

Subject:	Coast to Capital Local Transport Body Meetings – 25 March 2015	
Date of Meeting:	20 March 2015	
Report of:	Executive Director – Environment, Development & Housing	
Contact Officer:	Andrew Renaut-Head of	
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Ward(s) affected:	All	

FOR GENERAL RELEASE

By reason of the following special circumstances, which shall be recorded in the minutes, the Chair of the meeting is of the opinion that this item should be considered at the meeting as a matter of urgency. In order to establish the council's position with respect to final, draft reports and recommendations that were made available on 18 March 2015, prior to meetings of the Coast to Capital Local Transport Body to be held on 25 March 2015, an Urgency Sub-Committee has been arranged for Friday 20 March 2015. The agenda and associated papers were published as soon as they could be finalised.

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The city council is a member of the democratically accountable Coast to Capital [CtoC] Local Transport Body [LTB], which is based on the geography of the CtoC Local Enterprise Partnership [LEP]. The CtoC LEP area includes the whole of West Sussex County Council and Brighton & Hove City Council, part of Surrey Council and Lewes District Council and the London Borough of Croydon. The primary functions of the Coast to Capital Transport Body are exercised through its Board. The Board includes the five local highway authorities (East Sussex County Council represents the Lewes District area) and the LEP as its core members, and the Highways Agency and Network Rail have observer status.
- 1.2 The LTB abides by an agreed Assurance Framework that has also been approved by the Department for Transport. It also has delegated authority from the CtoC LEP Board to agree, manage and oversee delivery of a prioritised programme of major and smaller transport schemes, based on approved allocations of funding through the Local Growth Fund process. In March 2013, the council's Policy & Resources Committee agreed to nominate the Lead Member for Transport as the council's representative on the LTB.
- 1.3 Croydon and East Sussex County Council will participate in full in strategic discussions and decisions, but will not be eligible to vote in decisions about

allocation of funding which the board of the LTB decides is open only to schemes in the administrative areas of Brighton and Hove City Council & Hove, Surrey County Council and West Sussex County Council. Observers will not be eligible to vote in decisions.

- 1.4 The LTB is meeting in public on 25 March 2015 to consider and make a number of decisions. In order for the council's representative to be able to agree and, if necessary, vote on recommendations, it is necessary to establish the council's position through a Committee-decision making process.

2. RECOMMENDATIONS:

- 2.1 That the Urgency Sub-Committee welcomes the positive recommendations being made by the Coast to Capital Local Enterprise Partnership [LEP] to its Local Transport Body [LTB] to conditionally approve the council's two bids for Sustainability & Resilience funding for a BikeShare scheme and a package of 'Intelligent Transport System' [ITS] measures.
- 2.2 That the Urgency Sub-Committee supports the recommendations being made to the LTB with respect to the proposed programmes of 2015/16 investment in Sustainability & Resilience schemes.
- 2.3 That the Urgency Sub-Committee authorises the Executive Director for Environment, Development & Housing to develop robust and comprehensive cases that can be presented to the Coast to Capital Local Transport Board [LTB] in order that the requirements of the recommended conditional approvals for funding of the council's BikeShare and 'Intelligent Transport System' [ITS] schemes can be satisfactorily fulfilled, and enable full approval for funding to be approved.
- 2.4 That the Urgency Sub-Committee supports the recommendations being made by the LEP to the LTB with respect to:-
 - a) Surrey Wider Network Benefits;
 - b) Epsom 'Plan E' Highway Improvements;
 - c) Crawley Area Transport Package (Phase 1); and
 - d) A284 Lyminster Bypass.
- 2.5 That the Urgency Sub-Committee agrees the recommendations above may be subject to minor variations tabled at the LTB, which do not alter the substance of the decision.
- 2.6 That the Urgency Sub-Committee agrees that if an alternative (or new) recommendation is tabled during the LTB meeting which alters the substance of the original recommendation, a further decision will be sought from the Urgency Sub-Committee prior to proceeding.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In accordance with its Assurance Framework, the LTB is required to meet in public when decisions are to be made on the recommended prioritisation of individual schemes, a scheme programme and funding allocations.
- 3.2 Meetings of the LTB will be held on 25 March 2015 and it is expected to consider reports about funding allocations and decisions on the following significant items:-
- a) Sustainability schemes for 2015/16
 - b) Resilience schemes for 2015/16; and
 - c) Epsom 'Plan E' Highway Improvement Scheme; A284 Lyminster Bypass; Surrey Wider Network Benefits Package; and Phase 1 of the Crawley Area Transport Package.
- 3.3 A brief commentary on each item is set out below, based on final, draft versions of the LTB reports. The final, published LTB reports will be circulated to Committee members as soon as they are available.

Sustainability schemes for 2015/16

- 3.4 The previous LTB meeting in February considered an introductory report for these schemes, based on bids that had been submitted by scheme promoters. A total of £31.7 million over 6 years (2015/16 to 2020/21) by the Government for Sustainability projects, as part of its successful Growth Deal bid. £3.7 million has been allocated for schemes starting in 2015/16. 6 bids for Sustainability schemes were submitted, including one for Brighton & Hove – a Bike Share scheme, the principle of which this Urgency Sub-Committee endorsed at its meeting on 16 February – and a 'hybrid' scheme in West Sussex which also includes Resilience measures. The full list of schemes is described in more detail in the report to the LTB on this subject.
- 3.5 The current, estimated BikeShare scheme costs are as follows.

	2015/16	2016/17	Total
LGF	£560,000	£600,000	£1,160,000
Local contribution	£30,000	£310,000	£340,000
Total	£590,000	£910,000	£1,500,000

- 3.6 The 7 bids submitted have been independently assessed and the LEP officer has made recommendations that all the schemes receive full or conditional approval to receive funding. 3 are recommended for full approval and 4 for conditional approval, including the city's BikeShare scheme, despite submitting what was considered to be a robust and comprehensive Business Case, which was followed up by additional responses to clarify queries and questions raised by the independent assessors. The conditions that are required to be fulfilled for the BikeShare scheme before it can be considered for full funding approval are:-
- i) that more explanation of the Benefit:Cost Ratio [BCR] is provided; and
 - ii) that a commitment is made to provide a financial subsidy if the scheme is not profitable.
- 3.7 Officers have received limited, advance notice of these requirements and have been reviewing the evidence and options available to respond to them, and seek to secure an even more positive recommendation from the LEP officer to the

LTB. Additional information is being prepared and officers are confident that the council will be able to positively respond to, and address, the two conditions above and, if necessary, this information will be submitted to the LTB on or before 25 March in order to further inform its decision on funding for this project. Alternatively, the information may require further consideration after 25 March, and a further decision will then be expected to be made by the LTB at its next planned meeting in public (May 2015), or through a delegated decision-making process if this is agreed by the LTB.

Resilience schemes for 2015/16

- 3.8 The CtoC LEP has been allocated a total of £30.9 million over 6 years (2015/16 to 2020/21) by the Government for Sustainability and Resilience [S&R] projects, as part of its successful Growth Deal bid. £5.5 million of this funding is available to be allocated for schemes starting in 2015/16. 5 bids were submitted, including the council's 'Intelligent Transport Systems' package, the principle of which this Urgency Sub-Committee endorsed at its meeting on 16 February. The full list of schemes is described in more detail in the report to the LTB on this subject.
- 3.9 Resilience is a relatively new and innovative funding stream and the CtoC LEP was the first LEP to promote the concept of resilience and to propose a programme of works to improve it using LGF within its SEP. Linked to this, the LEP officer has also acknowledged that scheme promoters may not be able to demonstrate as wide a range of benefits compared to more traditional or recognised highway improvement or a sustainable transport schemes.
- 3.10 The current, estimated ITS Package scheme costs are as follows.

	2015/16	2016/17	2017/18	Total
LGF	£255,000	£886,000	£689,000	£1,830,000
Local contribution	£160,000	£80,000	£82,000	£322,000
Total	£415,000	£966,000	£771,000	£2,152,000

- 3.11 The 5 bids submitted have been independently assessed and the LEP officer has made recommendations that 3 are conditionally approved for funding, including the council's ITS Package. The condition that needs to be fulfilled for the ITS scheme is that satisfactory additional information, as negotiated between Coast to Capital, the scheme promoters and the scheme assessors, should be provided. The detail of this information is not yet confirmed, but officers will endeavour to submit additional information to the LEP officer in order that further information can be presented to the LTB on or before 25 March in order to further inform its decision on funding for this project. Alternatively, the relevant information will be compiled and submitted after 25 March, and a further decision will then be expected to be made by the LTB at its next planned meeting in public (May 2015), or through a delegated decision-making process if this is agreed by the LTB.

Epsom 'Plan E' Highway Improvement

- 3.12 This project is in Surrey and was approved to be allocated £2.7 million in July 2013 as part of the CtoC LEP's Growth Fund programme. The scheme is a package of measures to improve Epsom Town Centre by reducing congestion, improving accessibility to local businesses and improving journey time reliability for both residents and visitors.

- 3.13 The Business Case has been independently assessed and is considered to be satisfactory, and the LTB is being recommended to fully approve the funding allocation. This is considered to be acceptable.

Surrey Wider Network Benefits Package

- 3.14 This project was approved to be allocated £3 million in July 2013 as part of the CtoC LEP's Growth Fund programme. The scheme would manage congestion by enhancing the County's existing traffic control technology, known as Intelligent Transport Systems. It would improve traffic control technology on key routes and also upgrade the County's central traffic control centre in Leatherhead – the Network Management Information Centre.

- 3.15 The Business Case has been independently assessed and is considered to be satisfactory, and the LTB is being recommended to fully approve the funding allocation. This is considered to be acceptable.

A284 Lyminster Bypass

- 3.16 This project is located in West Sussex and was approved to be allocated £3million in July 2013 as part of the CtoC LEP's Growth Fund programme. The scheme's Business Case has now been submitted for consideration. A request has also been submitted to the LTB to seek additional funding of about £2million to address a funding shortfall due to general scheme cost increases and the withdrawal of an offer from Network Rail to remove a level crossing.

- 3.17 The Business Case has been independently assessed and is considered to be satisfactory, but the request for additional funding from the LTB/LEP has not been accepted. However, the LTB is recommended to conditionally approve the funding allocation. The conditions to be fulfilled relate to the further development of the scheme, particularly securing the additional funding required to deliver the scheme. This is considered to be acceptable.

Crawley Area Transport Package

- 3.18 This package provides the first phase of investment in a larger, comprehensive package of sustainable transport measures including rail station access, junction upgrades, wayfinding signing and public transport passenger information.

- 3.19 The Business Case has been independently assessed and is considered to be satisfactory, but the request for additional funding from the LTB/LEP has not been accepted. However, the LTB is recommended to conditionally approve the funding allocation. The conditions to be fulfilled relate to the further development of the scheme, particularly securing the additional funding required to deliver the scheme.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The council's representation on the LTB is essential in order to ensure that the council is fully engaged and actively participating in the work of this formal partnership.

- 4.2 The commentary and advice set out in section 3 of this report is considered to be reasonable and appropriate, in the context of the information that has been included in the LTB reports.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The approach to engagement and consultation on matters that are addressed by the LTB is set out within its Assurance Framework. Some of the issues raised in the LTB reports referred to in this report have also been the subject of ongoing discussions and meetings with local authority officers and councillors, as part of the day to day activities involved in the CtoC LTB process.

6. CONCLUSION

- 6.1 The opportunity to establish the council's formal position with regard to proposed key decisions to be made by the LTB, prior to it meeting in public, is considered essential. If agreed, the recommendations proposed in this report will therefore fulfil this requirement and enable the council's representative to put forward its views on the items to be discussed and agreed on 25 March.
- 6.2 The proposed recommendations within this report are considered to be consistent with the council's own policies and objectives, and the projects that are referred to within the city will also support the priority proposals for the city that are included in the CtoC Strategic Economic Plan [SEP].

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The government has not provided any additional funding to enable local authorities to support their involvement in the establishment and participation in an LTB. The Department for Transport [DfT] has confirmed that the devolved money for Major Schemes cannot be top-sliced locally for administration costs as the major scheme budget is for capital projects only. The council's active participation in this process has therefore been funded from within Transport budgets.
- 7.2 Securing local or third party sources of funding for approved schemes remains an important element of the LGF funding allocation process and influences any final approval and decisions made by the LTB. These sums are referred to as 'local contributions' and should meet the LTB's requirements which are 20% and 15% of the total schemes costs for Sustainability and Resilience respectively.
- 7.3 The most likely source of local contributions from council budgets will primarily be the Local Transport Plan capital programme. Decisions on that budget and its investment programme are made within the council's annual budget-setting process and it is approved at Policy & Resources Committee. Indicative allocations totalling £190,000 (£60,000 for the BikeShare scheme and £130,000 for the ITS Package) have therefore been included in the council's proposed LTP

2015/16 capital programme to support the development and delivery of the two Sustainability & Resilience schemes, if they are successful in securing full approval to receive the LGF money. The detailed financial implications relating to the specific projects, including the value and source funding of local contributions, will be reported to the appropriate Committee at a later date.

Finance Officer Consulted: Steven Bedford

Date: 18/03/15

Legal Implications:

- 7.1 The governance arrangements for the LTB include representation from Brighton & Hove City Council. However, as the Council operates a Committee System and not a Cabinet System, decision making on behalf of the Council must be undertaken by Committee (or delegated to an officer). It is for this reason that the LTB papers are being presented to the Urgency Sub-Committee.
- 7.2 Alternative arrangements of a Joint Committee or a sub-committee meeting as part of the LTB were considered at the time of establishing the LTB but these were not preferred by the LTB partners, who wished to keep the membership and decision making as streamlined as possible at the Board.

Lawyer Consulted: Elizabeth Culbert

Date: 18/03/15

Equalities Implications:

- 7.3 There are no direct equalities implications arising from this report. Any such issues will be addressed within the specific workstreams and associated decisions linked with any project or programme within the city, as it is developed.

Sustainability Implications:

- 7.4 There are no direct sustainability implications arising from this report.

Any Other Significant Implications:

- 7.5 The main additional, significant implication of decisions made by the LTB with respect to scheme and funding approvals relates primarily to citywide and corporate implications. The success of funding bids made to the LTB will support the delivery of the city's priority development locations, as identified within the LEP's SEP, and help meet the wider objectives of the Greater Brighton City Region.
- 7.6 Any issues associated with risk and opportunity will be addressed within the specific workstreams and associated decisions linked with any project or programme within the city, as it is developed.

SUPPORTING DOCUMENTATION

Appendices:

1. Final Local Transport Board (LTB) reports (copy to follow)

Documents in Members' Rooms

None.

Background Documents

1. Report to Policy & Resources Committee – 21 March 2013. Agenda Item 173.
2. Report to ET&S Urgency Sub-Committee – 16 February 2015. Agenda Item 2.
3. Report to Policy & Resources Committee – 19 March 2015. Agenda Item 162.
4. Final, draft reports to CtoC LTB – 25 March 2015.