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28th September 2012

Dear Mr Dowie

Local Transport Board Arrangements in Nottinghamshire, Nottingham, Derbyshire and Derby

This letter is the provisional response of Nottinghamshire County Council, the Local Transport Authority (LTA) for the county of Nottinghamshire, to the government proposals relating to the future delivery of local major transport schemes from 2015/16. It is provisional, pending formal consideration by the Council's executive through an appropriate Committee or meeting of the Council, as well as the outcome of considerations by Bassetlaw District Council which is geographically located within both the D2N2 LEP and Sheffield City Region LEP.

In responding to the government consultation on these proposals, the Council resolved to support the devolution of local major transport scheme funding and implementation through new Local Transport Bodies (LTB). The Council also resolved to support the government's suggestion that LTB should be formed by groupings of local transport authorities aligned to Local Enterprise Partnerships (LEP), in our case D2N2. This remains the position of the County Council.

The D2N2 LEP has also considered the proposal for LTB and resolved to support the creation of an LTB aligned to the D2N2 geographic boundary and the 4 LTA geographic boundaries.

I understand that all 4 LTA's within the D2N2 LEP geographical boundaries (Nottinghamshire County, Nottingham City, Derbyshire County and Derby City Councils) are likely to confirm their support for a LTB aligned to the D2N2 geographical boundary. Furthermore, planning is underway through a collaboration of the 4 LTA's to establish governance arrangements for a D2N2 LTB, processes to establish D2N2 wide economic, transport and other infrastructure priorities and to produce a provisional local major transport scheme programme for the 4 year period from 2015/16.

However, in the case of Nottinghamshire, the District of Bassetlaw is within the overlapping LEP areas of D2N2 and SCR. It is noted that the DfT direction for a district council within an LTA area, that happens to be in more than one LEP, is that the district council and the LTA should come to a mutual agreement as to where the LTB boundary should be drawn. Detailed discussions between officers and Councillors of the County and District Councils are continuing towards the aim of reaching a mutual agreement but require more time to conclude.

With regard to local transport arrangements for Bassetlaw District in Nottinghamshire, the County Council notes that, assuming an announcement for major transport schemes nationally of £1.1BN over 4 years, this by population proportion would equate to £701,000 per annum for the district area of Bassetlaw. Should a decision be reached, against the D2N2 and County Council's wishes as the LTA, whereby this allocation is made to SCR LTB instead of the D2N2 LTB, the following concerns arise:

- Many of the future strategic transport priorities supporting economic growth in Nottinghamshire will inevitably be related to improved north-south and east-west access on principal roads through the County, for example further improvement to the A614, A617, A57 and so forth. It is a concern that some of these improvements, such as the proposed improvement to the A57/A60 junction in Bassetlaw (also referred to in the emerging infrastructure plan to support the Bassetlaw CIL) may not attract the same priority within the SCR LTB and this will adversely affect the County Council's continuing role in Bassetlaw as strategic planning authority, local highway authority, and the support and promotion of economic growth across the County.
- In recent years, Nottinghamshire County Council has made considerable improvements to the delivery of public transport in Bassetlaw, for example the delivery of a new bus station in Retford town centre and continuing support where commercial services are less viable. Again, the County Council will continue to be the LTA with responsibility for managing public transport services, but it is unclear how the potential disconnect with local major scheme funding for the District to SCR would affect for example the proposed construction of a new bus station in Worksop, for which plans are well advanced but again may not be a priority for the SCR LTB.
- On a practical level, and assuming a local major scheme in Bassetlaw did attract some priority within the SCR LTB over the 4 year period, it is unclear which authority would provide the funding to develop the scheme up to the point of delivery – currently this is the role of the LTA and therefore would not be a concern for a D2N2 LTB that included Bassetlaw district. It is also unclear which authority would manage the delivery of local major schemes where the LTB is different from the LTA. A similar situation exists for local rail services where the County Council currently leads and funds investigations into future development of the Robin Hood Line and also the Worksop to Sheffield line, as well as supporting improvements to the Midland Main Line and East Coast Main Line.

In conclusion, it is recognised that the D2N2 LEP and SCR LEP will need to carefully coordinate cross boundary transport priorities, probably with representation on each others boards. For example, travel to work in Bassetlaw (2001 census data) includes 12% travelling to South Yorkshire whilst 71% remain within Bassetlaw District. This again supports a LTB coincident with the LTA i.e. D2N2 given the greater effect of Local Transport Plan maintenance and improvement of the transport network on these journeys.

It is noted that in Derbyshire, Chesterfield Borough, Bolsover District Council and North East Derbyshire District Councils are also within the D2N2/SCR overlapping areas and similar discussions are also likely to require a few more weeks to conclude. Both Nottinghamshire and Derbyshire County Councils have raised this situation with DfT and will continue to keep you advised of progress.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Mick Burrows', written over a faint circular watermark or background.

Mick Burrows
Chief Executive
Nottinghamshire County Council