



Enterprise M3 Local Transport Body held on the 11th July 2013 at 2.30pm

Basingstoke Suite, 5th Floor, Scott House, Alencon Link, Basingstoke, Hampshire RG21 7PP

Present

Local Transport Body (LTB) Board: Cllr John Furey (Chairman, Surrey CC), Cllr Seán Woodward, (Hampshire CC), Geoff French (Enterprise M3 LTB)

LTB Secretariat and LTA/LEP Officer representatives: Rachel Barker (Enterprise M3 LEP), James Gagg (Hampshire CC), Stuart Jarvis (Hampshire CC), Kevin Travers (Hampshire CC), Keith Willcox (Hampshire CC), Jan Haunton (Surrey CC), Iain Reeve (Surrey CC)

Apologies

Kathy Slack (Enterprise M3 LEP), Paul Grant (Hampshire CC), Mike D'Alton (Parsons Brinckerhoff), Lyndon Mendes (Surrey CC)

LTB Stakeholders – See Annex 1.

Introductions & Welcome

CLLR JOHN FUREY (LTB Chairman) opened the meeting and welcomed all those present.

Disclosure of Members' Interests

CLLR JOHN FUREY (LTB Chairman) asked for any disclosures of interest and none were made.

Minutes of Last Meeting and Matters Arising

The minutes of the meeting of the Enterprise M3 Local Transport Body held on 30th May 2013 were agreed as an accurate record. There were no matters arising not covered elsewhere in the agenda.

Enterprise M3 LTB Assurance Framework

KEVIN TRAVERS (EM3 LTB Lead Officer) introduced a paper providing an update on progress with the Assurance Framework for Enterprise M3 LTB and seeking formal approval of the membership, governance and working arrangements as well as the scheme prioritisation process. He outlined the response from the Department for Transport to the draft Framework and summarised their further recommendations and suggestions in respect to the Scheme Assessment and Investment Decisions.

The **RECOMMENDATION** to formally approve the membership, operation and prioritisation arrangements for the Enterprise M3 LTB, as detailed in paragraphs 1 to 14 and 17 & 18 of the Assurance Framework, **WAS AGREED**.

Prioritisation of Major Schemes – Information Pack

KEVIN TRAVERS (EM3 LTB Lead Officer) set out the paper explaining the process that had been adopted in reaching the priorities for scheme delivery. He gave an overview of the sifting process that Hampshire and Surrey County Councils had been through and how they decided upon the schemes to be submitted to the LTB for consideration. He then briefly explained the scrutiny process carried out together with the scoring criteria used. Finally he showed a map and tables summarising the mini-applications received and referred Board members to the Annexes to the papers which included all the applications, together with details of all the schemes that were considered in the initial sifting process, based on the authorities' identified lists of priority schemes.

JAMES GAGG (Hampshire CC) and JAN HAUNTON (Surrey CC) gave short presentations of the schemes listed under funding scenario A, based on the indicative funding figure.

NICK HUNT (New Forest DC) asked what consideration had been given to the benefits of schemes such as improvements to the A31 in the New Forest, which could offer additional benefits outside of the EM3 LTB area.

CLLR JOHN FUREY (LTB Chairman) explained that discussion with neighbouring LEPs on cross border schemes was important and had been considered as part of the assessment.

GEOFF FRENCH (Enterprise M3 LEP) confirmed that he regularly spoke to his opposite numbers in neighbouring LEPs

CLLR JOHN FUREY (LTB Chairman) emphasised that it would be important to bring forward schemes early in the funding window. The results of the assessment to date enabled the LTB to identify schemes that had merit in being taken forward at this stage, but flexibility would need to be retained to allow priorities to be reviewed once further in depth assessment was carried out.

JOHN BERESFORD (Grainger) asked whether anyone other than Hampshire and Surrey CC had submitted applications.

KEVIN TRAVERS (EM3 LTB Lead Officer) replied that others had been able to do so, but had not. However, in many instances district councils had worked closely with their county council to support and develop proposals.

CLLR JOHN FUREY (LTB Chairman) indicated that the scrutiny of the applications carried out by consultants would be made available on the LTB Web page.

Prioritisation of Major Schemes – Schemes Proposed for Approval

RACHEL BARKER (EM3 LEP) introduced the paper recommending the schemes to be submitted to the Department for Transport as the prioritised lists of schemes for the Enterprise M3 LTB. She expanded on the process undertaken to reach this recommendation, building on the details in the Information Pack and demonstrating how the schemes were assessed and scrutinised. She outlined three different funding scenarios

reflecting the uncertainty about the amount of funding available and ensuring that the LTB remained flexible in taking schemes forward to the development of full business cases.

CLLR SEÁN WOODWARD (Hampshire CC) acknowledged the sense in developing the full range of schemes, but queried whether there was also a need to consider priorities in case the DfT only confirmed the minimum level of funding (e.g. the indicative funding -30%)

CLLR JOHN FUREY (LTB Chairman) agreed this was an important issue suggesting it was considered after hearing Maureen Pullen's presentation about the impact of the Comprehensive Spending Review.

CLLR JOHN FUREY (LTB Chairman) recorded his thanks for the work of the LEP Transport Action Group (TAG) in putting together the recommendations. He also indicated that he would like the LTB Board Members to attend a future meeting of the TAG, to increase their understanding of the prioritisation process.

The following **RECOMMENDATIONS WERE AGREED**

- (i) That the LTB submit schemes to the DfT based on three funding scenarios as outlined in Appendix 1 of the report. Funding for any specific scheme would be subject to further consideration by the LTB, based on the merits of a business case:
 - Scenario A (indicative funding) : £36.4m
 - Scenario B (indicative funding + 30%) : £47.32m
 - Scenario C (over programming by approximately 50%) : £70m +
- (ii) That the respective Highway Authorities consider preparing business cases for the schemes that were prioritised against funding scenario A) The Highway Authorities would also be free to develop business cases for any or all of the other schemes listed, particularly those that they considered likely to be accepted by the LTB following assessment of full business cases.
- (iii) The LTB could meet in Spring 2014 to review progress with the development of full business cases.

Implications from the recent Comprehensive Spending Review, key dates and future timetable for the LTB

GEOFF FRENCH (EM3 LEP) introduced this item, highlighting the need to understand the importance of the recent funding announcements better; in particular with respect to the role of the LTB and the implications of recent Government announcements on the introduction of a Single Local Growth Fund (SLGF).

MAUREEN PULLEN (DfT) advised that guidance would be published imminently, which would include the minimum funding level each LEP could expect though the SLGF; there was also potential for this to be increased as part of the assessment of the LEP's Strategic Economic Plan. This guidance should also provide more details about how the process would work. She could not comment on what the funding level may be but highlighted that the pot the DfT contributed to the SLGF for major transport schemes was 25% greater than previously.

MAUREEN PULLEN (DfT) added that there was an expectation that the LTB work closely with the LEP in developing the Strategic Economic Plan to demonstrate how transport infrastructure was a key component in supporting economic growth.

IAIN REEVE (Surrey CC) suggested that the LTB might use the minimum funding allocation as a starting point for developing a programme but retain the flexibility to expand this once the outcome of the competitive element of the process was known. He considered this was unlikely to be before July 2014, noting that this then offered little time to have schemes ready for delivery from April 2015.

STUART JARVIS (Hampshire CC) commented that his understanding was that, whilst any funding secured through the competitive assessment of the LEPs Strategic Economic Plan would not be directly linked to transport schemes, it would be sensible to include them. He also highlighted his understanding that funding allocated for 2015/16 would be a firm allocation that would have to be spent in full and not carried over to 2016/17. Furthermore, funding for 2016/17 onwards would only be indicative.

GEOFF FRENCH (EM3 LEP) noted that the extra emphasis on economic growth may affect the priorities of schemes included in the Strategic Economic Plan, notwithstanding the LTB's priorities.

CLLR JOHN FUREY (LTB Chairman) returned to Cllr Seán Woodward's question about how we should cater for a minimum funding allocation of 30% less than the indicative allocation. He suggested that if the need arose, the Board members of the LTB would need to review the decision and priorities agreed at this meeting, in discussion with members of the LEP TAG, prior to the end of July deadline. He proposed that a further meeting be convened on 23rd or 25th July if necessary.

Any Other Business

NICK HUNT (New Forest DC) asked what the role of the LTB was in engaging with the Highways Agency and what were they doing to assure that their agenda and priorities were aligned with those of the LEP.

MAUREEN PULLEN (DfT) responded that the Highways Agency would shortly publish a new circular highlighting how they would work to promote economic growth. They were also making practical changes in the way the Agency was run, so that it was established as a Government Company with more autonomy over how its funding was spent.

IAIN REEVE (Surrey CC) added that the Highways Agency was also shortly to commence work on Route Based Strategies, one of which included both the A3 and M3 between London and the South Coast and hence covered much of the LEP area. They had already indicated that they wished to work closely with the LEP in developing this.

Date of Next Meeting

23rd or 25th July if needed. Otherwise a suitable date would be agreed, once there was greater clarity on the role of the LTBs in the Single Local Growth Fund. In any case a meeting in Spring 2014 would be held to review the progress of business cases.

Annex 1

Stakeholders Present

Name	Organisation
Ian Mawer	Basingstoke & Deane Borough Council
Spiros Tarazis	Coast to Capital LEP
Maureen Pullen	Department for Transport
Ian Kalra	Dorset LEP
Susan Robbins	East Hampshire District Council
Conor Frehill	Elmbridge Borough Council
John Beresford	Grainger
Laura Howard	Guildford Borough Council
Chris Burchell	Guildford Borough Council
Chris Quintana	Hampshire Chamber of Commerce
Robert Thain	Hart District Council
Jaime Rockhill	Network Rail
Nick Hunt	New Forest District Council
Peter Sims	Runnymede Borough Council
Jim Pettitt	Rushmoor Borough Council
Mark Turner	Stagecoach
Mark Pearson	Surrey Connects
Jenny Rickard	Surrey Heath Borough Council
Annie Tomlinson	Test Valley Borough Council

Stakeholder Apologies

Name	Organisation
Graham Harmer	Arriva
Ron Crank	Coast to Capital LEP
Julia Potter	East Hampshire District Council
Sue Sturgeon	Guildford Borough Council
Graham Ellis	Hampshire Business Alliance
Ian Frost	Heathrow Airport Limited
Paul Johnson	Swindon & Wiltshire LEP
Matthew Evans	Waverley Borough Council
Simon Finch	Winchester City Council
Jeni Jackson	Woking Borough Council
Tony Ewer	Yorktown and Watchmoor Business Association