalising the shortlist of schemes</b></p> <p>In the presentation to the Board on 21 June, JMP provided details of the sifting process undertaken to prepare a shortlist of schemes, together with a summary of how those individual schemes scored against the seven LTB objectives. JMP proposed three different options as to how the overall South East Midlands LTB funding allocation (£22.1m) could be shared amongst this shortlist of schemes. As required by the DfT guidance, these options also account for a range of funding from a third less (£14.7m) to a third more (£29.5m).</p> <p>Further information has been collated about those shortlisted schemes, including proposed phasing of the funding for each scheme over the period of the devolved funding. This information is presented in Appendix A to this report and will form the basis of the South East Midlands LTB submission to the DfT.</p>
<p><b>5.</b></p>	<p><b>Confirmation of LTB funding</b></p> <p>The DfT wrote to all LTBs on 16 July (see letter attached at Appendix B) confirming an allocation of £14.7m for the South East Midlands LTB. This is a third less than the indicative allocation announced in January 2013, which represents the lower end of the scale for the three options evaluated. Other recent correspondence from the DfT about a Single Local Growth Fund managed by the LEPs has indicated that some elements of this funding could be subject of competitive bidding, and the Board should consider bidding for using such funding to deliver its full prioritised programme. Further information will be provided at the meeting.</p>

<p><b>Issues</b></p>	
<p>Strategy Implications</p>	
<p>6.</p>	<p>The transport schemes to be included in the prioritised list reflect the policy/strategy background priorities of the promoting local authority and the South East Midlands LTB objectives.</p>
<p>Governance &amp; Delivery</p>	
<p>7.</p>	<p>The day to day work on the prioritisation process has been managed by the officer Working Group. JMP will present the final shortlisted schemes and the proposed phasing of funding to the July Board meeting in order to deliver the prioritised list to the DfT by the end of July 2013.</p>
<p>Management Responsibility</p>	
<p>8.</p>	<p>The procurement of JMP and payment of their invoices will be managed by Luton Borough Council, as the Accountable Body.</p>

<b>Financial Implications</b>	
9.	The cost of the JMP work to undertake the prioritisation process will be covered by the £5,000 contribution from each of the four authorities, which was agreed at the Board meeting on 23 April.
<b>Legal Implications</b>	
10.	The LTB will operate within the assurance framework agreed at the LTB meeting on 23 April, subject to any further amendments required by the DfT. Further details of these amendments are included in the previous report to this meeting of the Board.
<b>Environmental and Health Impacts</b>	
11.	<p>The prioritisation process per se does not have any environmental impacts although, as part of that process, the pro-forma for individual transport schemes will consider impacts at a strategic level. However individual transport schemes brought forward through the LTB process will be developed with due consideration to relevant legislation including how it impacts on the environment.</p> <p>Each individual authority will undertake its responsibility in terms of ensuring an appropriate environmental impact assessment is undertaken for individual schemes.</p>
<b>Public Sector Equality Duty (PSED)</b>	
12.	<p>The prioritisation process per se does not have any equalities impacts, although, as part of that process, the pro-forma for individual transport schemes will consider impacts at a strategic level. However individual transport schemes brought forward through this process will be developed with due consideration to relevant legislation including how it impacts on equalities issues.</p> <p>Each individual authority will undertake its responsibility in terms of ensuring an appropriate equality impact assessment, including a Social Distribution Impact, is undertaken for individual schemes.</p>
13.	Are there any risks issues relating Public Sector Equality Duty
	<i>No</i>

<b>Risk Analysis</b>
Briefly analyse the major risks associated with the proposal and explain how these risks will be managed. This information may be presented in the following table.

<b>Identified Risk</b>	<b>Likelihood</b>	<b>Impact</b>	<b>Actions to Manage Risk</b>
LTB acts outside its remit	Low	High	Development of robust prioritisation process as part of the assurance framework
Loss of support from 1 or more LTB member authorities	Low	High	Timely information provided. Regular officer meeting to identify and respond to any tensions

<b>Background Documents</b>	<b>Location (including url where possible)</b>
Local Frameworks for funding major transport schemes: guidance for Local Transport Bodies (Nov 2012)	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/15176/guidance-local-transport-bodies.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/15176/guidance-local-transport-bodies.pdf</a>