

**GREATER CAMBRIDGE GREATER PETERBOROUGH LOCAL TRANSPORT BODY
PROPOSED TRANSITION FROM LTB TO LEP TRANSPORT GROUP**

To: **Shadow Local Transport Body Board**

Date: **15thOctober 2014**

From: **GCGP ExecutiveTeam**

1. INTRODUCTION

- 1.1 This paper sets out how the Shadow LTB will transition into a formal panel of the Greater Cambridge Greater Peterborough Enterprise Partnership (GCGP), and provides an updated draft Terms of Reference.
- 1.2 **Members are asked to comment on the draft Terms of Reference and proposed approach as set out in this report.**

2. TRANSPORTFUNDING BACKGROUND

- 2.1 In 2013, the LTB secured Government commitment of £14.1m towards agreed LTBpriority major schemes, for delivery commencing 2015. An assurance framework was developed and agree with DfT (as described elsewhere on the Agenda) to manage the delivery of that funding.
- 2.2 The Shadow LTB also made recommendations on transport schemes for the Growth Deal 15/16.The final decision on recommending priorities for Growth Deal funding was made by GCGP who pulled together a single prioritised list across the range of projects including transport, skills, business support, economic development and digital. The outcome of the Growth Deal was announced in July 2014.
- 2.3 Government has indicated that the Growth Deal funding would be paid through a section 31 block grant (currently on a quarterly basis starting April 2015) to GCGP's Accountable Body. This will include all grant funding for transport schemes in the Growth Deal Round One, combined withthe previously agreed LTB priority schemes. Administratively, this means the grant would be deposited with Cambridgeshire County Council, as it provides an Accountable Body service to GCGP.

3. IMPLICATIONS FOR THE LOCAL TRANSPORT BODY

- 3.1 The Shadow LTB providesa mechanism to advise on transport priorities and manage the delivery of successful LTB priority schemes. As Growth Deal and LTB funds are now to be combined and moved to be the direct responsibility of GCGP, the GCGP Board wishes to build upon the strengths of the LTB by

incorporating it formally within its governance structure. At its meeting of 7th March 2014, the Shadow LTB agreed to transition to a sub-group of GCGP and considered a draft Terms of Reference. Those draft ToR have been revised in light of that meeting and the evolution of Government thinking on the Growth Deal process, and are attached as Appendix A.

- 3.2 Government has also issued draft guidance on accountability issues for the Growth Deal. Government proposes to adopt many of the concepts set out in the DfT's LTB Accountability Guidance.
- 3.3 GCGP therefore proposes that the LTB is recast to become its Local Transport Delivery Panel. This Panel will have delegated powers from the GCGP Board to manage effectively the Growth Deal/LTB transport programme.
- 3.4 On the assumption that GCGP moves to the status of receiving an annual Growth Deal block grant (rather than quarterly), Government will allow a degree of flexibility to manage the transport programme without GCGP having to seek specific approvals to vary the programme (for example if one scheme is delayed but another approved scheme can come forward earlier). The scheme of delegation will need to specify the roles of GCGP Board/Local Transport Delivery Panel in this regard.

4. CHANGES TO THE ASSURANCE FRAMEWORK

- 4.1 To reflect the move to a Panel of GCGP there will need to be some changes to the Assurance Framework. These are set out below.

Part 1: Membership, Governance and Working Arrangements

- 4.3 Currently the membership is 6 local government elected members and 1 GCGP representative. As the focus of the Panel will be on local authority transport scheme delivery, it is proposed to continue that arrangement. However, it is proposed that the Chairperson would in the first instance be the GCGP representative, as this provides continuity with the GCGP Board.
- 4.4 Geography: this would remain as current (both Growth Deal and LTB transport schemes are solely related to Cambridgeshire, Peterborough and Rutland Local Transport Authority areas). Adjoining LTA's and LEPs would be invited as observers where appropriate.
- 4.5 Accountable Body: this would remain as Cambridgeshire County Council.
- 4.6 Strategic Objectives: no changes.
- 4.7 Scrutiny, Audit and Transparency. Audit requirements would not change. However, GCGP Panels currently have no provision for a specific formal Scrutiny process by Council's internal Scrutiny arrangements. A review of GCGP's Growth Deal Assurance Framework is underway and is looking at both the requirement under this issue and for Transparency.
- 4.8 Administration: a review will be needed of the funding arrangements for the administration of the Local Transport Delivery Panel. GCGP are investigating contributions from the Growth Deal as a way of funding essential administration, including the independent assessments required under the

Assurance Framework. However, Government has not made any specific acknowledgement of the need for the Growth Deal to support administration.

4.9 Conflicts of Interests: No change.

Parts 2 and 3

4.10 No major changes are anticipated in these sections.

5. NEXT STEPS

5.1 A report will be taken to the next meeting of the GCGP Board on the 27th October seeking agreed to the transition to the new Panel (subject to resolution of the detailed issues referred to in this report).

6.0 RECOMMENDATIONS

6.1 **Members are provide feedback on the proposed transition to a Local Transport Delivery Panel and are asked to endorse the proposed approach as set out in this report**

APPENDIX A
GCGP ENTERPRISE PARTNERSHIP

LOCAL TRANSPORT DELIVERY GROUP DRAFT TERMS OF REFERENCE

1. Purpose
 - 1.1 The purpose of the GCGP Local Transport Delivery Group is to oversee and monitor the delivery and ongoing development of a robust and deliverable transport programme to support the sustainable growth and continued prosperity of the area in line with GCGP's Strategic Economic Plan, the Growth Deal, Local Transport objectives and Government requirements for value for money.
2. Role
 - 2.1 Oversee and monitor the delivery and ongoing development of the agreed transport programme.
 - 2.2 Take responsibility for ensuring value for money is achieved. *[based on LTB Assurance Framework Part 3]*
 - 2.3 To make recommendations to the GCGP Board (in line with its protocols on sign-off of funding decisions) on individual Growth Deal scheme approvals and investment decision making, based on individual scheme business cases and value for money assessments.
 - 2.4 Take responsibility to actively manage the transport investments budget and programme to respond to changed circumstances. *[Taking into consideration the financial arrangement for the merged LTB major schemes fund and the transport elements of the Local Growth Fund.]*
 - 2.5 Provide accountability, in compliance with the requirements and grant conditions of Government. *[based on LTB Assurance Framework Part 1]*
 - 2.6 Work with partners to address strategic transport issues and lobby to secure investment to deliver priorities
 - 2.7 Work collaboratively with the Greater Cambridge City Deal Combined Authority on development and delivery of transport schemes that affect the City Deal area
3. **Governance and accountability**
 - 3.1 GCGP has agreed an Accountability Framework with Government *[work in progress]*. This Local Transport Delivery Group is part of that Accountability Framework, with Elected Member representation from each of the three Local Transport Authorities wholly within the GCGP boundary. The Transport Group will support and progress delivery of agreed Strategic Economic Plan transport priorities and schemes as set out in the GCGP Growth Deal.

- 3.2 To fulfil its purpose and role, the Group will abide by the following working principles:
- To collaborate and consensually agree and oversee the development and delivery of the transport programme in line with DfT requirements, the GCGP Strategic Economic Plan and local transport policy objectives
 - To act in the best interests of GCGP and its wider aims rather than own or organisational interests
 - To ensure that decisions on the prioritisation of investment for transport schemes funding are made on an objective basis, using robust business cases demonstrating fit with objectives, value for money; and deliverability, in accordance with the GCGP Accountability Framework and DfT requirements
 - To ensure a robust technical approach – ensuring consistent treatment of all schemes and promoters
 - To consider the long term infrastructure requirements related to growth and continued economic prosperity in developing the programme of priorities
 - To ensure flexibility and responsiveness to changes in circumstances
 - To maintain accountability as set out in the Accountability Framework.
- 3.3 Progress, and recommendations where required, will be reported to the GCGP Board at its meetings. Reports will also go to the Leaders' Group, which has representation from each Council's Leader (or equivalent) in the GCGP area and provides a sounding body and advisory role to GCGP Board.

4. Membership

- 4.1 The Transport Group will be responsible for making decisions on the programme management as set out above within available financial resources and to agreed timescales.

Voting Members

- GCGP Board members or nominees from the business sector (voting member)
- Cambridgeshire County Council Elected Members
- Peterborough City Council Elected Members
- Rutland County Council Elected Member

[Number of members from each organization and voting rights – to be decided]

Advisory Members

- Senior officers of CCC, PCC, RCC
- Senior officer of GCGP LEP (1)
- Representative from the Highways Agency (1)
- Representative from Network Rail (1)

- 4.2 The Chair will be a GCGP Business member, with the Vice Chair to be agreed by the Group.
- 4.3 Other advisory members will be invited to attend by the Transport Group to address specific issues or priorities and can include passenger transport operators, environmental interests, airports representatives etc.

5. Meetings

- 5.1 The Group will meet quarterly, or as business requirements dictate.
- 5.2 The quorum for all meetings of the Group should be the Chair or the Vice Chair plus a minimum of X members; with at least one member from each of the Local Transport Authorities. Group members may appoint a substitute to attend meetings.
- 5.3 The Vice Chair will act as substitute in the event that the Chair is absent from meetings.
- 5.4 Other transport, local planning, local environment and government bodies can be invited to attend meetings where relevant.