

## HoftSW Joint Committee

29<sup>th</sup> March 2019

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### **PENINSULA TRANSPORT UPDATE**

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#### **1. Summary**

- 1.1** This report provides the Committee with an update from the Peninsula Transport Board's meeting on 1<sup>st</sup> March 2019. The report is for information and outlines the Board's current work programme and related issues.

#### **2. Recommendations**

- 2.1. The Joint Committee is asked to note the report.**

#### **3. Work Programme update**

- 3.1** The Board's meeting on 1<sup>st</sup> March 2019 was the second formal meeting of the Board. It was well-attended including from co-opted members such as the Department of Transport, Network Rail and Highways England.
- 3.2** The Minister has written to the chairs of the Peninsula Transport and Western Gateway Boards welcoming the establishment of the partnerships. However, he also confirms his preference for a single Sub-National Transport body for the South West and that there would be no Government funding at this stage for the two bodies. Although disappointed with the Minister's response, the Board's focus remains on working closely alongside Western Gateway accepting that in the short term the budget shortfall is likely to compromise the work of both STBs unless additional funding is made available – see section 4 of the report.
- 3.3** The Board's key focus at this stage is on completing the Regional Evidence Base and prioritising road scheme proposals for submission to Government under the Major Road Network (MRN) and Large Local Major Programmes (LLM). These need to be completed side by side and submitted to Government by July 2019. This follows the publication in December of Investment Planning Guidance by the Government. The potential reward is Government funding over the 2020/25 period from the new National Roads Fund for schemes that are capable of being constructed during this period. The Government will contribute between £20-£50M for MRN schemes and

£50M+ for schemes under LLM subject to the proposals being sufficiently well progressed to be able to be constructed between 2020 - 25 and 15% of the total cost being raised locally. The list of schemes that were agreed by the Board for prioritisation, stakeholder engagement and the development of Strategic Outline Business Cases is set out below.

### **3.4 MRN SCHEMES**

- A38 – A374 Marsh Mills Roundabout to Cattedown Roundabout
- A38 – A3064 Weston Mill to Pennycomequick Roundabout
- A39 Camelford Bypass
- A358 Henlade Bypass
- A361 Glastonbury Bypass and Pilton
- A379 Corridor Improvements
- A382 Improvements

Note: The A358 Henlade Bypass scheme is currently being progressed by Highways England through the Road Investment Strategy. If this process fails, then the scheme will be a high priority for the MRN, although it will not be submitted as a scheme at this stage.

### **LLM SCHEMES**

- A38 Manadon Roundabout
- A39 Walton Ashcott Bypass
- M5 Junction 28

**3.5** Allocation of funding will be via a competitive process so it will be essential to secure the local contributions and delivery of the schemes within the required time-frame if bids are to succeed.

**3.6** AECOM have been commissioned by Peninsula Transport to develop the Regional Evidence Base and prioritisation process for the schemes for submission. The Board considered and agreed a paper setting out prioritisation themes and questions which will be used to assess and prioritise the schemes under the MRN process. These take account of Central Government / Department for Transport guidance and objectives and Peninsula Transport priorities and distinctive characteristics. The detail of the themes and questions can be viewed in the following paper

<https://democracy.devon.gov.uk/documents/s24221/Major%20Road%20Network%20Schemes%20Large%20Local%20Major%20Schemes%20and%20Prioritisation%20Process.pdf>

They recognise the importance of cross-boundary working by ensuring that alignment with Western Gateway aspirations is an important consideration.

**3.7** The Board agreed that the need for deliverability should be the key priority in the assessment process. Although value for money was recognised as important, rather than using it as part of the ranking process it will be a threshold indicator whereby schemes should represent at least 'medium' value for money. Supporting growth corridors and developments will be critical, with the possibility to consider the uplift in productivity as a metric for prioritisation. In addition, the Board recognised that the Government will want prioritisation to reflect the themes in the National Industrial Strategy. Scheme prioritisation will be the key task for the Board at its 27<sup>th</sup> June meeting.

**3.8** Beyond July 2019 the Board's will focus will turn to developing the Strategic Transport Strategy for the Peninsula. Behind this will sit transport modelling, the Regional Evidence Base, and an economic connectivity study. This represents a significant amount of work and without any Government funding it will not be possible to progress this work as quickly as the Board would wish unless additional local funding can be obtained.

#### **4. Western Gateway- joint working**

**4.1** A key element of the Board's work is to work together with Western Gateway to speak with one voice on strategic matters and maximise investment opportunities into the region. This includes agreeing coherent strategies for the whole of the South West, joint working on corridor alliances and shared development of work programmes. Reference is made above to ensuring that the two STBs work closely alongside each other under the MRN process and it is intended to submit the MRN proposals to Government from both bodies under a joint covering letter.

**4.2** We will use the next 12 to 18 months to demonstrate the effectiveness of the current joint working arrangements with the ambition of persuading the Government to put our sub-national transport bodies onto a sustainable financial footing. We realise that we have some way to go to persuade the Minister and the CBI (who also prefer a single STB for the region) that two bodies for the South West is an effective joint working model, can add significant value; and meet the Government's requirements but that remains the ambition. If required, we can over this time review with Western Gateway the appetite and need for integrating the two bodies if this is what is required to achieve a sustainable model that is supported financially by Government.

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15.3.19