

# **Proposal to Government for Statutory Status**

July 2020



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# Executive summary

Transport for the South East is a sub-national transport body (STB) established to speak with one voice on the strategic transport priorities for the South East region.

Our aim is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the South East area more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

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By operating strategically across the South East on transport infrastructure – a role that no other organisation currently undertakes on this scale – we will directly influence how and where money is invested and drive improvements for the travelling public and for businesses in a region which is the UK's major international gateway.

Already we are commanding the attention of government, facilitating greater collaboration between South East local authorities, local enterprise partnerships (LEPs) and government to shape our region's future.

Our proposal has been developed in partnership with Transport for the South East's constituent authorities, partners and stakeholders and represents a broad consensus on the key issues facing the region and the powers required to implement our transport strategy.

Our constituent authorities, partners and stakeholders are clear that a statutory sub-national transport body for the South East is vital if we are to successfully:

- Increase our influence with Government and key stakeholders;
- Secure investment in pan-regional strategic transport corridors;
- Deliver sustainable economic growth, while protecting and enhancing the environment, reducing emissions and promoting social inclusion; and
- Enable genuine long-term planning.

We have taken a proportionate approach and are only seeking those powers that will be effective in helping us achieve our strategic aims and objectives, and which will complement and build on the existing powers of our constituent authorities.

These powers will enable us to deliver significant additional value at regional level through the ability to directly influence and inform national investment programmes, enable more efficient and effective operational delivery and better coordination of pan-regional schemes.

The South East has a varied and highly valued natural environment. The environmental assets of the South East help make the South East area an attractive place to live, work and visit, as well as providing an important contribution to the economy. The future development of the South East area and its transport network will need to be managed to minimise any potential adverse impact and enhance these natural assets.

The South East also has a significant role to play in tackling climate change. The South East accounts for 12% of the United Kingdom's greenhouse gas emissions. In 2018, transport accounted for a third of the United Kingdom's greenhouse gas emissions.

The submission of our proposal to Government and the publication of our transport strategy has coincided with the COVID-19 global pandemic. It is recognised that changes to the way we live, work and



do business, as a result of coronavirus, are likely to have an impact on travel behaviour and demand for travel. These changes may not be immediately apparent – and it may be some time before the ‘new normal’ establishes itself – but TfSE remains committed to achieving our vision of a better, more productive and more sustainable South East.

Further technical work will be undertaken to try to anticipate the potential short-term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into five area and thematic studies, which will follow on from our transport strategy.

# Our ambition

Transport for the South East (TfSE) was established in shadow form in June 2017. In the short period since, we have emerged as a powerful and effective partnership, bringing together 16 local transport authorities, five local enterprise partnerships and other key stakeholders including protected landscapes, transport operators, district and borough authorities and national agencies to speak with one voice on the region's strategic transport needs.

"By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

"A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, giving our residents and visitors the highest quality of life in the country."

*Transport for the South East 2050 vision*

Our 2050 vision is underpinned by three strategic goals, which align to the three pillars of sustainable development:

- improve productivity and attract investment to grow our economy and better compete in the global marketplace;
- improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
- protect and enhance the South East's unique natural and historic environment.

Our transport strategy, which covers the period to 2050, forms the basis for achieving that vision. It will deliver sustainable economic growth across the South East, whilst taking account of the social and environmental impacts of the proposals outlined in the strategy.

The publication of our transport strategy has coincided with the COVID-19 global pandemic. It is recognised that changes to the way we live, work and do business, as a result of coronavirus, are likely to have an impact on travel behaviour and demand for travel.

Further technical work will be undertaken to try to anticipate the potential short-term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into five area and thematic studies, which will follow on from our transport strategy.

TfSE has already, in shadow form, added considerable value in bringing together partners and stakeholders to work with Government on key strategic issues, securing positive outcomes for the region in the Roads Investment Strategy 2 and Major Road Network, influencing rail franchising discussions and providing collective views



The requirements within our proposal seek to provide TfSE with the initial functions and powers to move to the next stage of our development – to begin delivering the transport strategy and realising the benefits that a high quality, sustainable and integrated transport system can unlock for people, businesses and the environment.

vision. Our requirements differ from those of other STBs and reflect the different geographic, economic, political, social and environmental characteristics of our region and the strategic objectives of TfSE and its partners.

We are only seeking powers that are applicable to a sub-national transport body as outlined by the legislation. There are many other bodies that have environmental and economic remits beyond those held by an STB and it will be essential that we work with these partners to deliver sustainable economic growth across the South East.



# The strategic and economic case

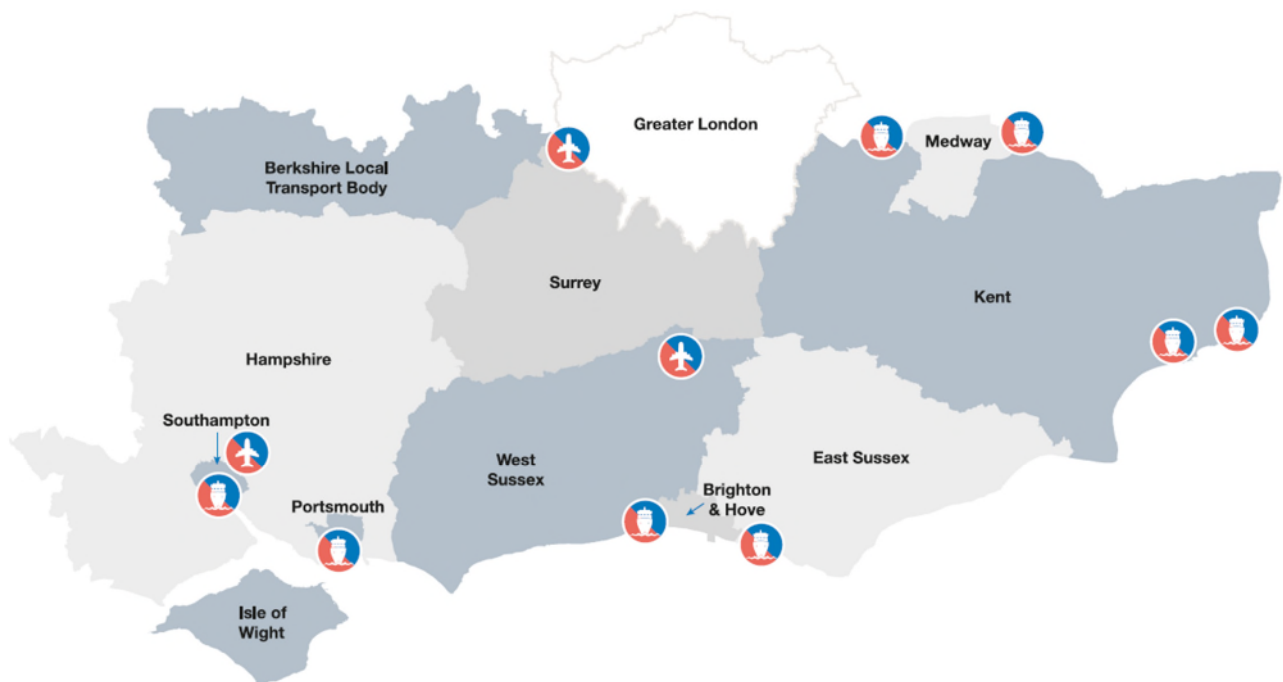
The South East is already a powerful motor for the UK economy, adding £183 billion to the economy each year<sup>1</sup> – second only to the contribution made by London and more than Scotland, Wales and Northern Ireland combined.

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## THE TRANSPORT FOR THE SOUTH EAST AREA

It is home to 7.5m people and 329,000 businesses including some of the world's biggest multinationals as well as a large number of thriving, innovative SMEs. It is a world leader in knowledge intensive, high value industries including advanced engineering, biosciences, financial services and transport and logistics.

The South East area includes both of the nation's busiest airports in Heathrow and Gatwick, a string of major ports including Southampton, Dover and Portsmouth, many of the country's most vital motorways and trunk roads and crucial railway links to London, the rest of Britain and mainland Europe.



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The South East's international gateways support the economic wellbeing of the whole of the UK. As we withdraw from the European Union, they will be integral to supporting a thriving, internationally facing economy.

Half of all freight passing through Dover going on to other parts of the country. Southampton sees £71 billion of international trade each year and Portsmouth handles two million

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<sup>1</sup> Cambridge Econometrics "Local Economic Forecasting Model" (2017).

passengers a year. More than 120 million air passengers a year use Gatwick, Southampton and Heathrow airports.

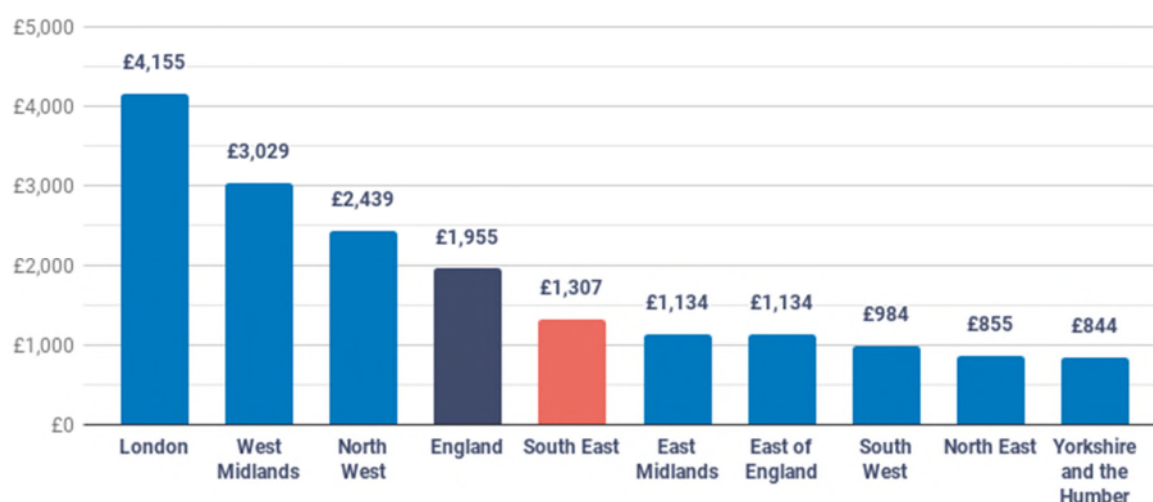
Our people and infrastructure are not our only assets. With two national parks, five areas of outstanding natural beauty and much of the region allocated as green belt, the South East draws heavily on its unique and varied natural environment for its success. It offers outstanding beaches, historic towns, dynamic cities and unparalleled links to London, the UK, Europe and the rest of the world. It is, in short, an amazing place to live, work and visit.

## THE SCALE OF THE CHALLENGE AND WHY CHANGE IS NEEDED

But we face a real challenge. Despite these enviable foundations (and in some cases because of them) our infrastructure is operating beyond capacity and can't sustain ongoing growth.

Despite the economic importance of the region to the UK economy, contributing £183 billion per year, the South East has seen continued underinvestment in transport infrastructure with a per capita spend that is significantly below the England average and a third of London's.

Planned transport infrastructure spending per head



Source: IPPR North analysis of planned central and local public/private transport infrastructure spending per capita 2017/19 onwards (real terms 2016/17 prices)

So while transport links to and from the capital are broadly good, elsewhere connectivity can be poor – even between some of our region's major towns and cities. Train journey times between Southampton and Brighton (a distance of around 70 miles) are only marginally less than the fastest train journeys between London and Manchester. The corresponding journey on the A27 includes some of the most congested parts of the South East's road network.

Underinvestment in road and rail infrastructure is making life harder for our residents and businesses. New housing provision is being hampered by the lack of adequate transport infrastructure. In our coastal communities, lack of access to areas of employment and further education and higher education are major contributors to high unemployment and poor productivity.



The social geography of the South East is varied. The South East area is home to some of the most prosperous and productive areas of the country, but also contains significant areas of deprivation. Improving transport connectivity can help reduce the likelihood of deprivation, but this cannot be considered in isolation and needs to work alongside other important factors, such as improving skills levels.

The South East has a varied and highly valued natural environment. Significant parts of the South East area are designated as National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest. The environmental assets of the South East help make the South East area an attractive place to live, work and visit, as well as providing an important contribution to the economy. The future development of the South East area and its transport network will need to be managed to minimise any potential adverse impact and enhance these natural assets. The principle of biodiversity net gain will be vital in achieving this.

The South East area faces several significant environmental challenges in the future. There are a significant number of Air Quality Management Areas in place across the South East area. These areas have been established to improve air quality and reduce the harmful impact of Nitrogen Oxides (NOx), Sulphur Oxides (SOx), and particulates on human health and the natural environment. Transport – particularly road transport – is one of the largest contributors to poor air quality in the South East area. Transport therefore has a significant role to play in improving air quality. Noise pollution is also a significant issue, particularly for communities located close to the Strategic Road Network. The South East also has a significant role to play in tackling climate change. The South

East accounts for 12% of the United Kingdom's greenhouse gas emissions. In 2018, transport accounted for a third of the United Kingdom's greenhouse gas emissions.

The Covid-19 global pandemic will change the way we live, work and do business. These changes may not be immediately apparent – and it may be some time before the 'new normal' establishes itself – but TfSE remains committed to achieving our vision of a better, more productive and more sustainable South East.

These are challenges that extend beyond administrative and political boundaries. They require TfSE to have the powers to effectively join up transport policy, regulation and investment and provide clear, strategic investment priorities which will improve connectivity into and across the region, boost the economy and improve the lives of millions.

## THE POWERS TO ACHIEVE OUR VISION

To enable us to achieve our vision through the efficient and effective delivery of the transport strategy, we propose that a range of functions exercisable by a local transport authority, passenger transport executive or mayoral combined authority are included in the regulations to establish TfSE on a statutory footing.

We have only sought those powers which we believe are proportionate and will be effective in helping us achieve our strategic aims and objectives, complementing and building on the existing powers of local authorities. The powers will be sought in a way which means they will operate concurrently with – and only with the consent of – the constituent authorities.

These powers would enable us to deliver significant additional value at regional level in three key areas:

**Strategic influence:** Speaking with one voice and with the benefit of regional scale and insight to influence the development of national investment programmes; a trusted partner for Government, Network Rail and Highways England.

**Coordination:** Developing solutions which offer most benefit delivered on a regional scale; working with partners and the market to shape the development of future transport technology in line with regional aspirations.

**Operational efficiency:** Accelerating the delivery of schemes and initiatives which cross local authority boundaries, ensuring strategic investment happens efficiently and that the benefits for residents and businesses are realised as soon as possible.

## THE BENEFITS OF A STATUTORY SUB-NATIONAL TRANSPORT BODY

### One voice for strategic transport in the South East

TfSE will provide a clear, prioritised view of the region's strategic transport investment needs. We already offer an effective mechanism for Government to engage with local authorities and LEPs; statutory status would take that a step further, enabling us to directly inform and influence spending decisions by Government and stakeholders including Highways England and Network Rail.

### Facilitating sustainable economic growth

The transport strategy will facilitate the delivery of jobs, housing and growth across the South East and further build on our contribution to UK GVA. Implementation of strategic, cross-boundary schemes, particularly investment in our orbital routes, will connect economic centres and international gateways for the benefit of people and businesses, regionally and nationally. TfSE also offers a route to engage with other sub-national transport bodies and Transport for London on wider cross-regional issues.

However, this cannot be growth at any cost. The implementation of the transport strategy must ensure that the region's high-quality environmental assets are protected and, where possible, enhanced, as well as improving health, safety, wellbeing, quality of life, and access to opportunities for everyone.

### Delivering benefits for transport users

TfSE can support the efficient delivery of pan-regional programmes that will offer considerable benefits to the end user – for example, integrated travel solutions combined with smart ticketing will operate more effectively at a regional scale and can best be facilitated by a regional body than by individual organisations.

### Local democratic accountability

Our transport strategy has been subject to public consultation and, provides a clear, prioritised view of investments agreed by all the South East's local transport authorities and with input from passengers, businesses and the general public. Delivery of the strategy will be led by the Partnership Board, comprising elected members and business leaders with a direct line of accountability to the people and organisations they represent.

### Achieving the longer-term vision

Securing statutory status offers TfSE the permanence and security to deliver the transport strategy to 2050, providing a governance structure that matches the lifecycle of major infrastructure projects. It will provide confidence to funders, enable us to work with the market to ensure the deliverability of priority schemes and support development of the skills needed to design, build, operate and maintain an improved transport network.

# Constitutional arrangements

## Requirements from legislation

### NAME

The name of the sub-national transport body would be 'Transport for the South East ("TfSE")' and the area would be the effective boundaries of our 'constituent members'.

### MEMBERS

The membership of the STB is listed below:

- Bracknell Forest Borough Council
- Brighton and Hove City Council
- East Sussex County Council
- Hampshire County Council
- Isle of Wight Council
- Kent County Council
- Medway Council
- Portsmouth City Council
- Reading Borough Council
- Royal Borough of Windsor and Maidenhead Council
- Slough Borough Council
- Southampton City Council
- Surrey County Council
- West Berkshire Council
- West Sussex County Council
- Wokingham Borough Council

### PARTNERSHIP BOARD

The current Shadow Partnership Board is the only place where all 'constituent members' are represented at an elected member level<sup>2</sup>. Therefore, this board will need to have a more formal role, including in ratifying key decisions. This would effectively become the new 'Partnership Board' and meet at least twice per annum. The Partnership Board could agree through standing orders if it prefers to meet more regularly.

Each constituent authority will appoint one of their councillors/members or their elected mayor as a member of TfSE on the Partnership Board. Each constituent authority will also appoint another one of their councillors / members or their elected mayor as a substitute member (this includes directly elected mayors as under the Local Government Act 2000). The person appointed would be that authority's elected mayor or leader, provided that, if responsibility for transport has been formally delegated to another member of the authority, that member may be appointed as the member of the Partnership Board, if so desired.

The Partnership Board may delegate the discharge of agreed functions to its officers or a committee of its members in accordance with a scheme of delegation or on an ad hoc basis. Further detail of officer groups and a list of delegations will be developed through a full constitution.

### CO-OPTED MEMBERS

TfSE proposes that governance arrangements for a statutory STB should maintain the strong input from our business leadership, including LEPs, district and borough authorities and protected landscapes. The regulations should provide for the appointment of persons who are not elected members of the constituent authorities but provide highly relevant expertise to be co-opted members of the Partnership Board.

A number of potential co-opted members are also set out in the draft legal proposal. Co-opted members would not automatically have voting rights but the Partnership Board can resolve to grant voting rights to them on such issues as the Board considers appropriate, for example on matters that directly relate to co-opted members' areas of interest.

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<sup>2</sup> The six constituent members of the Berkshire Local Transport Body (BLTB) will have one

representative between them on the Partnership Board.

## CHAIR AND VICE-CHAIR

The Partnership Board will agree to a chair and vice-chair of the Partnership Board. The Partnership Board may also appoint a single or multiple vice-chairs from the constituent members. Where the chair or vice-chair is the representative member from a constituent authority they will have a vote.

## PROCEEDINGS

It is expected that the Partnership Board will continue to work by consensus but to have an agreed approach to voting where consensus cannot be reached and for certain specific decisions.

A number of voting options were considered to find a preferred option that represents a straightforward mechanism, reflects the characteristics of the partnership and does not provide any single authority with an effective veto. We also considered how the voting metrics provide a balance between county and other authorities, urban and rural areas and is resilient to any future changes in local government structures.

The steering group considered these options and preferred the population weighted option based on the population of the constituent authority with the smallest population (the Isle of Wight with 140,000 residents).

This option requires that the starting point for decisions will be consensus; if that cannot be achieved then decisions will require a simple majority of those constituent authorities who are present and voting. The decisions below will however require both a super-majority, consisting of three quarters of the weighted vote in favour of the decision, and a simple majority of the constituent authorities appointed present and attending at the meeting:

- The approval and revision of TfSE's transport strategy;
- The approval of the TfSE annual budget;
- Changes to the TfSE constitution.

The population weighted vote would provide a total of 54 weighted votes, with no single veto. A table showing the distribution of votes across the constituent authorities is set out in Appendix 1. This option reflects the particular circumstances of TfSE, being based on the population of the smallest individually represented constituent member who will have one vote, and only a marginally smaller proportionate vote. It is considered that this option is equitable to all constituent authority members, ensures that the aim of decision-making consensus remains and that smaller authorities have a meaningful voice, whilst recognising the size of the larger authorities in relation to certain critical issues.

The population basis for the weighted vote will be based on ONS statistics from 2016 and reviewed every ten years.

As outlined in paragraph 4.7, co-opted members would not automatically have voting rights but the Partnership Board can resolve to grant voting rights to them on such issues as the Board considers appropriate, for example on matters that directly relate to co-opted members' areas of interest. The current shadow arrangements to allocate votes to co-opted board members are working well, recognising the important contribution that these members bring on environmental, economic and social issues. It would be strongly recommended that the statutory body would continue with these arrangements.

The Partnership Board is expected to meet twice per year. Where full attendance cannot be achieved, the Partnership Board will be quorate where 50% of constituent members are present.

## SCRUTINY COMMITTEE

TfSE will appoint a scrutiny committee to review decisions made or actions taken in connection with the implementation of the proposed powers and responsibilities. The committee could also make reports or recommendations to TfSE with respect to

the discharge of its functions or on matters relating to transport to, from or within TfSE's area.

Each constituent authority will be entitled to appoint a member to the committee and a substitute nominee. Such appointees cannot be otherwise members of TfSE including the Partnership Board.

## STANDING ORDERS

TfSE will need to be able to make, vary and revoke standing orders for the regulation of proceedings and business, including that of the scrutiny committee. This will ensure that the governance structures can remain appropriate to the effective running of the organisation.

In regard to changing boundaries and therefore adding or removing members, TfSE would have to make a new proposal to Government under Section 102Q of the Local Transport Act 2008 and require formal consents from each constituent authority.

## MISCELLANEOUS

It may be necessary that certain additional local authority enactments are applied to TfSE as if TfSE were a local authority, including matters relating to staffing arrangements, pensions, ethical standards and provision of services etc. These are set out in the draft legal proposal.

TfSE also proposes to seek the functional power of competence as set out in Section 102M of the Local Transport Act 2008.

TfSE will consider options for appointing to the roles of a Head of Paid Service, a Monitoring Officer and a Chief Finance Officer whilst considering possible interim arrangements.

## FUNDING

TfSE has raised local contributions from the constituent authorities and has secured grant funding from the Department for Transport to support the development of the transport strategy.

TfSE will work with partners and the Department for Transport to consider a sustainable approach to establishing the formal STB and effectively and expeditiously as possible, bearing in mind the considerable support among regional stakeholders for TfSE's attainment of statutory status.

## GOVERNANCE: TRANSPORT FORUM AND SENIOR OFFICER GROUP

The Partnership Board will appoint a Transport Forum. This will be an advisory body to the Senior Officer Group and Partnership Board, comprising a wider group of representatives from user groups, operators, district and borough councils as well as Government and national agency representatives.

The Transport Forum will meet quarterly and be chaired by an independent person appointed by the Partnership Board. The Transport Forum may also appoint a vice-chair for the Transport Forum, who will chair the Transport Forum when the chair is not present.

The Transport Forum's terms of reference will be agreed by the Partnership Board. It is envisaged that the Transport Forum will provide technical expertise, intelligence and information to the Senior Officer Group and the Partnership Board.

The Partnership Board and Transport Forum will be complemented by a Senior Officer Group representing members at officer level providing expertise and co-ordination to the TfSE programme. The Senior Officer Group will meet monthly.





# Functions, powers and responsibilities

Transport for the South East's proposal is to become a statutory sub-national transport body as set out in section part 5A of the Local Transport Act 2008.

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## GENERAL FUNCTIONS

Transport for the South East proposes to have the 'general functions' as set out in Section 102H (1) including:

- To prepare a transport strategy for the area;
- To provide advice to the Secretary of State about the exercise of transport functions in relation to the area (whether exercisable by the Secretary of State or others);
- To co-ordinate the carrying out of transport functions in relation to the area that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions;
- If the STB considers that a transport function in relation to the area would more effectively and efficiently be carried out by the STB, to make proposals to the Secretary of State for the transfer of that function to the STB; and
- To make other proposals to the Secretary of State about the role and functions of the STB. (2016, 102H (1))5.

The general functions are regarded as the core functions of a sub-national transport body and will build on the initial work of TfSE in its shadow form. To make further proposals to the Secretary of State regarding constitution or functions, Transport for the South East will need formal consents from each 'constituent member'.

Transport for the South East recognises that under current proposals the Secretary of State will remain the final decision-maker on national transport strategies, but critically that the Secretary of State must have regard to a statutory sub-national transport body's transport strategy. This sets an important expectation of the strong relationship Transport for the South East aims to demonstrate with Government on major programmes like the Major Road Network and Railway Upgrade Plan.



## LOCAL TRANSPORT FUNCTIONS

Initial work has identified a number of additional powers that Transport for the South East may require that will support the delivery of the transport strategy. The table below provides an assessment of these functions.

The powers which are additional to the general functions relating to STBs will be requested in a way that means they will operate concurrently and with the consent of the constituent authorities.

To support the principle of consent, TfSE will adopt three further principles:

- That future operations of TfSE should, where possible, seek to draw down powers from central government, rather than seek concurrent powers with the local transport authorities;
- That decisions on the implementation of the powers are made at the most immediate (or local) level, i.e. by constituent authorities in the particular area affected; and
- Consent from the relevant constituent authorities will be obtained in advance of any Partnership Board decision on a particular scheme or project.

This approach will help to ensure that TfSE complements and supports the work of the constituent authorities and enables TfSE to promote and expedite the delivery of regionally significant cross-boundary schemes.



# Proposed powers and responsibilities

POWER	RATIONALE
<b>General functions</b>	
<p><b>Section 102 H of the Local Transport Act 2008</b></p> <p>Prepare a transport strategy, advise the Secretary of State, co-ordinate the carrying out of transport functions, make proposals for the transfer of functions, make other proposals about the role and functions of the STB.</p>	<p>This legislation provides the general powers required for TfSE to operate as a statutory sub-national transport body, meeting the requirements of the enabling legislation to facilitate the development and implementation of a transport strategy to deliver regional economic growth.</p> <p>Government at both national and local level recognises that the solutions required to deliver regional economic growth are best identified and planned for on a regional scale by those who best understand the people and businesses who live and work there.</p>
<b>Rail</b>	
<p><b>Right to be consulted about new rail franchises</b></p> <p>Section 13 of the Railways Act 2005 – Railway Functions of Passenger Transport Executives</p>	<p>We are seeking the extension of the right of a Passenger Transport Executive to be consulted before the Secretary of State issues an invitation to tender for a franchise agreement.</p> <p>The right of consultation is significant to TfSE as it confirms our role as a strategic partner, enabling us to influence future rail franchises to ensure the potential need for changes to the scope of current services and potential new markets identified by TfSE are considered.</p> <p>TfSE is uniquely placed to provide a regional perspective and consensus on the priorities for rail in its area. This would benefit central government as a result of the vastly reduced need for consultation with individual authorities.</p> <p>We recognise that changes to the current franchising model are likely following the Williams Review; regardless of these changes, TfSE is clear that it should have a role in shaping future rail service provision.</p>
<p><b>Set High Level Output Specification (HLOS) for Rail</b></p> <p>Schedule 4A, paragraph 1D, of the Railways Act 1993</p>	<p>TfSE requires a strong, formal role in rail investment decision making over and above that which is available to individual constituent authorities. We act as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for investment in our rail network.</p> <p>This power would enable TfSE to act jointly with the Secretary of State to set and vary the HLOS in our area, ensuring TfSE's aspirations for transformational investment in rail infrastructure are reflected in the</p>



POWER	RATIONALE
	HLOS and enabling an integrated approach across road and rail investment for the first time.
<b>Highways</b>	
<p><b>Set Road Investment Strategy (RIS) for the Strategic Road Network (SRN)</b></p> <p>Section 3 and Schedule 2 of the Infrastructure Act 2015</p>	<p>TfSE requires a strong, formal role in roads investment decision making over and above that which is available to individual constituent authorities. We act as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for roads investment.</p> <p>This power would enable TfSE to act jointly with the Secretary of State to set and vary the RIS in our area, ensuring TfSE's aspirations for transformational investment in road infrastructure are reflected in the RIS and enabling an integrated approach across road and rail investment for the first time.</p>
<p><b>Enter into agreements to undertake certain works on Strategic Road Network, Major Road Network or local roads</b></p> <p>Section 6(5) of the Highways Act 1980, (trunk roads) &amp; Section 8 of the Highways Act 1980 (local roads)</p>	<p>We are seeking the power that local highway authorities currently have to enter into an agreement with other highway authorities to construct, reconstruct, alter, improve or maintain roads.</p> <p>These powers, operated concurrently with the local authorities, will enable TfSE to promote and expedite the delivery of regionally significant cross-boundary schemes that otherwise might not be progressed. They would overcome the need for complex 'back-to-back' legal and funding agreements between neighbouring authorities and enable us to reduce scheme development time and overall costs.</p>
<p><b>Acquire land to enable construction, improvement, or mitigate adverse effects of highway construction</b></p> <p>Sections 239, 240, 246 and 250 of the Highways Act 1980</p>	<p>This power, exercisable concurrently and only with the consent of the relevant highway authority, would allow preparations for the construction of a highways scheme to be expedited where highway authorities are not in a position to acquire land.</p> <p>Land acquisition by TfSE could facilitate quicker, more efficient scheme delivery, bringing forward the economic and broader social and environmental benefits. In the event that it is not possible to prevent environmental impact on the site of the scheme or project, consideration will be given to appropriate compensation/mitigation measures.</p>
<p><b>Construct highways, footpaths, bridleways</b></p> <p>Sections 24, 25 &amp; 26 of the Highways Act 1980</p>	<p>The concurrent powers required to effectively promote, coordinate and fund road schemes are vital to TfSE. Without them, we would not be able to enter into any contractual arrangement in relation to procuring the construction, improvement or maintenance of a highway or construction or improvement of a trunk road.</p>

POWER	RATIONALE
	Granting of these powers would enable TfSE directly to expedite the delivery of regionally significant road schemes that cross constituent authority boundaries that otherwise might not be progressed.
<b>Make capital grants for public transport facilities</b>	
<p><b>Make capital grants for the provision of public transport facilities</b></p> <p>Section 56(2) of the Transport Act 1968</p>	<p>This concurrent power would enable TfSE to support the funding and delivery of joint projects with constituent local authorities, improving deliverability and efficiency.</p> <p>Constituent authorities would benefit from the granting of this concurrent power as they may, in future, be recipients of funding from TfSE to partly or wholly fund a transport enhancement within their local authority area.</p>
<b>Bus service provision</b>	
<p><b>The power to secure the provision of such public passenger transport services as they consider it appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action taken by them for that purpose.</b></p> <p>Paragraph 4 of Section 63 Transport Act 1985</p>	<p>Local transport authorities and integrated transport authorities have the power to secure the provision of such public passenger transport services as it considers appropriate and which would not otherwise be provided.</p> <p>Travel-to-work areas do not respect local authority boundaries. TfSE is seeking to have this power concurrently with the local transport authorities in our area, enabling us to fill in identified gaps in bus service provision within our geography or secure the provision of regionally important bus services covering one or more constituent authority areas which would not otherwise be provided.</p>
<p><b>Quality Bus Partnerships</b></p> <p>The Bus Services Act 2017 Sections 113C – 113O &amp; Sections 138A – 138S</p>	<p>TfSE is seeking powers, currently available to local transport authorities and integrated transport authorities, to enter into Advanced Quality Partnerships and Enhanced Partnership Plans and Schemes to improve the quality of bus services and facilities within an identified area. These powers would be concurrent with the local transport authority in the area.</p> <p>This would allow us to expedite the introduction of partnership schemes covering more than one local transport authority area which otherwise might not be introduced.</p>
<b>Smart ticketing</b>	
<p><b>Introduce integrated ticketing schemes</b></p> <p>Sections 134C- 134G &amp; Sections 135-138 Transport Act 2000</p>	<p>We are seeking powers concurrently with local transport authorities to enable TfSE to procure relevant services, goods, equipment and/or infrastructure; enter into contracts to deliver smart ticketing and receive or give payments.</p> <p>This would enable us to expedite the introduction of a cost effective smart and integrated ticketing system on a</p>



POWER	RATIONALE
	regional scale which would dramatically enhance the journey experience and increase access to transport to support jobs and education.
<b>Air quality</b>	
<p><b>Establish Clean Air Zones</b></p> <p>Sections 163-177A of the Transport Act 2000 – Road User Charging</p>	<p>Local transport authorities and integrated transport authorities have the power under the Transport Act 2000 to implement road charging schemes.</p> <p>TfSE is seeking this general charging power as a mechanism for the introduction of Clean Air Zones, enabling reduced implementation and operating costs across constituent authority boundaries. This will be subject to the consent of the local transport authority.</p> <p>Transport is a major contributor to CO2 emissions and poor air quality; these are increasingly critical issues which our transport strategy will seek to address.</p>
<b>Other powers</b>	
<p><b>Promote or oppose Bills in Parliament</b></p> <p>Section 239 Local Government Act 1972</p>	<p>Local authorities have the power to promote or oppose Bills in Parliament; granting the power concurrently to TfSE reflects the devolution agenda of which STBs are a key part.</p> <p>Under the Transport and Works Act 1992, a body that has power to promote or oppose bills also has the power to apply for an order to construct or operate certain types of infrastructure including railways and tramways.</p> <p>Granting of this power would enable TfSE to promote, coordinate and fund regionally significant infrastructure schemes, accelerating delivery of cross-boundary schemes which might otherwise not be progressed.</p>
<p><b>Incidental amendments</b></p> <p>Local Government Act 1972, Localism Act 2011, Local Government Pension Scheme Regulations 2013</p>	<p>A statutory STB requires certain incidental amendments to enable it to operate as a type of local authority, with duties in respect of staffing, pensions, monitoring and the provision of information about TfSE.</p> <p>The incidental amendments sought are listed below in Appendix 2.</p>

## Powers and responsibilities not being sought

Transport for the South East does not propose seeking the following functions/powers:

POWER	RATIONALE
<b>Set priorities for local authorities for roads that are not part of the Major Road Network (MRN)</b>	TfSE will only be responsible for identifying priorities on the MRN
<b>Being responsible for any highway maintenance responsibilities</b>	There is no intention of TfSE becoming involved in routine maintenance of MRN or local roads
<b>Carry passengers by rail</b>	There are no aspirations for TfSE to become a train operating company
<b>Take on any consultation function instead of an existing local authority</b>	Local authorities are best placed to seek the views of their residents and businesses
<b>Give directions to a constituent authority about the exercise of transport functions by the authority in their area (General Power s102P of Part 5A of the Transport Act 2008)</b>	Constituent authorities understand how best to deliver their transport functions to meet the needs of their residents and businesses

The Williams Rail Review, to which TfSE have submitted a response, could recommend significant changes to the structure of the rail industry, including the role of STBs in both operations and infrastructure enhancement. As a result, we will keep the following functions under review pending Williams' recommendations and subsequent White Paper.

POWER	RATIONALE
<b>Act as co-signatories to rail franchises</b>	There are no current aspirations for TfSE to become involved in this area.
<b>Be responsible for rail franchising</b>	

# Summary of support and engagement

Transport for the South East consulted on the draft proposal to government between 7 May and 31 July 2019. The consultation resulted in 96 responses from a wide range of stakeholders, including a number of local interest groups and members of the public.

An overwhelming number of respondents offered support for the creation of a statutory sub-national transport body in the south east. There were many, varied reasons for this support including:

- Opportunity for TfSE to speak with 'one-voice' to identify regional priorities and influence the investment decisions of central government and national agencies;
- Greater focus on integrated transport solutions, developing multi-modal solutions that improve the end user experience;
- Offering a greater level of democratic accountability; and
- The ability to accelerate delivery of long-term, strategic infrastructure schemes.

A number of amendments have been made to the final draft proposal to reflect the comments raised by respondents to the consultation:

- Greater emphasis on environmental protection, climate change and social inclusion;
- Principle of subsidiarity and consent;
- Governance; and
- Bus and rail powers.

TfSE has secured consent from its constituent authorities and the support of a wide range of partners, including LEPs and district and borough authorities. Further information is included in Appendices 3-5.



# Appendices

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# Appendix 1: Distribution of votes

Constituent authority	Population <sup>3</sup>	Number of votes <sup>4</sup>
Brighton and Hove City Council	287,173	2
East Sussex County Council	549,557	4
Hampshire County Council	1,365,103	10
Isle of Wight Council	140,264	1
Kent County Council	1,540,438	11
Medway Council	276,957	2
Portsmouth City Council	213,335	2
Southampton City Council	250,377	2
Surrey County Council	1,180,956	8
West Sussex County Council	846,888	6
- <i>Bracknell Forest Council</i>	<i>119,730</i>	-
- <i>Reading Borough Council</i>	<i>162,701</i>	-
- <i>Royal Borough of Windsor &amp; Maidenhead</i>	<i>149,689</i>	-
- <i>Slough Borough Council</i>	<i>147,736</i>	-
- <i>West Berkshire Council</i>	<i>158,576</i>	-
- <i>Wokingham Borough Council</i>	<i>163,087</i>	-
Berkshire Local Transport Body (total)	901,519	6
Total	7,552,567	54

<sup>3</sup> Population as per ONS 2016 estimates

<sup>4</sup> Number of votes = population/140,000 (the population of constituent authority with the smallest population, this being the Isle of Wight)



# Appendix 2: Incidental powers sought

This appendix sets out the incidental amendments that will be needed to existing legislation. They include areas relating to the operation of TfSE as a type of local authority with duties in respect of staffing, pensions, transparency, monitoring and the provision of information about TfSE.

1. Section 1 of the Local Authorities (Goods and Services) Act 1970 has effect as if TfSE were a local authority for the purposes of that section.
2. The following provisions of the Local Government Act 1972 have effect as if TfSE were a local authority for the purposes of those provisions—
  - (a) section 101 Arrangements for discharge of functions by local authorities
  - (b) section 111 (subsidiary power of local authorities);
  - (c) section 113 (secondment of staff)
  - (d) section 116 (member of TfSE not to be appointed as officer);
  - (e) section 117 (disclosure by officers of interests in contracts);
  - (f) section 135 (standing orders for contracts);
  - (g) section 142(2) (provision of information);
  - (h) section 222 (power to investigate and defend legal proceedings);
  - (i) section 239 (power to promote or oppose a local or personal Bill).
3. Sections 120, 121 and 123 of that Act (acquisition and disposal of land) have effect as if—
  - (a) TfSE were a principal council;
  - (b) section 120(1)(b) were omitted;
  - (c) section 121(2)(a) were omitted.
4. Section 29 of the Localism Act 2011 (registers of interests) has effect as if—
  - (a) TfSE were a relevant authority, and
  - (b) references to “the monitoring officer” were references to an officer appointed by TfSE for the purposes of that section.
5. In the Local Government Pension Scheme Regulations 2013—
  - (a) in Schedule 2 (scheme employers), in Part 2 (employers able to designate employees to be in scheme), after paragraph 14 insert—  
“15. Transport for the South East.”;
  - (b) in Schedule 3 (administering authorities), in the table in Part 2 (appropriate administering authorities for categories of scheme members), at the end insert—

“An employee of Transport for the South East	East Sussex County Council”
--	-----------------------------

6. The Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 have effect as if TfSE is a local authority within the meaning of s 101 Local Government Act 1972.

## Appendix 3: Register of consents to proposal

Constituent authority	Consent obtained	Letter of consent returned
Bracknell Forest Council	22 May 2020	8 June 2020
Brighton and Hove City Council	2 April 2020	1 July 2020
East Sussex County Council	3 March 2020	23 June 2020
Hampshire County Council	16 July 2020	20 July 2020
Isle of Wight Council	7 July 2020	20 July 2020
Kent County Council	18 July 2020	20 July 2020
Medway Council	7 April 2020	18 June 2020
Portsmouth City Council	2 April 2020	23 April 2020
Reading Borough Council	2 November 2019	10 June 2020
Royal Borough of Windsor & Maidenhead	30 June 2020	30 June 2020
Slough Borough Council	6 May 2020	23 June 2020
Southampton City Council	17 March 2020	19 June 2020
Surrey County Council	16 July 2019	6 July 2020
West Berkshire Council	13 February 2020	22 June 2020
West Sussex County Council	14 April 2020	14 April 2020
Wokingham Borough Council	25 July 2020	19 June 2020

## **Appendix 4: Letters of consent from constituent authorities**

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Cllr Keith Glazier  
Chair  
Transport for the South East  
County Hall  
St Annes Crescent  
LEWES  
BN7 1UE

Date: 8<sup>th</sup> June 2020  
Our Ref: CT/CB 080620

Dear Cllr Glazier

**Re: Transport for the South East (TfSE) – Formal Consent for Proposal to Government**

I confirm that Bracknell Forest Council is happy to provide formal consent for the South East's Proposal to Government.

Bracknell Forest is pleased to be part of this proposal and would like to emphasise the importance of Bracknell and the Berkshire area to the South East region. Bracknell and Berkshire have a vital role to play in the current Covid 19 crisis and supporting economic recovery in the South East region.

We look forward to continuing work as part of TfSE alongside the other constituent authorities, Local Enterprise Partnerships and Transport operators.

Yours sincerely


Councillor Chris Turrell  
Executive Member - Planning & Transport

**PLACE, PLANNING AND REGENERATION DIRECTORATE**

Bracknell Forest Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD  
T: 01344 352000 [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)

To : Councillor Keith Glazier	Date:	1 <sup>st</sup> July 2020
Leader of East Sussex County Council	Phone:	01273 291011
Chair of Transport for The South East	e-mail:	john.allcock@brighton-hove.gov.uk

Dear Councillor Glazier,

#### Consent on Draft Order and Powers for Statutory Status

I am delighted to notify you, and the wider Board, that on the 19th March Brighton & Hove City Council's Policy & Resources Committee referred a Report to its Full Council on 2nd April 2020 where it agreed to grant its consent for the creation of Transport for The South East as a Statutory Body.

The City Council has been part of the early founding cohort of Local Authorities that have supported TfSE's aspirations to be a voice for the South East and to influence government Transport policy, whilst also supporting the local aims of its constituent authorities. Our elected members and officers have also been actively involved in supporting delivery of the Transport Strategy and Statutory Powers through participation in officer and member working groups, we were also very proud to host one of the regional Transport Strategy Roadshows here in Brighton. So welcome the opportunity to continue our support in this important milestone in the advancement of this body from shadow to statutory status.

I was pleased with the way the consultation on the Statutory Powers was conducted in enabling wide engagement with Local Authorities, its partners, neighbours and a range of interested parties across the region to come forward and help shape the final document, particularly in highlighting the need to operate its new powers jointly that will strengthen its ability to support both local interests and wider region.

Working together on developing and ultimately delivering our emerging Transport Strategy will also be important as we emerge from the Pandemic and re-shape our Transport Infrastructure that in turn will further support our environmental aspirations to become a Carbon Neutral City by 2030.



Recent support and partnership working between TfSE and Brighton & Hove has also helped secure new funding opportunities, and more importantly, effective long-term partnership and working relationships between us, irrespective of geographical and political boundaries.

I believe the powers within the draft Statutory Instrument will enable Transport for The South East and its partners deliver the important work that flows from the Transport Strategy and will support the region's economic recovery as well as its important environmental ambitions.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Anne Pissaridou', with a large, stylized loop at the end.

Councillor Anne Pissaridou  
Chair of Environment, Transport & Sustainability Committee

cc. Mark Prior, Nick Hibberd, Elizabeth Culbert

23 June 2020

Dear Councillor Keith Glazier

**Transport for the South East's submission of proposal to Government  
Consent from East Sussex County Council**

I write to confirm East Sussex County Council's consent for Transport for the South East (TfSE) to submit their proposal to create a Sub-national Transport Body (STB) to Government.

A report on TfSE's revised draft proposal to Government was considered by the County Council's Cabinet on 3 March 2020. The report highlighted that overall, the County Council is supportive of TfSE's revised draft proposal to create a STB, with its proposed powers and responsibilities, and consents to TfSE submitting their proposal to Government. The establishment of TfSE provides an opportunity to support and grow the economy, through the delivery of their transport strategy focussed on unlocking growth, boosting connectivity, and speeding up journeys whilst improving access to opportunities for all and protecting and enhancing our region's unique environment.

Through the proposed range of powers and responsibilities being sought, TfSE will enable the County Council to more directly influence how and where money is invested by strategic transport providers such as Highways England and Network Rail. It will also help drive improvements for the travelling public and for businesses in the county, helping to secure the delivery of longstanding transport infrastructure ambitions which improves our economic connectivity. In doing so, TfSE will provide a more co-ordinated strategic role that speaks with one voice for the region to Government.

Therefore, the County Council's Cabinet on 3 March resolved to agree the submission to Government of the draft proposal. It also agreed to delegate authority to the Director of Communities Economy and Transport, in consultation with the Lead Member for Transport and Environment, to finalise our agreement to the proposal prior to TfSE's submission to Government and to take any actions necessary to give effect to agreeing to the submission. A copy of the report and the agreed minutes are available on the County Council website at <https://democracy.eastsussex.gov.uk/ieListDocuments.aspx?CId=133&MId=3863&Ver=4>

We look forward to continue working with and supporting TfSE on the delivery of their Transport Strategy, including the forthcoming area-based studies; making the case for investment in transport infrastructure which will support our economy, and planning for people and places in East Sussex.

Yours sincerely



**Rupert Clubb**  
Director  
Communities, Economy & Transport



For the attention of:  
Cllr Keith Glazier

By email

Tel: 0300 555 1375 (General Enquiries)  
0300 555 1388 (Roads and Transport)  
0300 555 1389 (Recycling Waste & Planning)  
Textphone 0300 555 1390  
Fax 01962 847055

[www.hants.gov.uk](http://www.hants.gov.uk)

Enquiries to

Cllr Rob Humby

My reference

RH/JW

Direct Line

01962 847441

Your reference

Date

20 July 2020

Email

[rob.humby@hants.gov.uk](mailto:rob.humby@hants.gov.uk)

Dear Keith

## Formal Consent for Transport for the South East's Proposal to Government

I am writing to confirm that Hampshire County Council gives its consent for Transport for the South East (TfSE) to submit its Proposal to Government for it to be established as a statutory sub national transport body for the South East.

The decision to give formal consent to TfSE's Proposal to Government was taken by Hampshire County Council's Cabinet on 14<sup>th</sup> July 2020, following careful consideration of a decision report. That decision was further endorsed by Full Council at its meeting of the Full Council on 16<sup>th</sup> July 2020.

As you know Hampshire County Council fully recognises the importance of TfSE securing statutory status to advance its work and help realise our shared vision for the South East, particularly in regard to enabling sustainable economic growth that will aid both local and national post Covid19 recovery, and deliver a step change in connectivity and environmental quality. This shared vision fully aligns with Hampshire County Council's own economic and climate ambitions, as well as our new emerging Local Transport Plan, hence I very much look forward to continuing to work with you on TfSE's Partnership Board.

With all good wishes

Cllr Rob Humby  
Deputy Leader  
Executive Member for Environment and Transport

Deputy Leader  
Executive Member for Environment and Transport  
Councillor Rob Humby

To: The Chair of TfSE Shadow Board

From  
**Cllr Ian Ward BEM**  
**Cabinet Member for Transport & Infrastructure**  
Isle of Wight Council  
County Hall  
High Street  
Newport  
Isle of Wight  
PO30 1UD

Tel (01983) 821000  
Email [ian.ward@iow.gov.uk](mailto:ian.ward@iow.gov.uk)  
DX 56361 Newport (Isle of Wight)  
Web [www.iwight.com](http://www.iwight.com)

20 July 2020

To the Chair of the TfSE Shadow Board,

**Letter of Consent – Transport for South East Proposal**

I hereby confirm that following a formal Cabinet Member delegated decision on 7 July 2020, the Isle of Wight Council can formally support the Transport for South East (TfSE) Proposal to Government to become a recognised Statutory Transport Body (STB).

We are providing consent as the establishment of the TfSE STB will bring greater recognition of the strategic transport issues that are being faced now and, in the future, additionally it will provide the formal direction on how such issues can be resolved to improve the economy of the region.

The Isle of Wight is dependent upon a sustainable and strategic transport network is a key. Due to its geographical constraints the Isle of Wight relies heavily upon a very limited transport network both internally and through external connections to the wider economies of the region. For context on the Island there is a single commercial bus operator, a single rail service and 6 cross Solent Ferry/hovercraft connections to the mainland. It is only through working collaboratively with local authorities and regional partners can the Island ensure that these strategic transport links meet the future needs of its residents.

I look forward to working with our partners within TfSE to take forward the proposal to Government and continuing to build strong relations within the region for the future.

Yours sincerely



Councillor Ian Ward BEM  
**Executive Member for Infrastructure and Transport**



Cllr Keith Glazier  
Chair  
Transport for the South East  
East Sussex County Council  
County Hall  
St Annes Crescent  
LEWES BN7 1UE

Roger Gough  
Leader's Office  
Sessions House  
County Hall  
Maidstone  
Kent ME14 1XQ

Tel: 03000 416167  
Email: [roger.gough@kent.gov.uk](mailto:roger.gough@kent.gov.uk)

19 July 2020

Dear Keith

I can confirm that as Leader of the Kent County Council, in accordance with Section 19.2 of the Council's Constitution, I have taken the key decision, effective from 18<sup>th</sup> July 2020, to agree to:

1. Consent to Transport for the South East's Proposal to Government for powers in addition to the general powers of a Sub-national Transport Body and endorse the Transport Strategy for the South East as part of this proposal.
2. Participate in, and cooperate with, Transport for the South East in accordance with the powers requested from Government and those powers operating concurrently with Kent County Council as Highway Authority and Local Transport Authority.

Transport for the South East (TfSE) is emerging as an important advocate of improved transport in the region, and its own aims closely match the objectives of Kent County Council's Strategic Statement.

TfSE is fundamentally focused on improving lives, sustainable economic growth, and supporting all people to make informed transport decisions and have a range of transport choices so that they can benefit from improved quality of life. Consequently, TfSE has the potential to positively contribute towards all of the supporting outcomes identified in our Council's Strategic Statement.

I look forward to continuing to work with you as TfSE develops and give you our full support as you submit the proposal for statutory powers to government.

Yours sincerely

Roger Gough  
**Leader of Kent County Council**  
**Member for Sevenoaks North and Darent Valley**

Keith Glazier  
Chair – Transport for the South East  
County Hall  
St. Anne's Crescent  
Lewes BE7 1UE

Director's Office  
Regeneration, Culture & Environment  
Medway Council  
Gun Wharf, Dock Road  
Chatham, Kent ME4 4TR  
Telephone: 01634 331022  
Facsimile: 01634 331729  
Minicom (text): 01634 331300  
Email: [richard.hicks@medway.gov.uk](mailto:richard.hicks@medway.gov.uk)

Date: 18 June 2020

Dear Keith

**Transport for the South East – formal consent for Proposal to Government**

I am writing to provide formal consent from Medway Council for Transport for the South East (TfSE) to submit its final proposal to Government seeking statutory status. This follows the decision of Cabinet in April of this year to support the creation of a Sub National Transport Body for the region.

TfSE's aim to grow the region's economy by delivering an integrated and sustainable transport system aligns with Medway's vision to improve the quality of life for all our residents, protect and enhance our natural and built environment and deliver economic regeneration and growth. Medway is the largest conurbation in the South East outside of London, and our population of 280,000 will grow further over the next twenty years. Medway's ambitious regeneration programme, along with our aspiration to become a leading waterfront university city by 2035, is set to benefit future generations and provide growth for all, as well as help our town centres thrive.

As a constituent authority, Medway Council looks forward to working within TfSE to address the strategic transport infrastructure issues that have acted as a barrier to growth of the economy. The Council recognises that a Sub National Transport Body would allow its constituent authorities to speak as a single voice on our key strategic priorities, supporting the delivery of growth plans through the development of a long-term programme of transport measures to facilitate economic growth and make the South East more competitive.

Yours sincerely



**Councillor Alan Jarrett**

**Leader, Medway Council**



**Richard Hicks**

**Director of Place & Deputy Chief Executive**





**Portsmouth**  
CITY COUNCIL

Cllr Keith Glazier  
Chair  
Transport for the South East  
County Hall  
ST Anne's Crescent  
LEWES  
BN7 1UE

**Chief Executive's Office**

Civic Offices  
Guildhall Square  
Portsmouth  
PO1 2AL

Phone: 023 9283 4010  
Email: david.williams@  
portsmouthcc.gov.uk

Ref: DW/kab

22 April 2020

Dear Cllr Glazier

**Re: Transport for the South East (TfSE) - Formal Consent for Proposal to Government**

We are writing to provide formal consent from Portsmouth City Council for Transport for the South East's proposal to Government which was granted under Standing Order 58 of the constitution; this meeting was held in place of the usual Traffic and Transportation meeting due to the current Covid-19 situation.

Portsmouth City Council is pleased to be part of this proposal and would like to emphasise the importance of Portsmouth and the Solent area to the South East region and the importance of west-east trips, as well as orbital journeys across the region. Portsmouth also has a vital role to play in the current Covid-19 crisis, and supporting the economic recovery of the South East region.

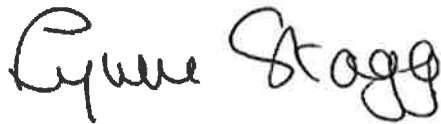
In 2016 the Portsmouth economy generated some £5.7bn in goods and services - making up some 22% of the economy of the Solent sub-region. Portsmouth is a key maritime gateway: Portsmouth International Port is England's second busiest passenger port, serving around 2 million passengers and around 900,000 vehicle movements annually on eight routes to France, Spain and the Channel Islands. Portsmouth is also a key gateway to the Isle of Wight, being the mainland port for three out of six cross-Solent ferry routes (which handled 4.3 million passengers and 925,000 vehicles in 2019), and Portsmouth Naval Base is the home of the Royal Navy. Other highlights of Portsmouth's economy include a large University (around 25,000 students) with ambitious growth plans (an estimated £400m to be invested in city centre sites over the next 10 to 15 years) together with strong presence of some major multinational employers such as BAE Systems and IBM (whose UK headquarters are at Lakeside North Harbour).

Cont/....

We look forward to continuing work as part of TfSE alongside the other constituent authorities, Local Enterprise Partnerships and transport operators.

The Council recognises that the formation of a statutory sub-national South Eastern Transport Body would allow for authorities in the region to speak with a united voice on key strategic priorities. It is acknowledged that by working strategically across the South East, with Local Highway Authorities, Local Enterprise Partnerships and Government, the Transport Body will influence how and where money is invested in order to best deliver transport improvements for the travelling public; improving productivity, quality of life and the environment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lynne Stagg'.

**Cllr Lynne Stagg**  
**Cabinet Member for Traffic & Transportation**

A handwritten signature in black ink, appearing to read 'David Williams'.

**David Williams**  
**Chief Executive**

Cllr Gerry Clark  
Lead Member for Transport and Infrastructure

Email address cllr.clark@rbwm.gov.uk

26 June 2020

Cllr Keith Glazier

Chair, Transport for the South East

Dear Cllr Glazier

### **Transport for the South East**

I confirm that the Royal Borough of Windsor and Maidenhead is pleased to provide formal consent for the South East's Proposal to Government.

Investment in transport and infrastructure is critical to the economy. TfSE provides a great opportunity to work in partnership across the region and will play an important role in strategic planning, particularly in light of the current covid-19 crisis as we plan for economic recovery in the south east region.

We look forward to continuing work as part of TfSE alongside the other Local Authorities, Local Enterprise Partnerships and Transport operators.

Yours sincerely

**Cllr Gerry Clark**

**Lead Member for Transport and Infrastructure**

**Royal Borough of Windsor and Maidenhead**

**Duncan Sharkey - Managing Director**

Town Hall, St. Ives Road, Maidenhead, SL6 1RF

W: [www.rbwm.gov.uk](http://www.rbwm.gov.uk) E: [customer.service@rbwm.gov.uk](mailto:customer.service@rbwm.gov.uk) T: 01628 683800

 @rbwm  search: rbwm

Civic Offices, Bridge Street  
Reading, RG1 2LU

☎ 0118 937 3787

Our Ref: TfSEJun2020

Your Ref: TfSE Jun2020

Direct: ☎ 0118 937 3735

Email: [transport@reading.gov.uk](mailto:transport@reading.gov.uk)

Date: 10<sup>th</sup> June 2020

Cllr Keith Glazier  
Chair - Transport for the South East  
County Hall  
St Anne's Crescent  
Lewes  
BN7 1UE

Your contact is: James Turner, Transport Planning

Dear Keith,

### **Transport for the South East (TfSE) - Formal Consent for proposal to Government**

I am writing to provide formal consent from Reading Borough Council for Transport for the South East's proposal to Government. The Council has previously supported the progress made by Transport for the South East in developing its proposals for statutory status and the inclusion of Reading Borough Council as a constituent member of the Sub-national Transport Body was approved at the Council's Strategic Environment, Planning and Transport Committee (SEPT) on 20th November 2019.

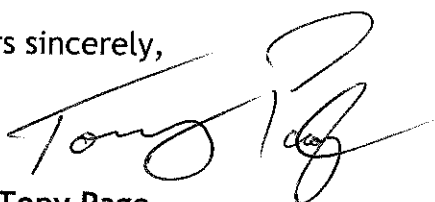
Reading is a major regional hub with a large travel to work area as well as being a centre for shopping, health, education and leisure. We have recently developed our fourth Local Transport Plan (RTS 2036) for the Borough of Reading which sets the strategy to 2036 for a cleaner, healthier and more sustainable Reading and includes schemes to tackle poor air quality and congestion and to us achieve our net zero carbon target in less than a decade. This has been developed alongside TfSE's own Transport Strategy and is consistent with it. We believe there are significant benefits for Reading and the wider region in the establishment of Transport for the South East (TfSE) as a statutory sub-national transport body.

A Statutory TfSE will enable the South East region to speak with a united voice on key issues as well as being better represented at national level. The Council believes the formation of TfSE as a Statutory Body will enable the region to provide a better and more co-ordinated long-term approach to delivering the transport strategy across the South East region. It will provide us with the structure and support to assist us in delivering some of the major schemes in Reading as part of a wider integrated strategic vision for the region.

The TfSE aim of promoting a more joined-up approach to the delivery of strategic schemes within the region, and which cross local authority boundaries, is also a particularly important issue for a unitary authority such as Reading.

For these reasons we therefore support TfSE as it seeks to become a Sub-National Transport Body to represent the South East region and look forward to continuing to work as an integral member of the TfSE in the future.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tony Page', with a stylized flourish at the end.

**Cllr Tony Page**

**Deputy Leader of the Council**

**Lead Member for Strategic Environment, Planning & Transport**

**Contact Name:** Cllr. Robert Anderson  
**Contact No:** 01753 875056  
**Email:** Rob.Anderson@slough.gov.uk  
**Our Ref:** TFSE Final Proposal  
**Date:** 23<sup>rd</sup> June 2020

Cllr Keith Glazier  
Chairman  
Transport for the South East  
County Hall  
St. Anne's Crescent  
Lewes  
BN7 1UE

Cc: Savio DeCruz

Sent via email

Dear Cllr Glazier

*Re: Support for TFSE Final Proposal and Strategy*

I am writing to state Slough Borough Council's support for the Transport for the South East (TFSE) *Final Proposal to Government* and the associated *TFSE Strategy*.

For your records, this was formalized in a significant decision (SD) document, which was prepared by our Major Infrastructure Projects service, and which I approved. The SD is dated 6<sup>th</sup> May 2020 and signed by Savio DeCruz, Head of Service, on behalf of Stephen Gibson, our Interim Director of Regeneration. This SD follows up on previous reports in 2019 which were been approved by cabinet, supporting the establishment of TFSE as a subnational body and subsequently endorsing the various draft proposal updates. A PDF format copy of the SD document is provided along with this letter which is being sent to you by email.

I am particularly pleased to note the shared objectives of our respective organizations, most of all the commitment to a fully sustainable, integrated transport solution. Slough Borough Council is committed to the fundamental TFSE principles, which are designed to deliver on all the key pillars of sustainability, i.e. economic growth, environmental benefits and social inclusion. I note and commend the pledge to support '*growth, but not at any cost*'.

Slough Borough Council is firmly focused on measures designed to improve the quality of people's lives, and to making Slough an attractive place in which to live and work. We recognize the importance of a partnership approach across the region, and the benefits that an enhanced transport network, boosting connectivity, will provide in both Slough and more widely in the South East.

In conclusion, I look forward to hearing from you with confirmation that the secretary of state has formally ratified Transport for the South East as a substantial body. I am also happy to commit, along with the relevant officers, to continuing to work with you and all involved in realising the TFSE vision, and to facilitating all the benefits that are expected to be delivered both locally and across the entire region.

Yours sincerely,



A handwritten signature in black ink, appearing to read "R Anderson". The signature is fluid and cursive, with a small mark at the end.

Cllr. Robert Anderson

Cabinet Member for Sustainable Transport and Environmental Services

## DIRECTORATE OF PLACE

Southampton City Council  
Civic Centre  
Southampton  
SO14 7LY



Transport for the South East  
FAO: Jasmin Barnicoat  
County Hall  
St. Anne's Crescent  
Lewes  
BN7 1UE

Please ask for: Pete Boustred  
Direct dial: 023 8083 4743  
Email: [pete.boustred@southampton.gov.uk](mailto:pete.boustred@southampton.gov.uk)  
19<sup>th</sup> June 2020

Dear Jasmin

### Transport for the South East Governance Proposal

I am pleased to confirm that, on 17th March 2020, Cabinet agreed to endorse Transport for the South-East's proposal to establish a Sub-National Transport Body and the accompanying suite of powers set out in its proposal. The report recommending the endorsement of the Transport for the South East's proposal, and a record of the decision, is available on our website:

<http://www.southampton.gov.uk/modernGov/mglIssueHistoryHome.aspx?Ild=26337&Opt=0>.

I, on behalf of Southampton City Council, welcome the proposal to officially constitute TfSE as a Sub-National Transport Body, which will further strengthen the sub-region's position as an economic driver and national gateway, whilst aspiring to transform the lives of people living, working and visiting the sub-region. The creation of the Sub-National Transport Body will help deliver the ambitions of the sixteen Local Transport Authorities making up the sub-region as set out in their respective Local Transport Plans and new or emerging Local Plans. TfSE will be able to support these ambitions by facilitating complex cross-boundary and multi-agency discussions on strategic transport matters as well as at a regional and national level.

TfSE will be able to speak as 'one voice' on behalf of the collective LTAs when lobbying and influencing Central Government and transport agencies, such as Highways England and Network Rail, making the case for investment to deliver local and sub-regional priorities. The proposed objectives and priorities outlined in the emerging Transport Strategy for the South-East, including improving quality of life and enabling economic growth, are aligned and consistent with our Local Transport Plan, Connected Southampton Transport Strategy 2040, which was adopted in March 2019. Furthermore, our successful bids to the Transforming Cities Fund and Future Mobility Zone Fund, in partnership with Hampshire County Council and Solent Transport, will provide much needed investment in the transport network and provide opportunities to investigate and deliver innovative solutions to transport and mobility challenges in the city region, including the creation of Local Mobility Hubs. I understand that Mobility Hubs are being considered in the emerging Strategy and would be happy for Officers to share our knowledge and plans through existing TfSE channels.

We look forward to continuing to input and shape the development of the Transport Strategy and to delivering its priorities alongside other partners.

Yours sincerely,



Councillor Steve Leggett  
Cabinet Member for Green City and Place



**Cllr Colin Kemp**  
Deputy Leader & Cabinet Member for  
Economy & Infrastructure

County Hall  
Penrhyn Road  
Kingston upon Thames  
Surrey  
KT1 2DN  
02085418003  
[colin.kemp@surreycc.gov.uk](mailto:colin.kemp@surreycc.gov.uk)

Councillor Keith Glazier  
Chair, Transport for the South East  
[by email: [cllr.keith.glazier@eastsussex.gov.uk](mailto:cllr.keith.glazier@eastsussex.gov.uk) ]

Monday 6 July 2020

Dear Keith,

### **Transport for the South East – Formal Consent for the Proposal to Government**

I am writing to provide formal consent from Surrey County Council for Transport for the South East's (TfSE) proposal to Government. I have delegation to do so, in consultation with my Executive Director, as agreed by the County Council's Cabinet on 16 July 2019.

This council is delighted to be part of the TfSE proposal to Government. Surrey's economic success is core to the power house economy of the south east region. The effectiveness of our regional economy as a conglomeration will be critical in leading the rejuvenation of the national economy post COVID19. This council looks forward to working with our partnership across the TfSE region to make this recovery happen as quickly as possible. Government's support will be key in ensuring a strong economic recovery is maximised. Across the region local authorities continue to work to help and support people, businesses and communities assisting recovery and ensuring we may collectively prosper once more. Investment in better transport will be key to the region's recovery, with a much better-connected region clearly vital for the UK's economic recovery.

Integral to our backing of the proposal to Government is our resolute support for the TfSE Transport Strategy, a document that sets out the future strategic direction for the region. The baseline is an excellent piece of analysis, as is the public and stakeholder consultation, which helped refine the Transport Strategy. Of course, the on-going and developing impact of COVID19 means that we need to be flexible in our approach. We may well need to adjust delivery in our response to the emerging 'new set of norms'. This will likely include seizing new opportunities, for example, the growth in active travel, and supporting infrastructure, alongside the positive reduction in carbon emissions. The opportunity to bring forward our net zero carbon ambition in particular should be kept under review.

Overall TfSE is well placed to deliver the ambitions outlined in the proposal, with TfSE founded on a solid partnership of the willing.

Yours sincerely,

**Colin Kemp**  
Deputy Leader of the Council

22<sup>nd</sup> June 2020

Councillor Keith Glazier  
Chair of Partnership Board  
Transport for the South East

**Environment Delivery Team**

Council Offices  
Market Street Newbury  
Berkshire RG14 5LD

**Our Ref:**

**Your Ref:**

**Please ask for:** Jenny Graham

**Direct Line:** 01635 519623

**e-mail:** [Jenny.Graham@westberks.gov.uk](mailto:Jenny.Graham@westberks.gov.uk)

Dear Councillor Glazier

**Consent for Transport for the South East's proposal to Government**

At a meeting on 13<sup>th</sup> February 2020, I outlined to West Berkshire Council's Executive the proposal for TfSE to become a Sub-National Transport Body. I highlighted the advantages of working together across the South East and how these can build on our successes of joint working across the Thames Valley Berkshire area.

At that Executive meeting it was resolved that:

- It be agreed that as a constituent authority, West Berkshire Council formally gave its consent to TfSE seeking statutory status and becoming a Sub-national Transport Body based on the Proposal to Government
- It was also agreed that delegated authority be given to the Portfolio Holder for Transport & Countryside to agree any minor changes that TfSE might make to their proposal for the final submission to Government.

Whilst within the TfSE area, West Berkshire also borders two other sub-national transport body areas: Western Gateway and England's Economic Heartland. I am therefore mindful of the need to consider proposals in these other areas and their impact on West Berkshire and the South East. I know TfSE will want to engage with its neighbours and see this as an opportunity to work together to influence plans in neighbouring areas to ensure strategies are aligned where there is a clear practical or strategic benefit.

TfSE's proposals include the statutory powers and responsibilities considered necessary to help deliver economic growth, improve quality of life and protect and enhance the environment. This is considered to be a positive step forward for the south east and something that West Berkshire Council, via the Berkshire Local Transport Body look forward to playing an active and supportive role in.

I can therefore confirm West Berkshire Council's consent to TfSE's proposal to Government as formally agreed by the Executive on 13<sup>th</sup> February 2020. I look forward to continuing to work with TfSE and thank you and your team for the engagement so far.

Yours sincerely,

A handwritten signature in black ink that reads "Richard Somner". The script is cursive and fluid, with the first name "Richard" and last name "Somner" clearly legible.

**Councillor Richard Somner**  
**Executive Portfolio: Transport and Countryside**



---

14 April 2020

**Private and Confidential**

Keith Glazier  
Chairman, Transport for the South East  
Transport for the South East  
County Hall  
St. Anne's Crescent  
Lewes  
BN7 1UE

Dear Keith

**Re: Transport for the South East Proposal to Government – constituent authority consent**

I am writing to you on behalf of West Sussex County Council to give constituent authority consent for Transport for the South East (TfSE) to submit its final proposal to Government seeking statutory status.

The Local Transport Act 2008, as amended by the Cities and Local Government Devolution Act 2016, provides the legislative basis and process for establishing a Sub-national Transport Body (STB). The legislation allows constituent authorities to make a Proposal to Government for a STB covering their area, providing they give their formal consent. The Government will respond to the Proposal setting out any powers and responsibilities that it is willing to grant before a Statutory Instrument is laid before Parliament.

On 30 July 2019, the Cabinet Member for Highways & Infrastructure wrote to TfSE in response to the consultation on the draft Proposal to Government. The Cabinet Member expressed support for the draft Proposal as it was presented and highlighted the importance of the power to jointly set priorities for national investment programmes. The Cabinet Member also provided comments that TfSE were requested to take into account when finalising the Proposal to Government.

The County Council's comments highlighted the importance of constituent authority consent to use concurrent powers and included requests to; avoid creating additional bureaucracy; improve understanding about the roles and responsibilities of TfSE; and identify opportunities to generate income to avoid impacts on local authority finances.

The key changes to the Proposal following the public consultation are:

- The Proposal has been strengthened to ensure that social inclusion and environmental protection are clearly recognised as a priority;
- The Proposal highlights that the current governance arrangements for co-opted members are considered to work well, and would strongly recommend that the Statutory Body continue with them;

- Clarification has been provided around the principle of consent and the concurrent nature of the powers. Additionally, the principle of subsidiarity has been incorporated into the document to demonstrate that any decisions relating to the powers is made at the most relevant level and that, where possible, future aspirations will focus on drawing down powers from central government;
- The bus franchising power has been removed from the proposal, with the emphasis placed on building stronger relationships with the bus operators and local authorities; and
- The powers relating to rail have remained unchanged, pending the outcome of the William's Rail Review.

These changes are considered to respond to the feedback on the draft Proposal, including the County Council's own consultation response.

In July 2019, the Cabinet Member for Highways and Infrastructure approved (Key Decision HI10 (19/20)) the County Council's response to the consultation on the draft Proposal to Government and delegated authority to the Director of Highways, Transport and Planning to endorse the submission of the final Proposal to Government, provided that no substantive changes were made prior to submission.

Having considered the proposed changes, I am happy to endorse the final Proposal to Government for submission to the Secretary of State on behalf of the County Council.

Yours sincerely



Matt Davey  
**Director of Highways, Transport & Planning**



**WOKINGHAM  
BOROUGH COUNCIL**

Cllr Keith Glazier  
Chair  
Transport for the South East  
County Hall  
St Anne's Crescent  
Lewes  
BN7 1UE

Wokingham Borough Council  
Shute End  
Wokingham  
Berkshire  
RG40 1BN

19 June 2020

Dear Cllr Glazier

**TRANSPORT FOR THE SOUTH EAST (TFSE) – FORMAL CONSENT FOR PROPOSAL  
TO GOVERNMENT**

I am writing to provide formal consent and support from Wokingham Borough Council for TfSE's proposal to government as detailed in our response to the original consultation for the proposal, which was approved by our Executive on 25 July 2019. I am pleased that those consultation comments have been taken on board and the final proposal is, in our view, a further improvement of the consultation draft which we approved.

As part of the Berkshire Local Transport Body we are pleased to be part of the proposal and as a constituent member of TfSE we fully appreciate the previous and ongoing support in developing a Major project for the region and look forward to future support in strategic schemes for Berkshire.

The Council recognises that the formation of a statutory sub-national Transport Body would allow for authorities in the region to speak with a united voice on key strategic priorities; we hope that this will help with key concerns in the region including rail access to Heathrow from the west and many constituents' commitments to becoming carbon neutral by 2030. It is acknowledged that by working strategically across the South East in partnership with Local Authorities, Local Enterprise Partnerships and key stakeholders the Transport Body will influence how and where money is invested to best deliver the improvements required for the region.

Yours sincerely,

Cllr Pauline Jorgensen

Executive Member for Highways and Transport, Wokingham Borough

## Appendix 5: Letters of support from partners and stakeholders

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Organisation	
AECOM	Isle of Wight Chamber of Commerce
Atkins	Solent LEP ( <i>to follow</i> )
Berkshire Local Transport Body	South Downs National Park
Coast to Capital LEP	South East LEP
District & Borough Authorities	Thames Valley Berkshire LEP
Confederation of British Industry (CBI)	Thames Valley Chamber of Commerce
Confederation for Passenger Transport	Transport East STB
Enterprise M3 LEP	Transport Focus
Eurovia UK Limited	Transport for London
Gatwick Airport	University of Chichester
Go South Coast	University of Portsmouth
Hampshire Chamber of Commerce	University of Southampton
Heathrow Airport	University of Sussex
HelloDone	Western Gateway STB
Institute of Civil Engineers (ICE)	

18 June 2020

Dear Cllr Glazier,  
Chair, Transport for the South East

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of AECOM Ltd, an Infrastructure Consulting Engineers business which provides support to national, regional and local authorities across the UK.

I confirm that AECOM fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely.



Manjinder Singh  
Head of Consulting UK&I  
manjinder.singh@aecom.com

Our reference: Letter of Support

Your reference: .

Cllr Keith Glazier  
Chair, Transport for the South East  
By email: tfse@eastsussex.gov.uk

atkinsglobal.com  
[snclavalin.com](http://snclavalin.com)

22 June 2020

Dear Cllr Glazier

## **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Atkins.

Atkins, a member of the SNC-Lavalin Group, is one of the world's most respected design, engineering and project management consultancies. Employing approximately 9,000 people in the UK we support local authorities, sub-national transport bodies, Government agencies and central Government departments in delivering their ambitions. We also work for private sector organisations in the energy, transport, aviation, defence, infrastructure, development, utilities and environmental sectors.

I write to confirm that Atkins fully supports TfSE's proposal to Government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable the local authorities in the region to speak with one voice in relation to strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

We recognise that a statutory sub-national transport body will have greater influence over infrastructure investment decisions, ensuring that government spending is targeted to the projects with the greatest impact. We believe this is particularly important in supporting the UK's economic recovery from the effects of COVID-19.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



Lizi Stewart  
Managing Director, Transportation UK

---

Contains *private* information



# BERKSHIRE LOCAL TRANSPORT BODY

15th July 2020

Cllr Keith Glazier  
Chair, Transport for the South East  
By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Dear Cllr Glazier

## **Re: Transport for the South East (TfSE) – Proposal to government for statutory status**

I write on behalf of the Berkshire Local Transport Body (BLTB) which was established in March 2013 in response to the Department for Transport's wish to devolve Local Transport Major Schemes Capital Funding to local control. The LEP Forum, which oversees and scrutinises the LEP, has agreed to continue with the BLTB, as the competent body to a) prioritise and b) implement transport capital schemes on its behalf. The Body consists of six elected members (usually the lead member for transport or related portfolio), and six private sector representatives recruited and appointed by the LEP. It supervises the work of independent assessors that scrutinise transport schemes in accordance with the DfT approved Assurance Framework.

We can confirm that the BLTB fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

We have been closely involved with the development of the proposal and the associated transport strategy. We believe that the powers requested will enable TfSE and its partners to deliver the vision at the heart of the transport strategy, helping boost our economy, improving quality of life and delivering a net-zero carbon future for our region. They will also ensure the South East can play the fullest possible role in supporting the UK's economic recovery from the effects of COVID-19.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East. By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, transport operators, delivery bodies and government, TfSE will be uniquely positioned to influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.

We look forward to continuing to work as part of TfSE.

Yours sincerely etc.

A handwritten signature in black ink, appearing to read 'Bill Hicks', with a long horizontal flourish underneath.

Signed on behalf of The Berkshire Local Transport Body  
by Bill Hicks, officer to the Berkshire Local Transport Body



WORTHING BOROUGH  
COUNCIL

Worthing Borough Council  
Worthing Town Hall  
Chapel Road  
Worthing  
West Sussex, BN11 1HA  
[www.adur-worthing.gov.uk](http://www.adur-worthing.gov.uk)

**Cllr Glazier**  
Chair, TfSE

sent via email: [Cllr.keith.glazier@eastsussex.gov.uk](mailto:Cllr.keith.glazier@eastsussex.gov.uk)

**Date:** 16th June 2020  
**Service:** Worthing  
**Tel:** 01903 221002  
[daniel.humphreys@worthing.gov.uk](mailto:daniel.humphreys@worthing.gov.uk)

**Our Reference: TfSE/DH/MR/tw**

Dear Cllr Glazier

**re: Transport for the South East (TfSE) – Proposal to Government for Statutory Status**

We are writing on behalf of 45 of the 46 district and borough authorities (*with the exception of Lewes District Council*) in the Transport for the South East Region, in our capacity as Board members representing the views of those authorities on the TfSE Shadow Partnership Board.

We confirm that we fully support TfSE's proposal to the Government for Statutory Status. We have been involved with the development of the proposal and the associated transport strategy throughout the process of their evolution. The powers requested within the proposal will enable TfSE to deliver the vision of the transport strategy and the emerging corresponding technical delivery programme, improving quality of life, productivity and the environment for all in our region.

We recognise that the formation of a Statutory Sub-National Transport Body for the South East Region will allow for all partners, including the local authorities, to speak with a united voice on key strategic priorities. By working strategically across the South East with Local Highway Authorities, Local Planning Authorities, Local Enterprise Partnerships, operators, delivery bodies and Government, TfSE will be well placed to influence how and where money is invested in order to best deliver transport improvements that benefit not just the South East, but the entire country.

We look forward to continuing to work as part of TfSE alongside the Constituent Authorities, Local Enterprise Partnerships and transport operators.

Yours sincerely

Dan Humphreys  
**Leader**  
**Worthing Borough Council**

**Leader**  
**Folkestone & Hythe District Council**



Pacific House  
Hazelwick Avenue  
Three Bridges  
Crawley  
RH10 1EX

01293 305965  
[coast2capital.org.uk](http://coast2capital.org.uk)

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

20 July 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) - Proposal to government for statutory status**

I am writing on behalf of Coast to capital LEP and on their behalf am very happy to confirm that Coast to Capital fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

We have welcomed our involvement in the development of the proposal and the associated transport strategy. We believe that the powers requested will enable TfSE and its partners to deliver the vision at the heart of the transport strategy, helping boost our economy, improving quality of life and delivering a net-zero carbon future for our region. They will also ensure the South East can play a dynamically evolving role in supporting the UK's economic recovery from the effects of COVID-19.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. And yet we are one with many economic challenges which an effective transport strategy built upon effective governance is going to play a vital role in addressing. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East and enabling us to play our role in supporting the UK to the full.

By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, transport operators, delivery bodies and government, TfSE will be positioned to effectively influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.

We look forward to continuing to work as part of TfSE.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Martin Harris'.

Martin Harris  
**Coast to Capital Board Director**

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

24/06/20

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of the Confederation of British Industry (CBI) in my capacity as Regional Director for the South East and Thames valley.

I confirm that the CBI fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



**Malcolm Hyde**

Regional Director, South East & Thames Valley CBI



Cllr Keith Glazier  
Chair  
Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

29 June 2020

Dear Cllr Glazier,

### **Transport for the South East (TfSE) – Proposal to government for statutory status**

We are writing on behalf of the Confederation for Passenger Transport UK. CPT UK is the trade association of the bus and coach industry, representing over 1000 operators including large bus and coach companies and numerous SME companies.

We can confirm that CPT supports TfSE's proposal to government for statutory status, especially in relation to the strategic and economic case the proposal sets out and also the general powers and functions TfSE has requested.

We would like to repeat the comments previously included in our consultation response, and also expressed during meetings with officers that TfSE should primarily be a strategic body that focuses on securing funding and influence for the region, and not on localised delivery of services, especially where powers relating to that delivery already exist and are held by local transport authorities.

CPT will look to continue and build upon the positive relationship that already is in place between our respective organisations. We offer to work collaboratively along with our operator members to ensure bus becomes not only an obvious alternative to continued car use, but the transport mode of choice for everyone. CPT and our operator members would support any request by TfSE to join in new or existing voluntary partnerships. We will also work closely with TfSE to develop new and exciting payment methods that allow customers to access public transport in a flexible and integrated way that is easy to use and cost effective, whilst also maintaining revenue.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.





TfSE offers an important opportunity to provide strategic direction and bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users across the South East.

For this reason, we very much recognise and welcome the significant value that TfSE will clearly be able to add at a strategic level to support the excellent work already underway at a local level.

Yours sincerely

Karen Tiley  
CPT Regional Manager

Mark Purchase  
CPT Operations Manager

Rupert Clubb  
Transport for the South East

BY EMAIL

3<sup>rd</sup> July 2020

Dear Rupert,

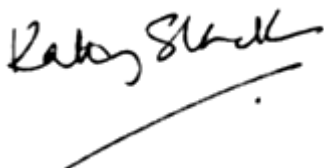
**Transport for the South East - Proposal to Government**

As Chair of Enterprise M3 LEP I wish to offer the full support of the LEP to the proposal you intend to submit to Government later this year to demonstrate the strategic case for the creation of a sub-national transport body and how Transport for the South East (TfSE) would fulfil the statutory requirements for such a body

The Enterprise M3 LEP Board considered the final draft of the proposal at its May meeting and agreed with the range of functions and responsibilities being sought for the TfSE. The Board believes that establishment of the TfSE with statutory status would create a regional organisation with the ability to make the case for investment in infrastructure. As a sub-national transport body for the South East TfSE would be able to exercise greater influence over Government, attract more investment in the region and obtain powers over and above those held by specific authorities and LEPs.

As such Enterprise M3 LEP supports the establishment of TfSE as a statutory body.

Yours sincerely



Kathy Slack  
Chief Executive Enterprise M3 LEP



**Eurovia UK Limited**  
Albion House, Springfield Road,  
Horsham, West Sussex, RH12 2RW  
Tel: 01403 215800 Fax: 01403 215801  
[www.eurovia.co.uk](http://www.eurovia.co.uk)

Our Ref: SW/ah/006/20

6<sup>th</sup> July 2020

Cllr Keith Glazier  
Chair - Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Eurovia and Ringway. As you may know, our businesses design, construct, maintain and manage highway and public realm infrastructure in the South East, and nationally.

I confirm that my businesses fully support TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

In particular, we are very supportive of the vital role that TfSE will play in facilitating and accelerating digital and sustainable innovation – particularly as we emerge into a 'new normal'. Some examples of this may include:

Enhanced 5G infrastructure – supporting local business and new ways of working, as well as powering the next generation of semi and fully autonomous vehicles

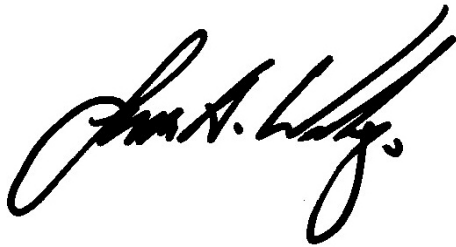
Re-configuring our high streets – re-imagining our public spaces to create work and social hubs, better manage travel across the region and stimulating our local economies

Supporting mode shift – focusing on the '5 mile' connectors that will enable local cycling, walking, and improved public transport connections

In short, TfSE offers a unique opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users.

For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add to our region and to support a prosperous regional recovery.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Scott Wardrop', written in a cursive style.

---

**Scott Wardrop**  
Chief Executive

Cllr Keith Glazier  
Chair, Transport for the South East  
By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

24th June 2020

Dear Cllr Glazier,

### **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing to you to confirm that Gatwick Airport fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

As you know, Gatwick is the UK's second largest airport, playing a key role at the heart of a thriving, vibrant region that makes a significant contribution to the UK economy, tourism and national identity. We are proud of the role we play as a catalyst for the region's economy, and recognise now more than ever the responsibility we have to deliver growth and opportunity as the nation recovers from the COVID-19 epidemic.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

Prior to the COVID-19 outbreak, Gatwick helped bring 5.5 million overseas visitors to our region every year, delivering jobs and prosperity. We look forward to working with TfSE to help build up our sector following such an unprecedented drop in passenger demand. Gatwick sits at the heart of our transport network, and over 1 million regular commuters who live locally use Gatwick Train Station to get to work. They will directly benefit from the £150million upgrade to the station, part funded by Gatwick Airport, which has now begun.

What the COVID-19 outbreak has shown is the interconnectedness of our community – between Gatwick and local authorities, between people and businesses, and between the UK and the world. When the virus has receded, we are very aware that the road back to prosperity might be slow and difficult, but working with TfSE, local businesses, and the local community, we know we can bounce back and once again be a positive force for our region. By working strategically with local highway authorities, local planning authorities, local enterprise partnerships, transport operators, delivery bodies and government, TfSE will be uniquely positioned to influence how and where money is invested for the benefit of our region and the entire country.

Gatwick will play a key role in the region's economic recovery, and we look forward to working constructively with TfSE to make that happen in the months ahead. As Gatwick again looks to grow, we know that TfSE, with the powers to take a strategic view of our region's transport needs, will help deliver for our communities for decades to come. These

# YOUR LONDON AIRPORT

## *Gatwick*

must include improving east west connectivity, and continually looking to develop and integrate public transport, including alignment between bus and rail travel.

As an economic and transport hub for the region, Gatwick is keen to play its part in making travel sustainable and inclusive. We hope that TfSE, as a statutory body, can continue to improve our transport networks, and make the region the best connected in the UK.

Yours sincerely,



**Stewart Wingate**  
Chief Executive Officer  
Gatwick Airport

**Towngate House  
2-8 Parkstone Road  
POOLE  
Dorset  
BH15 2PR**

Cllr Keith Glazier  
Chair  
Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

30<sup>th</sup> June 2020

Dear Cllr Glazier,

### **Transport for the South East (TfSE) – Proposal to Government for Statutory Status**

Go South Coast operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight. With a fleet of over 800 vehicles across all brands, we help our customers make over 47 million journeys annually. We are a major employer in the south of England with over 1900 colleagues delivering services every day of the year. We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative on-board technology from free wifi to USB charging points, smart ticketing and cashless payments.

We can confirm our support for TfSE's proposal to government for statutory status, especially in relation to the strategic and economic case the proposal sets out and also the general powers and functions TfSE has requested.

We would like to repeat the comments previously included in our consultation response, and also expressed during meetings with officers that TfSE should primarily be a strategic body that focuses on securing funding and influence for the region, and not on localised delivery of services, especially where powers relating to that delivery already exist and are held by local transport authorities.

It is important that TfSE offers an important opportunity to provide strategic direction and bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users across the SouthEast.

For this reason, we very much recognise and welcome the significant value that TfSE will clearly be able to add at a strategic level to support the excellent work already underway at a local level.

Yours sincerely



**Andrew Wickham  
Managing Director**





Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Wates House  
Ground Floor  
Wallington Hill  
Fareham  
Hampshire  
PO16 7BJ

Tuesday 16<sup>th</sup> June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Hampshire Chamber of Commerce.

I confirm that Hampshire Chamber of Commerce fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely

**Ross McNally**  
**CEO/Executive Chair**  
**Hampshire Chamber of Commerce**

**Mark Miller**  
**Chair of Planning & Transport Business**  
**Strategy Group at Hampshire Chamber of**  
**Commerce**

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

16<sup>th</sup> June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Heathrow Airport Limited to confirm that Heathrow fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours Sincerely



Tony Caccavone  
Surface Access Director

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

6/15/2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

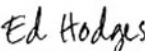
I am writing on behalf of HelloDone Ltd.

I confirm that HelloDone fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely etc.

DocuSigned by:  
  
D8000B5FA68349C...

From the Director General and Secretary  
NG Baveystock DL MA CEng FICE FInstRE CCMi



Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Institution of Civil Engineers  
One Great George Street  
Westminster  
London SW1P 3AA  
United Kingdom  
T: +44 (0)20 7665 2004  
E: [nick.baveystock@ice.org.uk](mailto:nick.baveystock@ice.org.uk)

15 July 2020

Dear Councillor Glazier,

### **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of the Institution of Civil Engineers (ICE).

I confirm that ICE fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable the South East to speak with one voice on strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

In the longer-term it would also be prudent for TfSE to transition into a body that articulates the wider infrastructure needs of the South East; in view of the fundamental linkages between transport and those wider infrastructure networks across the region.

This would work by extending the remit of TfSE to become a sub-infrastructure body that periodically develops a regional infrastructure strategy for the South East, setting out the provision that is required to drive economic growth and improve quality of life across the region.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



**ISLE OF WIGHT CHAMBER OF COMMERCE**

MILL COURT FURRLONGS  
NEWPORT ISLE OF WIGHT  
PO30 2AA UNITED KINGDOM

T+44 (0) 1983 520777  
F+44 (0) 1983 554555  
chamber@iwchamber.co.uk  
www.iwchamber.co.uk

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Monday 22<sup>nd</sup> June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

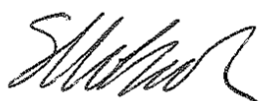
I am writing on behalf of the Isle of Wight Chamber of Commerce.

I confirm that the Isle of Wight Chamber of Commerce fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely etc.



Steven Holbrook  
Chief Executive  
Isle of Wight Chamber

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

08/07/2020

Dear Cllr Glazier,

### **Transport for the South East (TfSE) – Transport Strategy**

I am writing on behalf of the South Downs National Park Authority

I can confirm that following our July 2020 NPA meeting, the SDNPA supports TfSE's Transport Strategy, both in terms of the strategic and economic case it sets out and overall vision of a sustainable route to growth, though of course this support does not automatically infer support for any particular scheme that arises subsequently. It is noted that TfSE intend to submit the Transport Strategy along with the proposed 'Powers and Functions' which the SDNPA has previously commented on and supported (July 2019).

The South East is vital for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. At the same time, it is also a region intrinsically linked with its landscape, with a wealth of protected landscapes within the boundaries of TfSE's region. The vision presented in the strategy is bold and the environmental pledges made within it will need to be fully taken into account and not compromised when assessing the suitability of all interventions that may come from the further technical work and any schemes submitted.

It is vital that the Route Corridor Assessments draw on the relevant expertise at the earliest stage of the members/officers from the National Park Authority or Area of Outstanding Natural Beauty which are impacted - these studies are the essential first steps in translating the long term vision in the strategy (which is supported) into short term plans and projects, and therefore to whether the commitments to sustainability, low carbon, modal shift etc will be realised.

It is acknowledged that this Strategy was developed before the COVID-19 pandemic and whilst the true scale of the effects this will have are unknown, we appreciate that the current situation with COVID-19 has been identified within this document and recognise that further work is ongoing to establish the effects of the new normal in the foreseeable future. It is essential that TfSE remains flexible and adaptable to changing circumstances.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes, improve the experience for transport users and enhance the environment through which we travel. The preparation of the strategy had a high level of public engagement and response and we would like to see that the engagement with all stakeholders, including the public and interested groups, remains high and that the opinions of the very people this strategy seeks to benefit are at the forefront of decision making.

Yours sincerely



Ian Phillips,  
Chair, South Downs National Park Authority

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

23<sup>rd</sup> June 2020

**Transport for the South East (TfSE) – Proposal to government for statutory status**

Dear Keith

I am writing on behalf of the South East Local Enterprise Partnership (SELEP) to confirm SELEP's support for the proposal to government for statutory status, in both case it makes for investment and the specific powers sought by TfSE.

We have been closely involved with the development of the proposal, along with the associated transport strategy, and have welcomed the attendance of your officers at our Strategic Board meetings to provide regular updates. We believe that the powers requested will enable TfSE and its partners to deliver the vision at the heart of the transport strategy, helping boost our economy, improve quality of life and delivering a net-zero carbon future for our region. Together SELEP and TfSE can play a vital role in supporting the UK's economic recovery from the effects of COVID-19.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

By working strategically with local enterprise partnerships, local highway authorities, transport operators, delivery bodies and government, TfSE will be well positioned to influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.

We look forward to continuing to work as part of TfSE.

Yours sincerely,



Christian Brodie  
**Chair, South East LEP**



Cllr Keith Glazier  
Chair, Transport for the South East  
By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)



14 July 2020

Dear Cllr Glazier

**TRANSPORT FOR THE SOUTH EAST (TFSE) – PROPOSAL TO GOVERNMENT FOR STATUTORY STATUS**

I am writing on behalf of Thames Valley Berkshire Local Enterprise Partnership, an area that, alongside London, is the UK's economic powerhouse contributing over £42.5bn in GVA each year to the national economy.

I confirm that Thames Valley Berkshire LEP fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

We have been closely involved with the development of the proposal and the associated transport strategy. We believe that the powers requested will enable TfSE and its partners to deliver the vision at the heart of the transport strategy, helping boost our economy, improving quality of life and delivering a net-zero carbon future for our region. They will also ensure the South East can play the fullest possible role in supporting the UK's economic recovery from the effects of COVID-19.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, transport operators, delivery bodies and government, TfSE will be uniquely positioned to influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.

We look forward to continuing to work as part of TfSE.

Yours sincerely

A handwritten signature in black ink that reads "Alison Webster". The script is fluid and cursive.

**Alison Webster**  
Chief Executive

Thames Valley Chamber of Commerce Group  
150 Edinburgh Avenue ■ Slough  
Berkshire ■ SL1 4SS

Tel: +44 (0)1753 870500

Fax: +44 (0)1753 870501

Executive Assistant: Madhu Hafiz: +44 (0)1753 870582

Email: [madhuhafiz@tvchamber.co.uk](mailto:madhuhafiz@tvchamber.co.uk)

[www.thamesvalleychamber.co.uk](http://www.thamesvalleychamber.co.uk)

18<sup>th</sup> June 2020

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Dear Cllr Glazier,

### **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Thames Valley Chamber of Commerce.

I confirm that Thames Valley Chamber of Commerce supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, the Thames Valley the UK's true turbo-economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East, that will also reflect and work collaboratively across the functioning economic area of the Thames Valley, will enable TfSE to speak with:

- one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.
- England's Economic Heartland to collaborate and ensure strategic transport initiatives are supported and delivered.

TfSE offers the opportunity to bring together the public and private sectors across the function economic areas mentioned to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



**Paul Britton**  
**Chief Executive**



Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

26 June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Transport East, the Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend and Thurrock.

I confirm that Transport East fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested. These powers will enable TfSE and its partners to deliver the vision at the heart of their transport strategy, driving sustainable economic growth that benefits not just the South East area but across the whole UK.

As a neighbouring Sub-national Transport Body, we continue to work closely with TfSE on common issues, such as decarbonisation of the transport system, and have been able to help shape the development of TfSE's proposal to government and its transport strategy and associated technical programme.

It is clear that Sub-national Transport Bodies have a vital role to play in supporting economic recovery and sustainable economic growth, as well as improving quality of life and creating a net-zero carbon future.

By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, private sector, transport operators, delivery bodies and government, a statutory TfSE will be uniquely positioned to influence how and where money is invested for the benefit of people and businesses in its region and across the entire country.

We look forward to continuing to work in partnership with TfSE.

Yours sincerely

**Cllr Kevin Bentley**  
**Chair of Transport East**

Transport Focus, Fleetbank House  
2-6 Salisbury Square, London EC4Y 8JX

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

0300 123 0850  
[anthony.smith@transportfocus.org.uk](mailto:anthony.smith@transportfocus.org.uk)  
[www.transportfocus.org.uk](http://www.transportfocus.org.uk)

25 June 2020

Ref: AS/2020/105

Dear Cllr Glazier,

**Transport for the South East (TfSE) – proposal to government for statutory status**

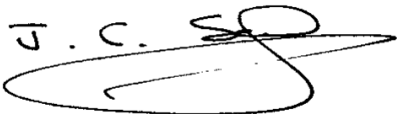
Transport Focus would welcome the establishment of TfSE as the representative body for strategic transport planning across the South East of England.

We have actively participated in the work of the TfSE since it was established and recognise the excellent work that has been produced.

The South East has a vital role to play as the United Kingdom's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable the region to speak with one voice on its strategic transport priorities, to achieve a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users and we look forward to our continued engagement with you.

Yours sincerely

A. J. C. 

**Anthony Smith**  
Chief Executive



Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

16 June 2020

Dear Cllr Glazier,

**Transport for London**  
City Planning

5 Endeavour Square  
Westfield Avenue  
Stratford  
London E20 1JN

Phone 020 7222 5600  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

## **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of Transport for London (TfL) who is pleased to be a member of TfSE's Board. It is critically important that London and the South East work together to ensure we secure sustained funding and better public transport for everyone.

I confirm that TfL fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely

A handwritten signature in black ink that reads 'Alex Williams'.

Alex Williams  
**Director of City Planning**  
Email: [alexwilliams@tfl.gov.uk](mailto:alexwilliams@tfl.gov.uk)  
Direct line: 020 3054 7023

From: Professor Jane Longmore  
Tel: 01243 816387  
e-mail: [j.longmore@chi.ac.uk](mailto:j.longmore@chi.ac.uk)

Tel: +44 (0)1243 816000

Bishop Otter Campus,  
College Lane,  
Chichester,  
West Sussex  
PO19 6PE UK

[chi.ac.uk](http://chi.ac.uk)

Cllr Keith Glazier  
Chair  
Transport for the South East  
By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

16 June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

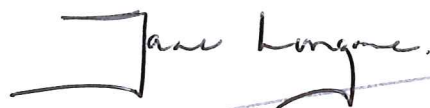
I am writing on behalf of The University of Chichester.

I confirm that the University of Chichester fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



Professor Jane Longmore  
Vice-Chancellor

Copy to: Professor Dave Cooper, Head of the Business School, University of Chichester



EST 1839



Friday, 12 June 2020

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Dear Cllr Glazier

**Transport for the South East (TfSE) – Proposal to government for statutory status**

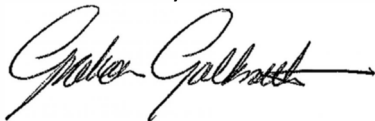
I am writing on behalf of the University of Portsmouth.

I confirm that the University fully supports TfSE's proposal to Government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



**Graham Galbraith**  
Vice-Chancellor



Our Ref: VC-MC-2020 06 26 TfSE

22 June 2020

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

Dear Cllr Glazier,

**Re: Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of the University of Southampton.

The University's Transportation Research Group, based in the School of Engineering but working across disciplines, is the longest established and largest academic centre for transportation in the South East of England. Overall, the University of Southampton is ranked number two in the world by CWUR for Transportation Science and Technology (<https://cwur.org/2017/subjects.php#Transportation>) and 16 in the 2019 Shanghai rankings (<http://www.shanghairanking.com/Shanghairanking-Subject-Rankings/transportation-science-technology.html>).

I confirm that the University of Southampton fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



**Professor Mark E. Smith CBE**  
**President and Vice-Chancellor**

Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

22 June 2020

Dear Cllr Glazier,

**Transport for the South East (TfSE) – Proposal to government for statutory status**

I confirm the University of Sussex fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



Professor Adam Tickell

# Western Gateway

Sub-national Transport Body



Cllr Keith Glazier  
Chair, Transport for the South East

By email: [tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

13<sup>th</sup> July 2020

Dear Cllr Glazier,

## **Transport for the South East (TfSE) – Proposal to government for statutory status**

I am writing on behalf of the Western Gateway Sub-National Transport Body (STB) in my role as Chair of the Board.

I confirm that the Western Gateway STB fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested. These powers will enable TfSE and its partners to deliver the vision at the heart of their transport strategy.

As a neighbouring STB, we continue to work closely with TfSE on common issues, such as developing the Western Gateway's long-term Strategic Plans for the South East to South Wales, South East to South West and South Coast to Midlands strategic transport corridors and have been able to help shape the development of TfSE's transport strategy.

It is clear that STBs have a vital role to play in supporting economic recovery and sustainable economic growth, as well as improving quality of life and creating a net-zero carbon future.

By working strategically with neighbouring STBs, local enterprise partnerships, local highway authorities, local planning authorities, transport operators, delivery bodies and government, a statutory TfSE will be uniquely positioned to influence how and where money is invested for the benefit of people and businesses in its region.

We look forward to continuing to work in partnership with TfSE.

Yours sincerely

A handwritten signature in black ink, appearing to read 'E. Hayward', with a horizontal line at the end.

Cllr Bridget Wayman

Cabinet member for Highways, Transport and Waste at Wiltshire Council

On behalf of **The Western Gateway Sub-national Transport body**

The Western Gateway is formed by an alliance of the following Local Authorities:



Transport for the South East  
County Hall  
St Anne's Crescent  
Lewes  
BN7 1UE

[tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)

[tfse.org.uk](http://tfse.org.uk)

