

Transport for the South East (TfSE) Shadow Partnership Board

Agenda

Monday, 17 September 2018, 1.30 pm –

Sofitel - North Terminal, N Terminal Approach, Horley, Gatwick RH6 0NP – map attached as Appendix 1

Shadow Partnership Board Members		
Councillor Keith Glazier	Leader	East Sussex County Council
Cllr Paul Carter CBE	Leader	Kent County Council
Cllr Tony Page	Deputy Leader	Reading Borough Council (representing Berkshire Local Transport Body)
Cllr Rob Humby	Executive Member for Environment and Transport	Hampshire County Council
Cllr Gill Mitchell	Deputy Leader	Brighton & Hove City Council
Cllr Ian Ward	Cabinet Member for Infrastructure and Transport	Isle of Wight Council
Cllr Jacqui Rayment	Cabinet Member for Environment and Transport and Deputy Leader	Southampton City Council (jointly representing Southampton and Portsmouth)
Cllr Lynne Stagg	Cabinet Member for Environment and Transport	Portsmouth City Council
Cllr John Furey	Deputy Leader	Surrey County Council
Councillor Bob Lanzer	Cabinet Member for Highways and Infrastructure	West Sussex County Council
Cllr Alan Jarrett	Leader	Medway Council
Geoff French	Interim Chair	TfSE Transport Forum
Cllr Garry Wall	Leader	Mid Sussex District Council (Representing district and borough authorities)

Margaret Paren	Chair	South Downs National Park (representing protected landscapes)
Ross McNally		Enterprise M3 LEP

Apologies

Martin Harris, Coast to Capital LEP

Observers

Ruth Harper, Deputy Director. Regional Strategies: London and South Division, Department for Transport

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Notes of previous meeting (Pages 5 - 9)	Cllr Keith Glazier
3	Workshop on Powers and Responsibilities for inclusion in Proposal to Government	Board sub-group
4	Resources <ul style="list-style-type: none"> Update on recruitment 	Rupert Clubb
5	Transport Strategy - see Paper 1 (Pages 11 - 18) <ul style="list-style-type: none"> Update on procurement exercise 	Mark Valleley
6	Communications - see Paper 2 (Pages 19 - 20) <ul style="list-style-type: none"> Communications and Engagement Strategy Highways UK 	Warwick Smith
7	Transport Forum update	Geoff French
8	Responses to Consultations - see Paper 3 (Pages 21 - 30) <ul style="list-style-type: none"> Endorse recent consultation responses 	Rupert Clubb
9	Any other business	
10	Date of Next Meeting 10 December 2018, 13.30 – 16.30	

Officers in Attendance

Secretariat

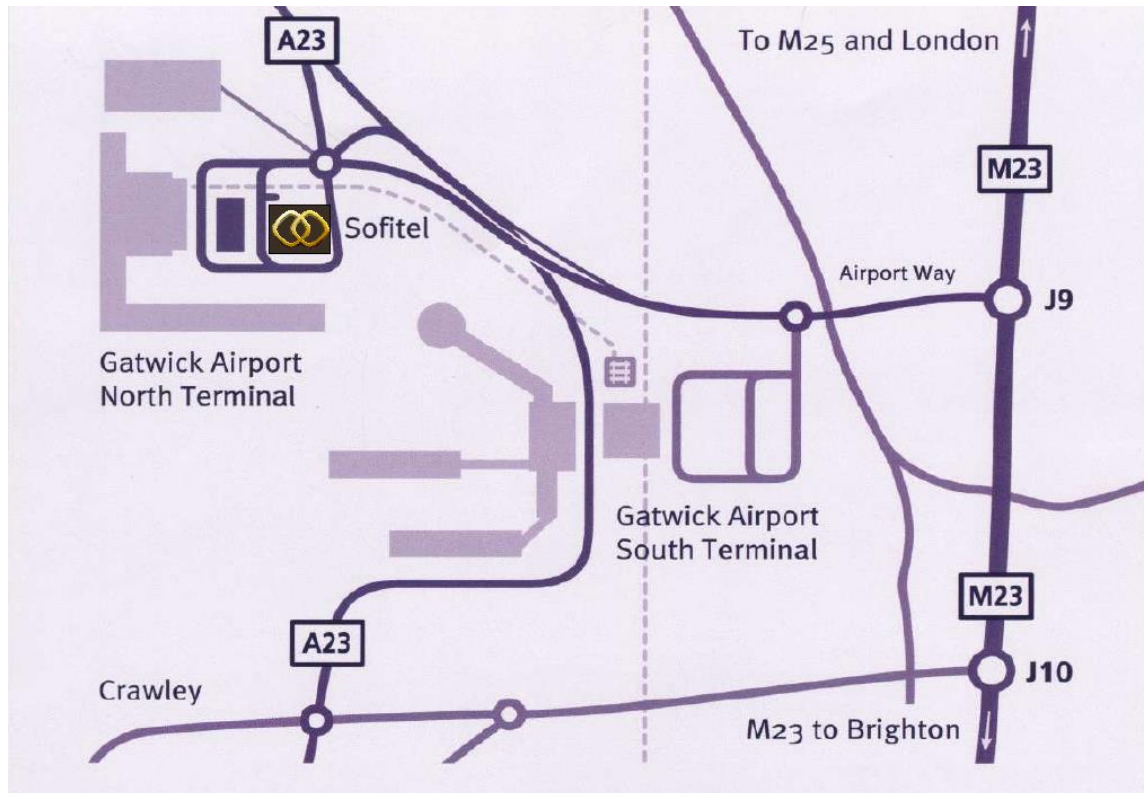
Rupert Clubb	Director of Communities, Economy and Transport	East Sussex County Council
Mark Valleley	Communities, Economy and Transport	East Sussex County Council

Additional Attendees

Warwick Smith	Head of Communications and Marketing	East Sussex County Council
Kevin Lloyd	Head of Economic Growth	Surrey County Council
Joseph Ratcliffe	Transport Strategy Manager	Kent County Council
Ruth Du-Lieu	Assistant Director Frontline Services	Medway Council
Mark Prior	Assistant Director, City Transport	Brighton and Hove City Council
Matt Davey	Director of Highways and Transport	West Sussex County Council
Tristan Samuels	Director of Regeneration	Portsmouth City Council
Wendy Perera	Head of Place	Isle of Wight Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Richard Tyndall	Business Consultant	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Jonathan Sharrock	Chief Executive	Coast to Capital LEP

Map to venue.

Appendix 1



From the West/M25/Heathrow:

Follow the M25 eastbound. Exit at Junction 7 to join the M23 southbound.

From East/A264/East Grinstead:

Exit the A264 to join the M23 northbound at junction 10...

From the South/Brighton A23:

Follow the A23 northbound and join the M23 at junction 11...

From M23:

Exit the motorway at junction 9: follow signs to Gatwick Airport North terminal, where the Hotel is situated and connects with the North Terminal.

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From South Terminal:

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From Heathrow Airport:

Take Speedlink or Jetlink coach to Gatwick airport North Terminal and follow the signs to Sofitel Gatwick.

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Shadow Partnership Board Members

Cllr Keith Glazier, Leader, East Sussex County Council	Cllr Michael Payne, Deputy Cabinet Member for Planning, Highways, Transport and Waste, Kent County Council (Representing Cllr Paul Carter CBE)	Cllr Gill Mitchell, Deputy Leader, Brighton and Hove City Council
Cllr Ian Ward, Leader, Isle of Wight Council	Cllr Rupert Turpin, Portfolio Holder for Business Management, Medway Council (Representing Cllr Alan Jarrett)	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)
Cllr Rob Humby, Executive Member for Environment and Transport Hampshire County Council	Cllr John Furey, Deputy Leader, Surrey County Council	Geoff French CBE, Interim Chair Transport Forum
Cllr Jacqui Rayment, Cabinet Member for Environment and Transport and Deputy Leader Southampton City Council	Cllr Lynne Stagg, Cabinet Member for Environment and Transport, Portsmouth City Council	Ross McNally, Board Member, Enterprise M3 LEP
Cllr Garry Wall, Leader, Mid Sussex District Council (Representing district and borough authorities)	Margaret Paren, Chair, South Downs National Park (Representing protected landscapes)	Steve Allen, Vice-Chair, Coast to Capital LEP

Apologies:

Cllr Paul Carter CBE, Leader, Kent County Council
 Cllr Bob Lanzer, Cabinet Member for Highways and Infrastructure, West Sussex County Council
 Cllr Alan Jarrett, Leader, Medway Council
 Ruth Harper, Deputy Director, Regional Strategies: London and South Division, Department for Transport

Observers:

Cllr Vanessa Churchman, Isle of Wight Council
 Ben Smith, Director, Regions, Cities and Devolution, Department for Transport
 Steven Bishop, Associate Director, Steer
 Edmund Cassidy, Senior Consultant, Steer

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier welcomed Shadow Partnership Board members to the meeting and noted the apologies.	
1.2 Cllr Glazier welcomed the new Board members to the meeting.	

<p>2. Minutes from previous meeting</p>	
<p>2.1 The notes of the previous meeting were agreed as an accurate representation of the discussion.</p>	
<p>3. Governance</p>	
<p>3.1 Rupert Clubb presented the covering paper. The meeting marks the one year point since the first meeting and as agreed in the constitution, the Chair and Vice Chair need to be elected, and the co-opted Board members need to be appointed.</p> <p>3.2 Cllr John Furey proposed that Cllr Keith Glazier should be re-elected as Chair of Transport for the South East. This was seconded by Cllr Tony Page and agreed by all members of the Shadow Partnership Board. The Board thanked Cllr Glazier for his work over the last year in leading TfSE.</p> <p>3.3 Cllr Keith Glazier proposed that Cllr Tony Page should be re-elected as Vice-Chair of Transport for the South East. This was agreed by all members of the Shadow Partnership Board.</p> <p>3.4 At the first meeting of the Shadow Partnership Board in June 2017 meeting, it was agreed that Southampton and Portsmouth City Councils would be jointly represented on TfSE. Both Councils recognise the progress and importance of TfSE and have requested that they be represented as individual members of TfSE. The Shadow Partnership Board agreed this change and agreed that the required changes to the constitution and intra-authority agreement be delegated to senior officers.</p> <p>3.5 The Local Enterprise Partnerships (LEPs) have collectively nominated Ross McNally from Enterprise M3 and Steve Allen from Coast to Capital. Steve Allen will be replaced by Martin Harris from Coast to Capital in November 2018. The Board agreed the appointments and agreed to allocate two votes to the LEP members.</p> <p>3.6 The Board agreed to reappoint Geoff French as Interim Chair of the Transport Forum. The Board agreed to co-opt Geoff French to the Shadow Partnership Board and to allocate one vote.</p> <p>3.7 The Shadow Partnership Board agreed to co-opt Cllr Garry Wall, Mid-Sussex District Council, as the representative for District and Borough Councils.</p> <p>3.8 It was agreed that Margaret Paren, Chair of South Downs National Park, be co-opted to represent the National Parks and protected landscapes.</p> <p>3.9 The Board discussed whether voting rights should be allocated to the District and Borough and protected landscape representatives. It was agreed that all Board members should have a vote and the constitution should be amended accordingly.</p>	<p>Secretariat to update constitution and intra-authority agreement</p>
<p>4. Resources</p>	
<p>4a: Budget</p> <p>4.1 Rupert Clubb presented the covering paper and provided an update on the current budgetary position. The main spend to date relates to the Economic Connectivity Review.</p> <p>4.2 The Board welcomed the financial contribution from the Department for Transport (DfT) and were informed that this was to be used for the development of the Transport Strategy.</p>	

<p>4.3 The local contributions raised from constituent authorities have been used to complete the Economic Connectivity Review and have been very useful in negotiations with DfT. The Board agreed that the level of contribution would remain the same for 2019/20.</p> <p>4.4 The Board highlighted that the proposed spend on communications may be lower than required. It was agreed that the budget would remain as proposed in the paper, but there may need to be additional resource allocated to communications activities.</p> <p>4.5 The Board agreed:</p> <ul style="list-style-type: none"> a) the budget allocation for 2019/20; and b) the contributions for the 2019/2020 financial year be £58k for each County authority, £58k where two or more unitary councils combine to provide one seat on the board and £30k for a single unitary authority seat. 	
<p>Item 4b: Staff Structure</p>	
<p>4.6 Rupert Clubb presented the covering paper and outlined that TfSE has been operating on minimum staffing structure while the scale of the activities has increased.</p> <p>4.7 The Board noted that it is important to recognise that TfSE will be operating at a different scale to other STBs and it is not intended to commit to a large staff structure. The relationship manager role will be responsible for ensuring there is ongoing political support for TfSE.</p> <p>4.8 The Board agreed the proposed staff structure and agreed that the positions should be appointed on a two year fixed term basis. Responsibility for recruitment will be delegated to Rupert Clubb, with support of the Senior Officer Group.</p> <p>4.9 The Department for Transport highlighted that there are still constraints on parliamentary time and legal resources within the Department. The Board noted these concerns but agreed that work on the proposal should proceed as planned.</p>	<p>Secretariat to proceed with recruitment</p>
<p>5. Economic Connectivity Review and Transport Strategy</p>	
<p>Item 5a: Economic Connectivity Review</p>	
<p>5.1 Steven Bishop presented an overview of the outcome of the engagement exercise on the Economic Connectivity Review. A total of 51 responses were received and the comments have informed the changes to the final document. Some slight amendments to the vision and strategic principles were highlighted.</p> <p>5.2 Steven presented the findings of some additional analysis undertaken to consider the transport potential of the corridors. It was highlighted that the sequencing does not reflect any level of importance for the corridors but presents an objective assessment to help inform which studies should be completed first.</p> <p>5.3 The Board discussed whether the corridors should be packaged slightly differently and the number of corridors reduced. This will be explored by the secretariat in more detail at the next stage of the work which will consider the characteristics for the corridors. It was identified that some corridors have already been studied extensively and this will need to be considered when undertaking the corridor studies.</p> <p>5.4 The Board considered whether the deprived communities analysis for the corridors was truly reflective of the local situation. Steer confirmed that the analysis was based upon the 30% most deprived communities on the deprivation index.</p>	

<p>5.5 The Shadow Partnership Board agreed to the recommendations in the report.</p> <p>Item 5b: Transport Strategy</p> <p>5.6 Mark Valleley presented an update paper on the proposed approach to the Transport Strategy, including a revised timescale for the completion of the Strategy and its associated documents.</p> <p>5.7 The revised timescale reflects the limited resources available to deliver the complete Strategy and Investment Plan by 2020. The new route map proposes that the Transport Strategy and thematic studies will commence in September 2018 and will be complete by March 2020. The corridor studies will commence in 2019 and the Investment Plan will be completed by 2021.</p> <p>5.8 It was confirmed that the revised timescale for the Transport Strategy will not prevent the proposal to Government from progressing.</p> <p>5.9 The Shadow Partnership Board agreed the recommendations in the report.</p>	
<p>6. Major Road Network</p>	
<p>6.1 The Shadow Partnership Board considered the proposed list of early entry schemes to the DfT. The schemes reflect the criteria suggested by the Department and will be considered for early funding for the Major Road Network.</p> <p>6.2 The TfSE response included a number of additional schemes which sets out the medium term ambition for schemes on the proposed MRN.</p> <p>6.3 The Board agreed the recommendations in the report.</p>	
<p>7. Draft Proposal</p>	
<p>7.1 Rupert Clubb provided an overview on the process for securing statutory status for TfSE and the approach to developing a draft Proposal for submission to Government. This is a significant work stream that will need to demonstrate the strategic case for the creation of a sub-national transport body. This will need to identify the types of powers and responsibilities that the STB will be seeking, as well as identifying the proposed governance structures and strategic aims.</p> <p>7.2 Members of the Shadow Partnership Board agreed that there should be a sub-group of the Board to guide the development of the proposal to Government. It was agreed that Cllr Tony Page, Cllr Rob Humby, Cllr Gill Mitchell, Cllr Michael Payne and a LEP representative would form the sub-group.</p> <p>7.3 The Board considered whether there was a sufficient mix of authorities on the member and officer sub-groups. It was agreed that they would proceed as currently established but the Board would review and monitor as necessary. The Board will remain the decision making body.</p> <p>7.4 The Board highlighted that the proposal needs to be clear that powers are concurrent with the Local Transport Authorities.</p> <p>7.5 The Board noted the progress to date and agreed the recommendations in the report.</p>	
<p>8. Feedback from Leader and LEP meetings</p>	
<p>8.1 Cllr Keith Glazier provided an update on the feedback from the recent meetings with Leaders from the constituent authorities and LEP Chairs. The key themes emerging from the meetings related to the need to raise awareness of TfSE and develop a proactive approach to communications.</p>	

<p>8.2 The feedback has been reflected in the proposed staff structure, which includes dedicated resource for communications and relationship management. The Board supported this and highlighted that it would be positive to further develop the relationships with the new Deputy Mayor at Transport for London.</p> <p>8.3 The Board thanked Cllr Glazier for the series of meetings and engaging with all members of the Board to gather feedback.</p> <p>The Shadow Partnership Board noted the recommendations in the report.</p>	
<p>9. Responses to Consultations</p>	
<p>9a: Responses to Consultations</p> <p>9.1 Rupert Clubb presented the covering paper which summarises the recent consultation responses that TfSE has prepared.</p> <p>9.2 Cllr Michael Payne welcomed the TfSE response to the Operation Stack consultation and noted that it reflected the feedback from Kent County Council. The Board were informed that all consultation responses reflect the feedback from the relevant constituent authorities and LEPs.</p> <p>9.3 The Shadow Partnership Board agreed the recommendations in the paper.</p> <p>9b. Heathrow Southern Rail Access</p> <p>9.4 Richard Tyndall summarised the TfSE response to the Government’s call for market-led proposals for a new Southern Rail access to Heathrow. The report does not endorse any specific scheme, but outlines a series of principles that the Government should follow when assessing schemes.</p> <p>9.5 The Shadow Partnership Board agreed the recommendations in the paper.</p>	
<p>10. Communications and Engagement</p>	
<p>10.1 Warwick Smith presented the covering paper setting out the proposed approach to the development of a Communications and Engagement Strategy and the ongoing communications activity.</p> <p>10.2 It was agreed that Cllr Rob Humby would take a lead on MPs engagement, holding regular surgeries for MPs at Portcullis House. A target list of MPs has been developed and will be used for initial meetings. The Board agreed that it was important that there was sufficient officer support for these meetings and that the lead member from the appropriate constituent authority is keep informed. Progress will be reported back to the Shadow Partnership Board.</p> <p>The Shadow Partnership Board agreed the recommendations in the report.</p>	<p>Secretariat to agree support mechanisms</p>
<p>11. A.O.B.</p>	
<p>11.1 Margaret Paren informed the Board about some recent work between National Parks England and Highways England. A joint agreement will see the creation of a ‘National Agreement Group’, which will meet every six months to consider RIS schemes and their potential impact on National Parks. This will inform the scheme design. All schemes impacting National Parks will go the Design Review Team. This approach is intended to reduce delays and ensure that issues and concerns are considered at the earliest opportunity. The Board welcomed the approach.</p>	

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To: **Shadow Partnership Board - Transport for the South East**

Date: **17 September 2018**

Title of report: **Transport Strategy Development**

Purpose of report: **To provide a progress update on the development of the Transport Strategy**

Recommendations:

The members of the Shadow Partnership Board are recommended to note the following;

- i) written confirmation has been received from the Department for Transport about the award of £1m of grant funding for Transport Strategy development work; and
 - ii) an invitation to tender has now been issued for the next stages of the Transport Strategy development.
-

1. Introduction

1.1 The purpose of this report is to provide a progress update on the development of the Transport Strategy.

2. Background

2.1 In July 2018 the Shadow Partnership Board considered a report on the development of the Transport Strategy. A revised route-map for the Transport Strategy was agreed and a copy of which is contained in Appendix 1. They also agreed that the Lead Authority undertake a procurement process and enter into the necessary arrangements on behalf of the Shadow Partnership Board to secure the external resources required to deliver this.

2.2 An announcement was made at the TfSE event in Farnborough, on the 8 May 2018, of a £1million grant award from the Department for Transport (DfT) towards the costs of developing the Transport Strategy. On 22 August 2018 a letter from the DfT confirming the grant award was received.

2.3 There are no time limits on this grant requiring it to be spent in year. The DfT, wish to establish governance arrangements to oversee the grant expenditure. TfSE are working with the DfT to ensure the arrangements are proportionate, in recognition of the existing working relationship between DfT and TfSE.

3. Procurement

3.1 The receipt of the letter from the DfT confirming the grant award meant the tendering process could proceed. On 4 September 2018, an Invitation to Tender was issued by East Sussex County Council (as the lead authority for TfSE) through the Eastern Shires Purchasing Organisation (ESPO) consultancy framework.

3.2 ESPO is a public sector organisation offering a wide range of frameworks containing pre-approved suppliers that can be used by public sector organisations. ESPO offer a specific consultancy service framework in the area of Highways, Transport and Logistics which is compliant with both UK and EU procurement legislation and includes 26 pre-approved suppliers.

3.3 The Invitation to Tender consisted of four Lots as follows:

- Lot A - Transport Strategy Development.
- Lot B – Freight, Logistics and Gateways Review.
- Lot C – Smart & Integrated Ticketing.
- Lot D - Future Transport Technology.

3.4 Potential suppliers are being invited to bid for one or more of the Lots. Further information about the content of each of the Lots, the indicative resourcing requirements and the timescales for their delivery are set out in Appendix 2. A copy of the full Invitation to Tender documentation is available on request. The closing date for tender submissions is the 25 September 2018.

3.5 A tender evaluation panel has been established which consists of members of the TfSE Transport Strategy Working Group. Tenders will be assessed on a 60:40 quality: price basis. Following the tender evaluation process and the necessary approvals, it is anticipated that the contract will be awarded in mid-October 2018. An update on the outcome of the tender process will be provided to the Shadow Partnership Board in December 2018.

4. Financial considerations

4.1 As shown in Appendix 2, Lot A -Transport Strategy Development is made up of a number of tasks. An indicative resourcing requirement has been specified to assist the Service Providers with their tender submission. Although these do not constitute fixed budgets for each task, the overall budget for Lot A has been fixed at £722,500 (equal to the total of these indicative requirements). This means Service Providers can vary their price for each task but cannot exceed this overall fixed budget ceiling. The fixed budgets for Lots B, C & D are shown in Appendix 2 with the total fixed budget for the four Lots being £852,500. This is less than the £1m of DfT grant funding available and the remaining £147,500 will be used for the following purposes(subject to the agreement of the DfT):

- as contingency to cover the actual outturn costs of the four Lots;
- to possibly commission further work to scope smart and integrated ticketing arrangements in the TfSE area should the initial study (Lot C) identify a role for TfSE in developing these arrangements; and
- to contribute towards the cost of the corridor studies which are due to commence in mid-2019, as shown on the route-map in Appendix 1.

5. Conclusion

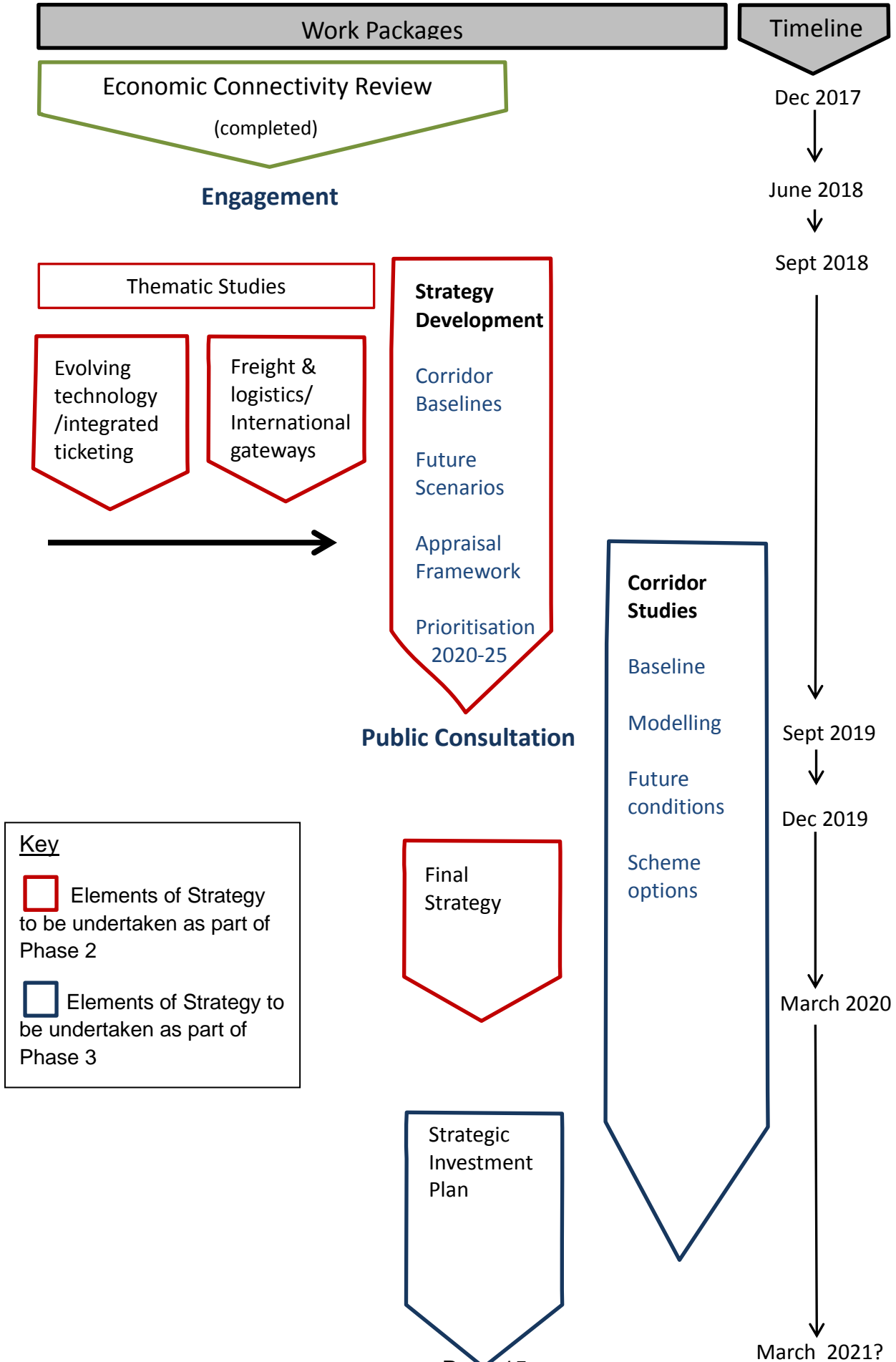
5.1 An invitation to tender for the next stage of the Transport Strategy comprising four Lots has been issued with tender returns due on 24 September 2018. Following a tender evaluation exercise and the necessary approvals it is envisaged that the contracts for each of the four lots should be signed by the middle of October. The DfT have confirmed the £1m grant award, which more than covers the total of the fixed budgets that have been set for each of the four Lots. An update on the outcome of

the tendering process will be presented to the Shadow Partnership Board at their meeting in December 2018.

Rupert Clubb
Director of Communities, Economy and Transport
East Sussex County Council

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Appendix 1 - Transport Strategy Route map agreed in July 2018



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Appendix 2 – Invitation to Tender- timeline for delivery and indicative resourcing requirements

Lot	Task	Timeline for delivery of outputs	Indicative resourcing requirement
Lot A Transport Strategy Development	Task 1 – Produce Stakeholder Engagement Plan and undertake stakeholder engagement	Stakeholder Engagement Plan November 2018	£15,000
	Task 2 – Strategic context	Interim background report for Task 2 & 3 Feb 2019	£15,000
	Task 3 – Relationship between London and the South East	Interim background report for Task 2 & 3 - Feb 2019	£20,000
	Task 4a – Brexit before study	Interim report - December 2018	£7,500
	Task 4b - Brexit after study	Final Background Report on Stragegy Context (Tasks 2,3 and 4a & 4b) - May 2018	£10,000
	Task 5 – Baseline review of Economic Corridors	March 2019	£100,000
	Task 6 – Development of methodology for Corridor Studies	Feb 2019	£20,000
	Task 7 – Development of an appraisal framework	Feb 2019	£20,000
	Task 8 – Future Demand Forecasting	June 2019	£305,000
	Task 9 – Initial short (2020-25) and longer term priorities for investment	June 2019	£10,000
Task 10 – Funding and Financing	June 2019	£10,000	

	Task 11 – Produce Draft and Final Transport Strategy	Draft Strategy for consultation - September 2019 Final Strategy - April 2020	£25,000
	Task 12 – Integrated Sustainability Appraisal (ISA)	Draft ISA for consultation - September 2019 Final ISA - April 2020	£135,000
	Task 13 – Public Consultation on the Draft Strategy and draft Integrated Sustainability Appraisal	September to December 2019	£30,000
Sub-total Lot A			£722,500 (fixed budget)
Lot B - Freight Logistics and Gateways Review	To provide a consistent view of current and future patterns of activity and key cross cutting issues across the TfSE area		£75,000 (fixed budget)
Lot C - Smart and Integrated Ticketing	Initial study to consider the case for the introduction of further smart and integrated ticketing arrangements in the South East and the potential role of TfSE in developing and or delivering these		£30,000 (fixed budget)
Lot D - Future Transport Technology	To identify the potential role of TfSE in development and roll out of new transport technologies.		£25,000 (fixed budget)
TOTAL BUDGET FOR FOUR LOTS			£852,500

To: **Transport for the South East - Shadow Partnership Board**

Date: **17 September 2018**

Title of report: **Communications and Engagement**

Purpose of report: **To give an update on events and communication activity**

Recommendations:

The Members of the Shadow Partnership Board are asked to:

- i) Note that TfSE will join other STBs as an exhibitor at the national Highways UK event in November;
 - ii) Note that a Relationship Manager and a Communications Manager are now being recruited to lead on TfSE's communications and engagement work.
-

1. Introduction

1.1 We are continuing with a busy and varied programme of engagement and communications work for TfSE. This includes keeping partners and stakeholders involved with developments, using web, video and social media to build knowledge of, and conversations about, the organisation and its relevance and, delivering publicity, event and publications material. We now expect to appoint full-time staff to accelerate and extend our communications and engagement work.

2. Engagement and communication activity

2.1 TfSE will be hosting a stand and events at the Highways UK event in Birmingham in November – a three-day gathering of industry figures; from contractors and suppliers to transport operators and people in government. The aim is to raise the profile of TfSE, introduce some of our key themes and further strengthen our links in the sector. We will be joining England's other three STBs at the event, collaborating with them on some talks and events but also presenting our own story with specific focus on the South East as an international gateway and on our evolving proposal to Government. The design and presentation of our stand, promotional literature and presentation of video and events will reflect these priorities.

2.2 Recruitment is now under way for a dedicated Relationship Manager and Communications Manager to help grow TfSE's reach and influence. They will lead on day to day communications and engagement issues, implementing a communications and engagement strategy on behalf of TfSE and ensuring all partners are fully briefed and appropriately involved at each step towards statutory status in 2020 and beyond. This extra focus and capacity will be vital as we begin to consult widely on our proposal to Government and on the evolving transport strategy, bringing new and broader audiences into the conversation.

2.3 A full Communications Strategy to cover the journey to statutory operation from 2020 and an updated Communications Plan are in preparation and will be presented to the Board in December.

Warwick Smith
Head of Communications and Marketing
East Sussex County Council

To: **Shadow Partnership Board – Transport for the South East**

Date: **17 September 2018**

Title of report: **Responses to Consultations**

Purpose of report: **To endorse the responses to a number of consultations**

Recommendations:

The Members of the Shadow Partnership Board are recommended to:

- i) endorse the provisional support for Network Rail's proposed improvements at Gatwick Airport Station;
 - ii) endorse the officer response to the Cross Country rail franchise consultation;
 - iii) agree the draft response to the Government consultation on the Future of Mobility.
-

1. Introduction

1.1 Transport for the South East (TfSE) has been invited to comment on a number of recent consultation documents that relate to strategic infrastructure and transport schemes.

1.2 This paper provides an overview of the following consultations:

- Network Rail's proposed improvements at Gatwick Airport Station
- the Cross County rail franchise consultation
- the Government consultation on the Future of Mobility

1.3 In discussion with the Chair, due to the deadlines for these responses, draft or provisional responses have already been submitted. The Shadow Partnership Board is being asked to endorse the responses.

2. Gatwick Station Improvements

2.1 In April 2018 Network Rail submitted a planning application to Crawley Borough Council (Ref: CR/2018/0273/FUL) for a major development proposal at Gatwick Airport Station.

2.2 The proposals were submitted by Network Rail in partnership with Gatwick Airport Ltd, Coast to Capital Local Enterprise Partnership and the Department for Transport to Crawley Borough Council aim to reduce crowding at the station, improve passenger flow and provide better connections between the railway station, airport terminals and onward travel destinations. In outline the proposals will:

- almost doubling the size of the rail station concourse;
- eight new escalators, five new lifts and four new stairways to improve accessibility and passenger flow;
- widening platforms 5 and 6 to reduce overcrowding;
- better connections to the south terminal with improved passenger information;
- a new roof structure.

2.3 The proposals are designed to accommodate forecast passenger growth to 2036 and subject to the granting planning permission the project is due to be completed in 2022.

2.4 Given the vital importance of Gatwick Airport as a driver of the economy, a letter offering provisional support for the Network Rail proposals has been submitted to Crawley Borough Council. A copy of the letter is contained in Appendix 1 and Members of the Shadow Partnership Board are recommended to endorse this.

3. Cross Country Consultation

3.1 In terms of key service consideration, lack of capacity on services in the TfSE area south of Reading to Basingstoke and Southampton is an issue, which constrains business growth and activity. The next franchise should provide sufficient capacity by significantly lengthening trains. We do not support proposals to achieve this by reducing the extent of routes served to focus resources on the core of the network or by limiting or withdrawing service at currently-served stations. In particular we do not support the removal of the hourly service between Southampton and Bournemouth.

3.2 The rail corridor needs to reflect the growth potential in the Reading and Guildford areas. We would also wish to see further consideration given to extending Cross Country services to Gatwick Airport on a regular basis. TfSE believes that there needs to be a clear strategy and approach to the differentiated services that use the Brighton Main Line.

3.3 We will be seeking further discussions with the Department for Transport to ensure that the emerging priorities from our Transport Strategy are reflected in the specification for the future franchise arrangements. A response to the consultation is contained in Appendix 2.

4. Future of Mobility

4.1 TfSE has provided a response to the government consultation attached at Appendix 3.

4.2 Our consultation responses recognise the need for a consistent approach to the future of mobility, particularly around the use of data and development of proposals.

4.3 The future of mobility will be a key component of our developing transport strategy and there is a key role for sub national transport bodies, local authorities and LEPs in the development, commercialisation and implementation of mobility as a service.

5. Conclusion

The Shadow Partnership Board are asked to endorse the responses to the consultations on Network Rail's proposed improvements at Gatwick Airport Station, the response to the Cross County rail franchise consultation and to the Government consultation on the Future of Mobility.

Rupert Clubb
Director of Communities, Economy and Transport
East Sussex County Council

Appendix 1 – Letter offering provisional support for Gatwick Airport Station improvements

Mr M. Robinson
The Planning Department,
Crawley Borough Council,
Town Hall, The Boulevard,
Crawley,
West Sussex, RH10 1UZ.

Your Ref: **CR/2018/0273/FUL**

XX September 2018

Dear Mr Robinson

Network Rail's Gatwick Airport Station Improvement Proposals

I am writing to you as Chair of Transport for the South East (TfSE), the Shadow Sub-National Transport Body (STB) for the South East, to comment on the planning application you have received from Network Rail for station improvement proposal at Gatwick Airport. I must apologise for the late submission of these comments.

TfSE is a newly formed shadow Sub-National Transport Body (STB). Its constituent authorities are Brighton & Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth, Southampton and the six Berkshire Unitary Authorities. It also has representation from five Local Enterprise Partnerships who cover the TfSE geography. We have come together to speak with one voice and make the case for further investment in the South East's transport system to maximise its potential for further economic growth.

High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents. Gatwick Airport is a nationally significant transport asset that provides a gateway to international markets for businesses for those visiting the UK.

TfSE considers that it is important to facilitate improved connectivity to our international gateways, particularly in ways that minimise impacts on the environment and communities. In considering these proposals, the Council should be mindful of the important role that Gatwick Airport Station also plays as a transport hub, providing a facility not just for 'train to plane' journeys, but also catering for a significant number of 'train to train' and 'train to coach' journeys.

TFSE welcomes the significant investment proposed at Gatwick Airport Station which would transform the station environment and significantly increase the capacity of the station. Providing additional passenger capacity at the station and significantly improving the quality of the station environment for rail passengers will help to achieve the targets to increase the rail mode share for passengers to 45% (by 2030) and employees to 42% (by 2022) that are set out in the Gatwick Airport Surface Access Strategy 2018.

In recent years air passenger growth at the airport has exceeded predictions and this growth is predicted to continue up to 2050. In order to sustain a high rail mode share to 2050, we recognise that further improvements to the station, beyond those currently proposed, are likely to be needed. We will work with Network Rail and Gatwick Airport Ltd to identify these improvements and ensure they are included in our emerging Transport Strategy for the TfSE area.

This letter of support is provisional at this stage, as it will need to be formally endorsed at the next meeting of the TfSE Shadow Partnership Board on 17 September 2018. .

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,

Cllr Keith Glazier
Chair of TfSE Shadow Partnership Board and Leader of East Sussex County Council

CC: Members of the TfSE Shadow Partnership Board

Cross Country Franchise Team
Floor 4/16
Great Minister House
33 Horseferry Road
London
SW1P 4DR

BY EMAIL

4 September 2018

Dear Sirs,

Response from Transport for the South East to Cross Country Rail Franchise Consultation

Dear Sirs

Transport for the South East welcomes the opportunity to respond to the consultation on the Great Western Railway Franchise. I apologise for the slightly delayed response which has been agreed by the TfSE Shadow Partnership Board which did not meet until 17 September.

Transport for the South East (TfSE) is an emerging sub-national transport body, which represents a number of south east local authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. It also has representation from five Local Enterprise Partnerships.

The TfSE area includes two major airports, a string of ports including Dover, Portsmouth and Southampton, many of the country's vital motorways and trunk roads and crucial railway links to London, the rest of Britain and to mainland Europe.

We know good transport links are vital for continuing economic growth and the quality of people's lives. This is especially true in the South East of England which is a powerful motor for national prosperity, adding more than £200 billion to the UK economy – more, for example, than Scotland and Wales combined.

TfSE fully supports the Government's vision for rail ambition and welcomes the recognition that rail can play a central part in enabling economic growth. There are clear benefits from investing in a growing rail network and this needs to be sustained to ensure the network can respond to forecast growth and additional capacity requirements. It is important that the franchise itself is structured in such a way that it enables the operator to respond positively to growth opportunities as they occur and not be unnecessarily constrained by an inflexible franchise.

We note the current Cross Country franchise is due to end in December 2019 and that you will be running a competition to select the next operator for the franchise from that point. Subnational transport bodies should have an opportunity to engage in the development of the franchise arrangements, ensuring that they reflect the economic priorities for the area. Work is underway to develop a Transport Strategy

for the TfSE region which will identify the strategic transport interventions that are required on the key corridors, including those that relate to the Cross Country routes. These interventions will support economic growth. We would welcome the opportunity for further discussion and engagement with the Department for Transport to ensure the emerging priorities from our Transport Strategy are reflected in the specification for the future franchise arrangements.

The consultation document sets out a number of objectives and priorities for the Cross Country Franchise. These are broadly supported, but we feel that greater emphasis should be placed on access to the strategic gateways in the south east, particularly Southampton Port and potentially Gatwick and Heathrow Airports.

Improved rail connections to these gateways would also help to reduce traffic on the M3 and M25. There are close links to Highways England's ongoing M25 South West Quadrant study and delivery of the rail schemes would help to facilitate greater levels of economic growth.

In terms of key service consideration, lack of capacity on services in the TfSE area south of Reading to Basingstoke and Southampton is an issue, which constrains business growth and activity, particularly during the peaks. We therefore believe the primary focus for changes for the next franchise should be to provide sufficient capacity by significantly lengthening trains. We do not support proposals to achieve this by reducing the extent of routes served to focus resources on the core of the network or by limiting or withdrawing service at currently-served stations. In particular we do not support the removal of the hourly service between Southampton and Bournemouth.

Future population and employment growth is expected, particularly in key centres such as Reading and Guildford and there is clearly substantial potential for future growth but there is a significant risk that the rail corridor will fail to meet this potential due to a lack of investment. We would also wish to see further consideration given to extending Cross Country services to Gatwick Airport on a regular basis. This is a major UK airport with a large catchment area stretching through the TfSE area, to Oxford and the Midlands and we consider there is significant potential demand for improved direct linkages, if train paths can be identified. To address this TfSE believes that there needs to be a clear strategy and approach to the differentiated services that use the Brighton Main Line.

Transport for the South East is currently developing its Transport Strategy which will identify and prioritise a number of schemes for investment. We would welcome further discussions with the Department for Transport to ensure that the emerging priorities from our Transport Strategy are reflected in the specification for the future franchise arrangements.

Yours sincerely

Cllr Keith Glazier Chair Transport for the South East

cc. Members of the TfSE Shadow Partnership Board Members

Future of Urban Mobility Strategy

Transport for the South East

Question 1

We have identified above the main technologies and trends that we believe will affect urban mobility in the coming decades. Are there any missing?

Agree the main technologies and trends which will affect urban mobility have been included.

Question 2

We want our urban infrastructure to support these trends and deliver benefits to society. What changes are required to urban infrastructure?

1. Need to make infrastructure smarter, i.e. the ability of infrastructure to support technology – integrating with IoT technology.
2. Need to identify space, availability of power resource or ability to adapt infrastructure – i.e. electric vehicle charging – space for charging vehicles either using private or public assets, having sufficient power resource to manage demand and able to adapt infrastructure, i.e. lighting columns to provide vehicle charging points.
3. Data requirements – ability to successfully share and use data to support these trends

In order to achieve this, local authorities will require investment along with changes to planning rules. There will also be a requirement to **consider the differing needs of urban and rural areas**, so that seamless infrastructure is provided between areas.

Question 3

What evidence do you have to enhance our overview of the impacts of these trends on cities and their use of urban space? Are any impacts missing?

We are interested to understand how the DfT will manage the requirements between urban and rural areas, and ensure that disparity between these areas is minimised.

There also needs to be an outline of how nationally and locally we will manage the transition between the trends, i.e. from petrol vehicles to electric/autonomous cars. Sub National Transport Bodies (STBs) may be able to support this trend.

While it is important to understand the benefits we would wish to understand risks, and disadvantages of a particular approach in order to present a clear picture on what impacts, both positive and negative.

Question 4

What possible market failures might emerging technologies and trends give rise to that could require intervention by Government?

Some potential market failures include a monopoly of a single or small number of companies/operators, potentially large scale or international companies who have the ability to invest in emerging technologies.

The DfT need to ensure that smaller companies can compete, and are supported to invest in emerging technologies. There is often a 'wait and see' mentality or lack of confidence, alongside a lack of investment, therefore there needs to be incentives, particularly financial combined with support for early adopters.

In addition we recognise there is a greater need to support opportunities for commercialisation of concepts and opportunities emerging from our academic institutions.

Question 5

We are committed to a transport network that works for everyone. What role should Government play in helping ensure that future transport technologies and services are developed in an inclusive manner?

Strategies should support smart technology across urban and rural areas, as mobility for numerous users crosses both urban and rural areas, and this is very apparent in across the South East. Whilst we agree the approaches may differ, seamless transition between areas should be a fundamental element of any strategy.

In terms of ensuring that future transport technology and services are inclusive, involving users in the development of these who have a range of disabilities will be paramount, along with future development and monitoring. This could be supported by a national user group.

This should be supported by the DfT providing guidance or where appropriate changes to regulations to ensure that user needs are integrated and not an afterthought. This may also require a review of current legislation, including the Equalities Act 2010.

Question 6

How can Government ensure that future urban transport systems support people's wellbeing and flourishing, healthy communities?

In order to achieve this it should be government-led but have a cross-departmental approach. It should also include Public Health England. It is important that this is demonstrated nationally from the outset, to enable this approach to be taken forward by authorities and partners locally.

The focus of smart technology will need to ensure that it is multi-modal, including technology related to sustainable travel, particularly walking and cycling. There may be greater opportunities to use smart technology to increase travel behaviour change.

Question 7

What role should Government play in understanding, shaping and responding to public attitudes to emerging technologies and services?

The government need to lead on providing a co-ordinated approach to supporting public attitudes, with clear and consistent national messages. A public consultation specifically aimed at the general public as opposed to local authorities, organisations and businesses would be critical from the outset, which could then help shape future marketing.

This could then enable sub national transport bodies, strategic transport bodies and Local Authorities to use the national messaging, to tailor this to their local and regional demographics through education and local marketing to provide public confidence in using new technology based services. STBs could support messaging.

Question 8

What changes do you expect to the mobility-related labour market? How can Government best support people and businesses affected by these changes?

In terms of the mobility related labour market there will be changes to employment, particular for bus operators, taxi services and the logistics business sector. Therefore there will need to be a phased approach and links to how this will be managed in the transition phase between current mobility practise and those using technology.

This could be linked to offering incentives or education in sectors providing smart mobility to those who will be needing to pursue new careers.

Question 9

What other actions should Government prioritise to help people, businesses and cities prepare for the future?

In order to prepare the population the government needs to lead on providing behaviour based education in relation to this for all ages, combined with incentives for both people and businesses to increase quicker and greater up take.

There also needs to be a balanced approach to both urban and rural areas, with less of a focus on cities. STBs can support government but will require resource in order to do so effectively.

Question 10

Which 'missions' in the areas we have identified could be most effective in driving innovation and investment? Please refer to the criteria suggested in paragraph 2.6.

The key missions which would drive innovation are:-

Improved access to transport – liveable cities / places – this would support the national, regional and local economic growth agenda, particularly around getting people and goods to the places they need to be , whether this be employment, education or to obtain goods and services, but could also support the wider benefits of supporting healthy sustainable communities.

Behavioural thinking – this will be critical for all aspects of future mobility, to ensure that provision and services are underpinned by this, to ensure greater compliance and take up by users.

Question 11

How should Government funding be targeted to help UK innovators build and scale transport solutions?

The government could look to channel funding through STBs in conjunction with Local Enterprise Partnerships who have a greater understanding of local business and enterprise. STBs already have an existing relationship with LEPs

STBs can lead, support and identify the transport needs of their region.

Government could provide financial incentives, i.e. direct funding, tax reductions etc. to encourage development and investment in smart transport solutions and to support commercialisation on potential products.

Question 12

Which laws or regulations not currently being addressed need to be amended or created to help harness the benefits and mitigate any risks associated with new transport technologies or services?

The government will need to consider reviewing laws and regulations related to equality, devolution and planning regulations, for example through the NPPF.

Question 13

How could the experience of working with local and/or national regulators be improved for transport innovators?

There needs to be more of a citizen-led approach, and the opportunity for sub national transport bodies and/or local authorities to have the flexibility to co – develop innovations, and partner with local innovators.

Question 14

What further actions should Government prioritise for resolving barriers to data sharing and use in the mobility sector while protecting privacy and security?

The government should consider providing more guidance and regulation on how transport authorities can use their data more effectively, but securely.

Question 15

Do you have any further suggestions or comments on the subject of this call for evidence?

TfSE would welcome a combined strategy for both urban and rural areas, to ensure that mobility is seamless between areas.

The ability to bring forward the proposed changes will require extensive funding, therefore any strategy will need a commitment to provide funding at a local level.

Development of future mobility should be underpinned by users, and be inclusive for all users from the outset, and local authorities should be given greater flexibilities to enable local partnerships to drive innovation.