

Hertfordshire Local Transport Body

Shadow meeting

12th February 2013

Introduction

1. What is a Major Scheme?
2. Devolution
3. DfT's requirements for Local Transport Bodies
4. Proposals for Hertfordshire

What are 'Major Schemes'?

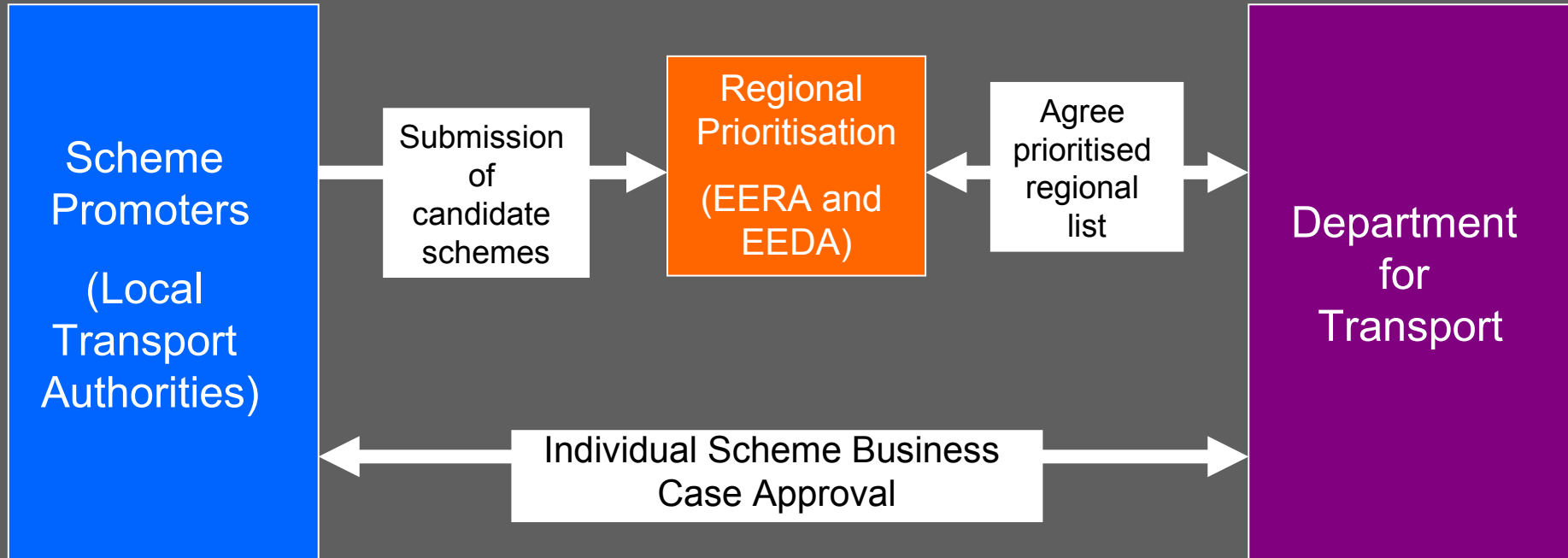
- A transport scheme of 'strategic level' significance
- Minimum value (£4.3m proposed for Herts)
- Can be highway / rail / passenger transport
- Recent examples in Hertfordshire:

Baldock Bypass

Croxley Rail Link



The previous system (Regional Funding Allocation):



What has changed?

- New Government
- Abolition of regional tier
- Emergence of localism / decentralisation agenda
- Formation of *Local Enterprise Partnerships*
- Increasing need to 'pool' local and national funding streams to deliver projects

What has DfT proposed?

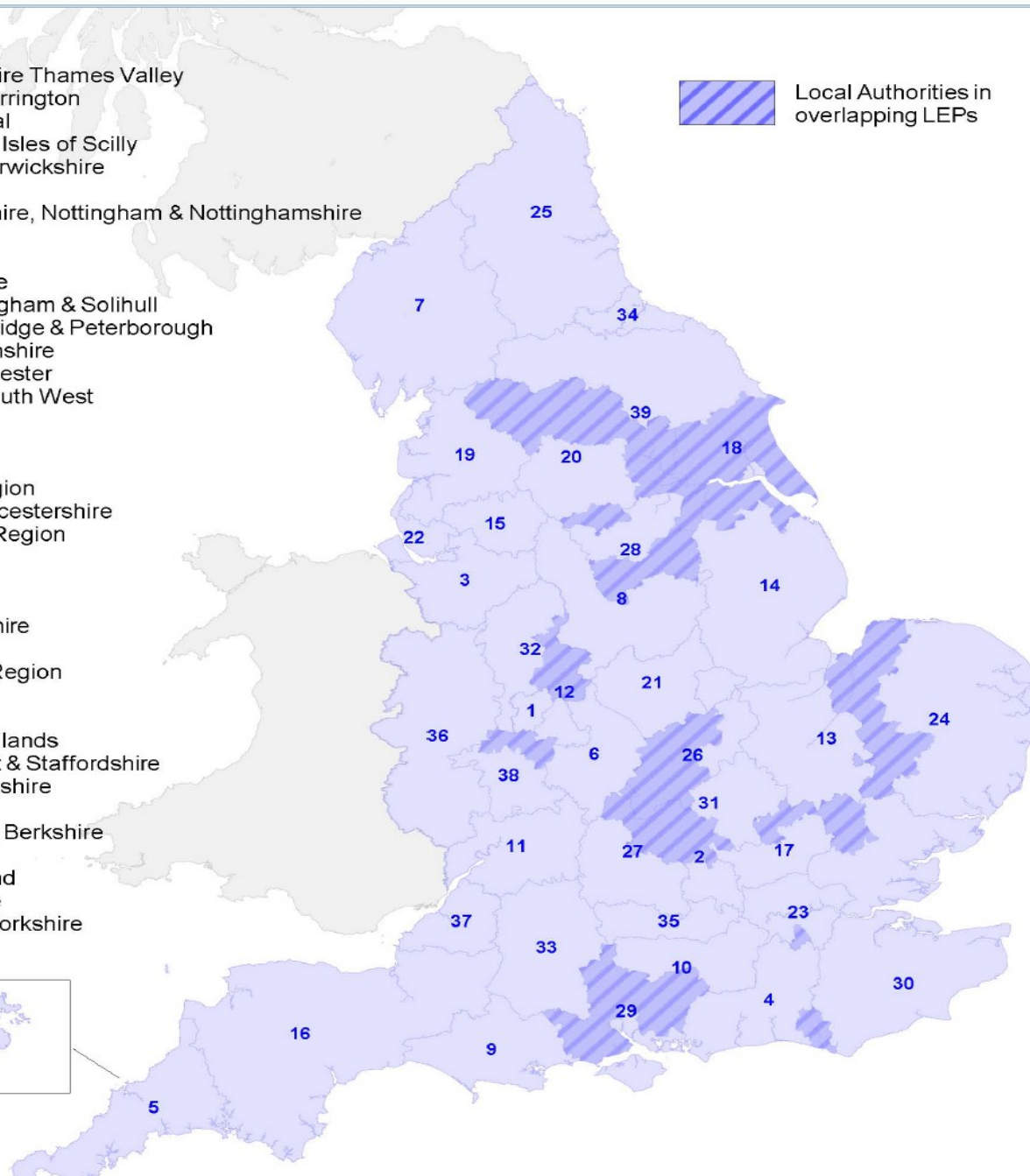
- Formation of **Local Transport Bodies (LTBs)**
- LTBs to be based on existing *Local Enterprise Partnership* boundaries
- Funding allocated to LTBs for Major Transport Schemes
- LTBs to identify priority schemes and oversee their delivery
- *Local Transport Authority* to be the 'Accountable Body' for the LTB
- *Local Enterprise Partnership* to be a LTB member
- Other LTB members to be decided locally

LEP boundaries

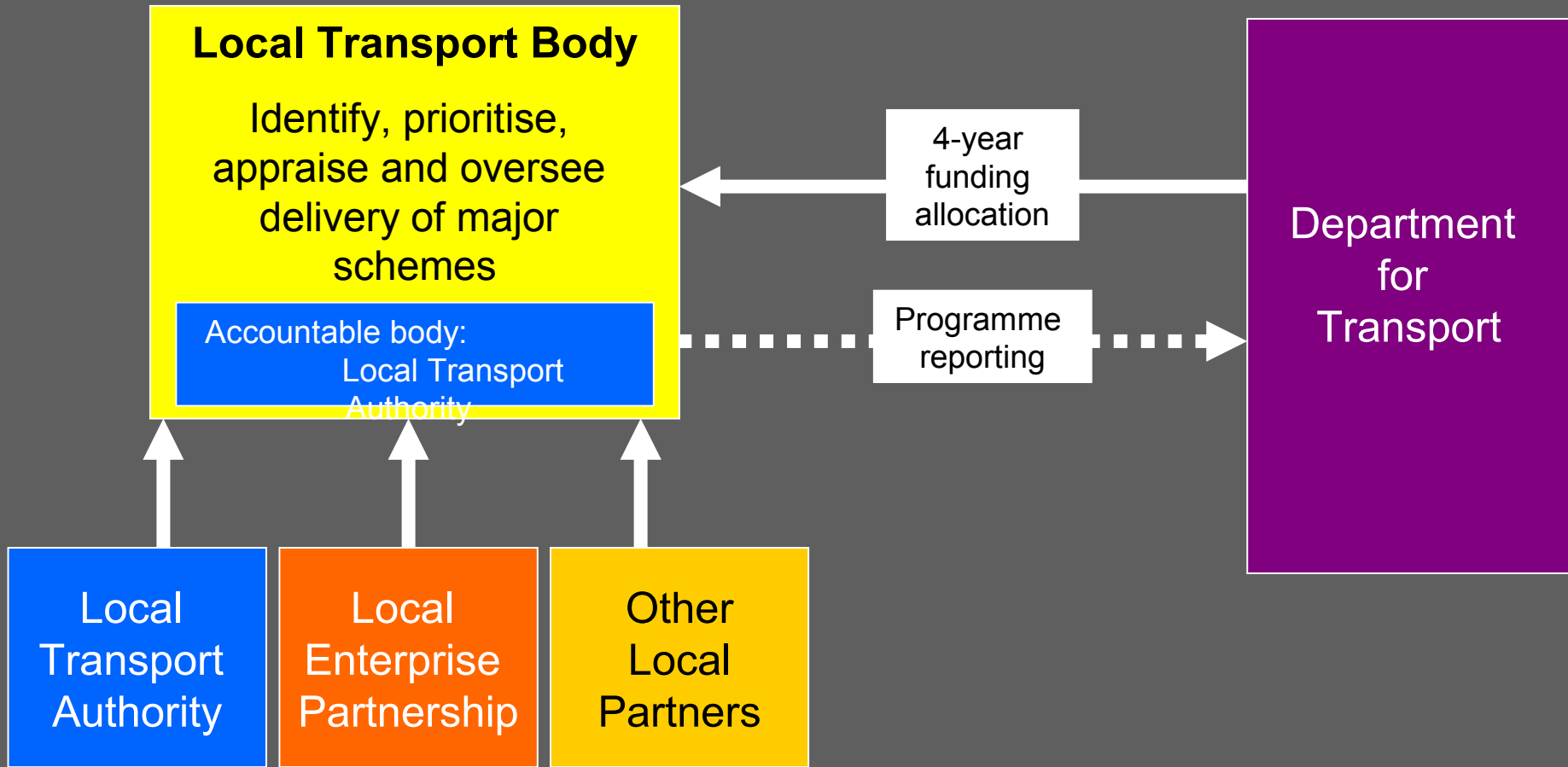
The national picture

1. Black Country
2. Buckinghamshire Thames Valley
3. Cheshire & Warrington
4. Coast to Capital
5. Cornwall & the Isles of Scilly
6. Coventry & Warwickshire
7. Cumbria
8. Derby, Derbyshire, Nottingham & Nottinghamshire
9. Dorset
10. Enterprise M3
11. Gloucestershire
12. Greater Birmingham & Solihull
13. Greater Cambridge & Peterborough
14. Greater Lincolnshire
15. Greater Manchester
16. Heart of the South West
17. Hertfordshire
18. Humber
19. Lancashire
20. Leeds City Region
21. Leicester & Leicestershire
22. Liverpool City Region
23. London
24. New Anglia
25. North Eastern
26. Northamptonshire
27. Oxfordshire
28. Sheffield City Region
29. Solent
30. South East
31. South East Midlands
32. Stoke-on-Trent & Staffordshire
33. Swindon & Wiltshire
34. Tees Valley
35. Thames Valley Berkshire
36. The Marches
37. West of England
38. Worcestershire
39. York & North Yorkshire

 Local Authorities in overlapping LEPs



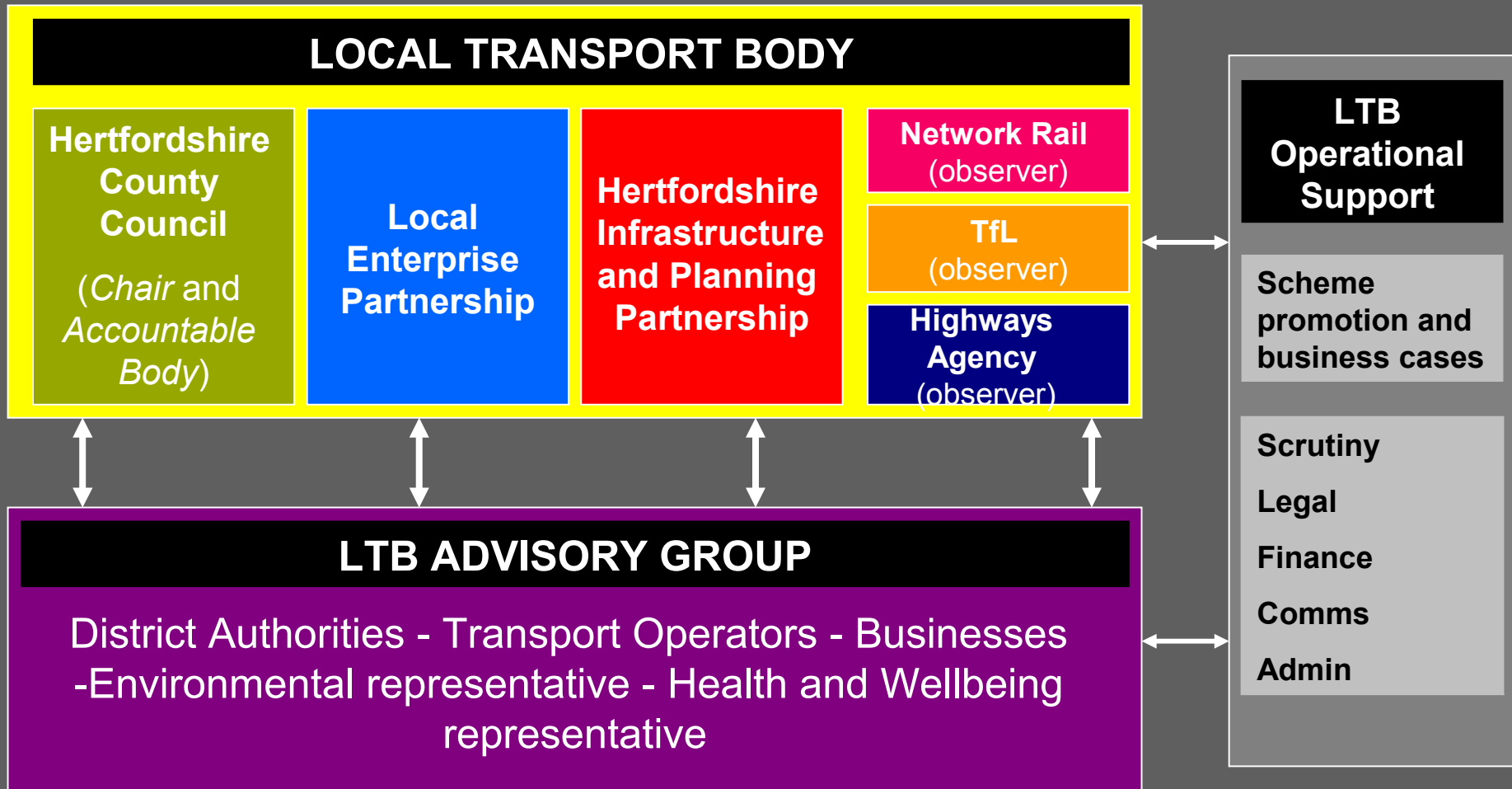
New DfT Proposals



Implications for Hertfordshire

- Hertfordshire will be a single county LTB
- Hertfordshire County Council will be the accountable body.
- Greater certainty over funding – but need to have schemes '*ready to go*'
- More decision-making at a local level (*Responsibilities devolved include legal, finance, transparency etc*)
- Indicative Herts allocation: £27.8m (+/- 30%)

Suggested Hertfordshire LTB



Candidate Scheme Identification

Pre-Qualification List ↓	All schemes in consulted documentation
Long-List ↓	All schemes fitting criteria of 'Major Scheme'
Short-List ↓	All schemes deliverable 2015-2019
Priority-List	LTB's Prioritised Schemes

Short-List of Schemes (2015-2019)

- A120 Bypass (Little Hadham)
- A602 Improvements (Stevenage to/from Ware)
- Watford Junction Interchange Redevelopment (Watford)
- M1-Maylands Link NE Relief Road (Hemel Hempstead)
- A1(M) Congestion Relief (Welwyn Garden City to/from Stevenage)

Contingency List of Schemes

- Abbey Line Watford to St Albans Improvement
- Croxley Rail Link (Watford Metropolitan Extension)
- Hatfield Station Interchange

Proposed Prioritisation Criteria

- Deliverability
- Local Transport Goals
 - Economy
 - Choice
 - Quality of Life
 - Safety
 - Carbon

DfT Programme for LTB development

Date	Proposed activities
February 2013	LTBs to submit Assurance Framework to DfT
March 2013	LTB to agree initial Priority List of Schemes
July 2013	LTBs to have agreed their initial programme of priorities for delivery 2015-2019 and inform DfT