

## Transport for the South East (TfSE) Shadow Partnership Board

# Agenda

Monday, 16 July 2018, 1.30 pm – 4.30 pm

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

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

### Apologies

Councillor Bob Lanzer, Cabinet Member for Highways and Infrastructure, West Sussex County Council

Cllr Alan Jarrett, Leader, Medway Council

Dave Lees, Solent LEP

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

## Observers

Steven Bishop, Associate Director, Steer Davies Gleave  
 Edmund Cassidy, Senior Consultant, Steer Davies Gleave

Item		Who
1	<b>Welcome and Apologies</b>	Cllr Keith Glazier
2	<b>Notes of previous meeting - (Pages 5 - 10)</b>	Cllr Keith Glazier
3	<b>Governance - see Paper 3 - (Pages 11 - 14)</b> <ul style="list-style-type: none"> <li>• Election of Chair and Vice-Chair</li> <li>• Appoint co-opted Board members</li> </ul>	Rupert Clubb
4a	<b>Resources (Pages 15 – 18)</b> <ul style="list-style-type: none"> <li>• Agreeing operating budget for 2018/19 – <b>see Paper 4a</b></li> </ul>	Rupert Clubb
4b	<b>Resources (Pages 19 – 24)</b> <ul style="list-style-type: none"> <li>• Staff Structure – <b>see Paper 4b</b></li> </ul>	Rupert Clubb
5a	<b>Transport Strategy (Pages 25 – 54)</b> <ul style="list-style-type: none"> <li>• Economic Connectivity Review – <b>see Paper 5a</b></li> </ul>	Mark Valleley / Steven Bishop
5b	<b>Transport Strategy (Pages 55 – 62)</b> <ul style="list-style-type: none"> <li>• Transport Strategy Development – <b>see Paper 5b</b></li> </ul>	Mark Valleley
6	<b>Major Road Network - see paper 6 - (Pages 63 - 68)</b> <ul style="list-style-type: none"> <li>• Response to Government request for information</li> </ul>	Mark Valleley
7	<b>Developing a Proposal to Government - see Paper 7 - (Pages 69 - 98)</b> <ul style="list-style-type: none"> <li>• Outline strategic case</li> <li>• Powers and Responsibilities</li> <li>• Agree sub-group Terms of Reference</li> </ul>	Rupert Clubb
8	<b>Feedback form Leader and LEP meetings - see Paper 8 - (Pages 99 - 104)</b>	Cllr Keith Glazier
9a	<b>Responses to Consultations (Pages 105 – 120)</b> <ul style="list-style-type: none"> <li>• Endorse recent consultation responses – <b>see Paper 9a</b></li> </ul>	Rupert Clubb
9b	<b>Responses to Consultations (Pages 121 – 124)</b> <ul style="list-style-type: none"> <li>• Agree response to Southern Rail Access to Heathrow – <b>see Paper 9b</b></li> </ul>	Rupert Clubb
10	<b>Communications and Engagement - see Paper 10 - (Pages 125 - 130)</b> <ul style="list-style-type: none"> <li>• Feedback from Connecting the South East</li> <li>• Events</li> <li>• MP engagement</li> <li>• Approach to Communications Strategy</li> </ul>	Warwick Smith

<b>11</b>	<b>Date of Next Meeting</b>	
	17 September 2018, 13.30 – 16.30	

**Officers in Attendance**

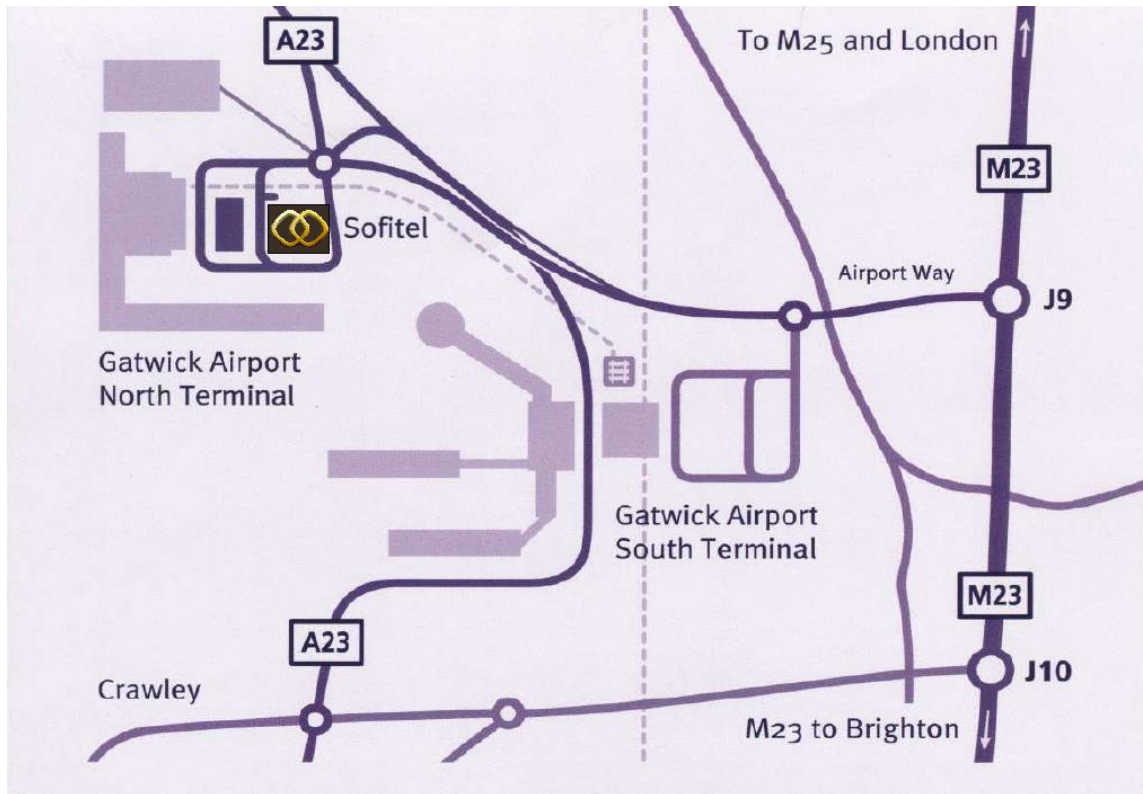
**Secretariat**

Rupert Clubb	Director of Communities, Economy and Transport	East Sussex County Council
Mark Valleley	Project Manager Transport for the South East	East Sussex County Council
Rachel Ford	Economic Growth	Surrey County Council

**Additional Attendees**

Philip Baker	Assistant Chief Executive	East Sussex County Council
Warwick Smith	Head of Communications	East Sussex County Council
Barbara Cooper	Corporate Director Growth, Environment and Transport	Kent County Council
Ruth Du-Lieu	Assistant Director Frontline Services	Medway Council
Mark Prior	Assistant Director, City Transport	Brighton and Hove City Council
Tristan Samuels	Director of Regeneration	Portsmouth City Council
Wendy Perera	Head of Place	Isle of Wight Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Richard Tyndall	Business Consultant	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Jonathan Sharrock	Chief Executive	Coast to Capital LEP
Kevin Travers	Transport Project Manager	Enterprise M3 LEP

## Appendix 1 – Direction to Sofitel Gatwick North



**Sofitel London Gatwick Airport,**  
North Terminal, Gatwick Airport, West Sussex,  
RH6 0PH  
Tel: 01293 567070  
[www.sofitel.com](http://www.sofitel.com)

Sofitel London Gatwick is the only hotel adjacent to Gatwick Airport North Terminal. From Gatwick North Terminal, follow the walkway directly to the hotel.

### **Nearest Nation Rail Station:**

Gatwick Airport - on arrival, follow signs to the North Terminal. Signs to the Hotel will be seen on leaving the rapid transit station

**From South Terminal:** Take BAA free transit link to the North Terminal and follow the signs to the hotel (journey time 2 mins).

### **Parking:**

Parking available in multi storey car park adjacent to hotel. Please note that charges apply.

### **From M23:**

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

### **From the West/M25/Heathrow:**

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

### **From East/A264/East Grinstead:**

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

### **From the South/Brighton A23:**

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



## Shadow Partnership Board Members

Cllr Keith Glazier, Leader, East Sussex County Council	Cllr Michael Payne, Deputy Cabinet Member for Planning, Highways, Transport and Waste, Kent County Council (Representing Cllr Paul Carter CBE)	Cllr Bob Lanzer, West Sussex County Council
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Cllr Ian Ward, Leader, Isle of Wight Council	Cllr Adrian Gulvin, Portfolio Holder for Resources, Medway Council (Representing Cllr Alan Jarrett)	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)
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Cllr Rob Humby, Executive Member for Environment and Transport Hampshire County Council	Cllr John Furey, Deputy Leader, Surrey County Council	Geoff French CBE, Interim Chair Transport Forum
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Cllr Garry Wall, Leader, Mid Sussex District Council (Representing district and borough authorities)	Margaret Paren, Chair, South Downs National Park (Representing protected landscapes)
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### Apologies:

Cllr Paul Carter CBE, Leader, Kent County Council  
 Cllr David Hodge CBE, Surrey County Council  
 Cllr Alan Jarrett, Leader, Medway Council  
 Cllr Gill Mitchell, Deputy Leader, Brighton and Hove City Council  
 Dave Lees, Board Member, Solent LEP  
 Steve Allen, Vice-Chair, Coast to Capital LEP  
 Cllr Jacqui Rayment, Cabinet Member for Environment and Transport and Deputy Leader Southampton City Council (representing Portsmouth and Southampton City Councils)

### Observers:

Cllr Vanessa Churchman, Isle of Wight Council  
 Ruth Harper, Deputy Director, Regional Strategies: London and South Division, Department for Transport  
 Steven Bishop, Associate Director, Steer Davies Gleave  
 Edmund Cassidy, Senior Consultant, Steer Davies Gleave  
 Phil Carey, Consultant

Item	Action
<b>1. Welcome and Apologies</b>	
1.1 Cllr Keith Glazier welcomed Shadow Partnership Board members to the meeting and noted the apologies.	
<b>2. Minutes from previous meeting</b>	

<p>2.1 The notes of the previous meeting were agreed as an accurate representation of the discussion.</p>	
<p><b>3. Major Road Network</b></p>	
<p>3.1 Rupert Clubb introduced the paper on the Major Road Network (MRN). The consultation paper was published on 23 December 2017 and the report sets out the proposed TfSE response to the consultation.</p> <p>3.2 Phil Carey, co-author of the Rees Jefferys report on Major Roads Network, has been advising TfSE on the development of the draft response.</p> <p>3.3 The TfSE response proposes an MRN that is significantly bigger than that outlined by the DfT. There is a strong case for a disproportionately large MRN in the South East, with 67 miles of SRN per million population, 15% below the English average. The additional MRN routes suggested by TfSE meet the flow criteria and have been based on an objective set of criteria.</p> <p>3.4 Board members welcomed the thorough and well developed TfSE response. They highlighted the need for STBs to receive funding to develop the Regional Evidence Base. The Board requested that the response needed to be strengthened on the fact that there is no additional funding for maintenance and there is no revenue stream included in the Government proposals.</p> <p>3.5 The Board recognised the importance of protecting the environment and natural landscape of the South East. It was agreed that the TfSE criteria should be amended to reflect national policy.</p> <p>3.6 A number of additional routes were proposed by Board members. It was highlighted that routes must meet flow criteria and connect economic areas. The Board agreed that the TfSE response should include the A229 in Kent and some additional routes in the Portsmouth area.</p> <p>Board members <b>agreed</b>:</p> <ul style="list-style-type: none"> <li>i) the TfSE response to the consultation set out in Appendix 1, subject to the amendments discussed;</li> <li>ii) the map showing the indicative MRN network in the South East in Appendix 2; and</li> <li>iii) that responsibility for agreeing a joint Sub National Transport Body (STB) response to the consultation be delegated to the Chair of the Shadow Partnership Board.</li> </ul>	<p style="text-align: right;">Secretariat</p>
<p><b>4. Strategic Road Network – Initial Report</b></p>	
<p>4.1 Rupert Clubb presented the covering paper and provided background on the recent consultation from Highways England.</p> <p>4.2 The Roads Investment Strategy 2 (RIS2) covers 2020-2025 and will be the first time that a strategic planned approach has been taken to investing in the SRN. The consultation on the Initial Report represents the final part of the Research Phase for Roads Investment Strategy 2 (RIS2). All the evidence gathered during the Research Phase and the consultation on the Initial Report will be used to inform decisions on the content of RIS2. The consultation does not include a list of schemes but sets out the analytical approach that will be adopted by Highways England and DfT to inform investment decisions.</p> <p>4.3 The engagement with Highways England on the consultation was welcomed. DfT recognised the collaborative approach that TfSE had taken in developing the response.</p>	<p style="text-align: right;">Page 6</p>

<p>4.4 Board members expressed concern that the timetable for RIS 1 schemes had slipped and questioned whether this would impact on the ability to achieve the programme for RIS2.</p> <p>4.5 The Shadow Partnership Board <b>agreed</b> the TfSE response to the Strategic Road Network Initial Report.</p>	
<p><b>5. Economic Connectivity Review</b></p>	
<p>5.1 Edmund Cassidy presented an overview of the initial findings of the Economic Connectivity Review. The analysis has identified a number of emerging corridors across the region.</p> <p>5.2 The Shadow Partnership Board welcomed the report. It was identified that there needs to be further recognition of the relationship with London, particularly in relations to travel to work patterns. It was also identified that the relationship with areas outside of the TfSE geography need to be given greater weight, for example the majority of freight from ports goes to the Midlands and North.</p> <p>5.3 Further comments related to the need to include large developments in the Review, such as housing developments and Enterprise Zones.</p> <p>5.4 The draft Economic Connectivity Review will be launched at the Connecting the South East event on 8 May 2018. It will be subject to a six week engagement period, during which comments will be welcomed from partners and stakeholders.</p> <p>5.5 The Shadow Partnership Board <b>agreed</b> to note the progress with the development of the Economic Connectivity Review and receive the final report in September 2018.</p>	
<p><b>6. Draft Proposal</b></p>	
<p>6.1 Rupert Clubb provided an overview on the process for securing statutory status for TfSE and set out the approach to developing a draft Proposal for submission to Government.</p> <p>6.2 TfSE will be required to develop a Proposal to Government which will need to demonstrate the strategic case for the creation of a sub-national transport body. As part of this we will need to identify the types of powers and responsibilities that the STB will be seeking, as well as identifying the proposed governance structures and strategic aims.</p> <p>6.3 It was highlighted that this is a considerable piece of work and, where possible, TfSE will work with England's Economic Heartland to develop a joint approach and ensure consistency. DfT has identified that it is unlikely that TfSE will be able to secure statutory status before 2020/2021. This is due to lack of parliamentary time and pressures on the legal teams with the Department.</p> <p>6.4 The Board expressed concern around the timescales and stressed the importance of continued engagement with DfT to ensure that parliamentary time is made available.</p> <p>6.5 The Board also requested early information on the types of powers and responsibilities that will be included in the Proposal. A paper will be presented to the next meeting of the Shadow Partnership Board to highlight the level of resource required to progress the work on the Proposal and the likely powers and responsibilities.</p>	<p>Secretariat</p>

<p>The Shadow Partnership Board <b>agreed</b>:</p> <ul style="list-style-type: none"> <li>i) to note the process for developing a draft Proposal to Government to make the strategic case for a sub-national transport body for the South East;</li> <li>ii) that initial work should begin on the preparation of the Proposal; and</li> <li>iii) to note the requirement for further work on the resources required to develop the Proposal.</li> </ul>	
<p><b>7. Communications and Engagement</b></p>	
<p>7.1 Rupert Clubb presented the paper setting out progress on communications and engagement activity. The Connecting the South East event is planned for 8 May 2018 and will bring together 250 stakeholders. It will be delivered in conjunction with Essential Infrastructure Events and is at no cost to TfSE.</p> <p>7.2 The Board welcomed the proposal to engage with MPs and highlighted that opportunities must be taken to raise the profile of TfSE. It was identified that Matt Roder, Shadow Transport Secretary, should be included in the list of key names.</p> <p>The Shadow Partnership Board <b>agreed</b> to:</p> <ul style="list-style-type: none"> <li>i) Note arrangements for TfSE’s business and industry event in May;</li> <li>ii) Note the appointment of a film-maker to produce a short video to introduce TfSE;</li> <li>iii) Progress the next phase of engagement with MPs.</li> </ul>	<p>Secretariat</p>
<p><b>8. Great Western Railway Franchise</b></p>	
<p>8.1 Rupert Clubb presented the draft Transport for the South East (TfSE) response to the Government’s consultation on the Great Western Railway Franchise.</p> <p>8.2 The TfSE response highlights the important role that Sub National Transport Bodies (STBs) can play in shaping future franchise specifications and requests further discussions with the Department for Transport to ensure that the TfSE priorities are reflected in any further franchise arrangements.</p> <p>8.3 The Board requested that the reference to the North Downs Line was strengthened in the response. It was also agreed that the response should promote stability with the current franchise and clearly state that TfSE opposes any splitting of the franchise.</p> <p>The Shadow Partnership Board <b>agreed</b> the TfSE response to the Great Western Railway Franchise Consultation.</p>	<p>Secretariat</p>
<p><b>9. A.O.B.</b></p>	
<p>9.1 Cllr Rob Humby informed the Board that he holds a surgery for Hampshire MPs in Portcullis House. This is a good way to lobby MPs and could be a model for engagement for TfSE.</p> <p>9.2 Cllr Ian Ward raised some concerns relating to the franchise review for the Island Line, specifically that South Western Railways are only putting forward one proposal. Discussions will continue with DfT on this issue.</p>	



**In Attendance:**

**Secretariat**

Rupert Clubb	Director of Communities, Economy and Transport	East Sussex County Council
Mark Valleley	Communities, Economy and Transport	East Sussex County Council
Rachel Ford	Economic Growth	Surrey County Council

**Additional Attendees**

Philip Baker	Assistant Chief Executive	East Sussex County Council
Barbara Cooper	Corporate Director Growth, Environment and Transport	Kent County Council
Kevin Lloyd	Head of Economic Growth	Surrey County Council
Mark Prior	Assistant Director, City Transport	Brighton & Hove City Council
Darryl Hemmings	Planning and Transport Policy Manager	West Sussex County Council
Mike Harris	Service Director, Growth	Southampton City Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Richard Tyndall	Business Consultant	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Stuart Baker	Head of Local Growth	Solent LEP
Simon Bell	Public Transport and Operations Manager	Portsmouth City Council

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

Date: **16 July 2018**

Title of report: **Shadow Transport for the South East Governance Arrangements**

Purpose of report: **To agree the appointment of the Chair, Vice Chair and co-opted Board members for Transport for the South East in its shadow form**

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## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) Nominate and elect a Chair and Vice-Chair for the period of one year;
  - ii) Agree to co-opt for a period of one year to the Shadow Partnership Board:
    - a. The Interim Chair of the Transport Forum;
    - b. Two people nominated collectively by the Local Enterprise Partnerships;
    - c. A person nominated by the National Parks and other protected landscape designations; and
    - d. A person nominated by the District and Borough Authorities
  - iii) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives and the Interim Chair of the Transport Forum
  - iv) Appoint for a period of one year an Interim Chair for the Transport Forum
  - v) Agree that Southampton City Council and Portsmouth City Council should be recognised as individual members of Transport for the South East (TfSE) and that the constitution should be amended accordingly.
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## **1. Introduction**

1.1 The Shadow Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017. The constitution set out proposals for the structure and composition of the Shadow Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

## **2. Appointment of the Chair**

2.1 The Shadow Partnership Board is recommended to nominate and elect a Chair and Vice-Chair.

2.2 As agreed in the constitution for the Shadow Partnership Board, the Chair and Vice Chair's term of office will be for a period of one year, when they are either reappointed or another member elected.

2.3 The Chair presides at Shadow Partnership Board meetings if they are present. In their absence, the Vice-Chair presides. If both are absent, the secretariat will start the meeting and the Shadow Partnership Board will appoint, from amongst its members, an Acting Chair for the meeting in question.

### **3. Co-opting additional Shadow Partnership Board members**

3.1 The constitution for the Shadow Partnership Board allows for persons who are not members of the Constituent Authorities to be co-opted onto the Shadow Partnership Board, and affords the Shadow Partnership Board the power to allow them voting rights.

3.2 In June 2017, it was agreed that a number of organisations should be co-opted to the Shadow Partnership Board. These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision making process.

3.3 The proposed arrangements for co-opted members reflect the structures for the Shadow Partnership Board as set out in the constitution. If agreed by members, they would reflect a continuation of the arrangements in place for the last 12 months. It is proposed that the Shadow Partnership Board give consideration to co-opting the following organisations and representatives:

- The Interim Chair of the Transport Forum – the Transport Forum has been in operation since September 2017 and brings together representatives from user groups, operators (bus, airport, ports, train and ferry), Government agencies, Local Enterprise Partnerships (LEP) business members, District and Borough Authorities and the potential supply chain to provide advice and guidance to the Shadow Partnership Board. The Forum is independently chaired by Geoff French.

It is recommended that the Shadow Partnership Board co-opt Geoff French as the Chair of the Transport Forum with allocated voting rights.

- Two people collectively nominated by the LEPs – TfSE covers five LEP areas, namely Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire LEPs. LEPs are partnerships between Local Authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth. The LEPs support TfSE in ensuring that economic growth is promoted and is central to the development of the Transport Strategy.

It is proposed that two LEP Board members are co-opted to the Shadow Partnership Board to collectively represent the five LEPs. It is recommended that voting rights of one vote be allocated to each of the two LEP representatives.

To date, this role has been undertaken by Dave Lees from Solent LEP and Steve Allen from Coast to Capital LEP. We understand that the LEP nominees for the next 12 months will be Ross McNally from Enterprise M3 and Steve

Allen from Coast to Capital will continue in the role until November 2018, when he will be replaced by Martin Harris from Coast to Capital LEP.

Ross McNally is Executive Chair of Hampshire Chamber of Commerce. He has over 30 years Board and leadership experience in business membership organisations and a range of service sectors. Martin Harris is the Managing Director of Brighton and Hove Buses.

- District and Borough (non-unitary) Authorities – it is proposed that the collective views of the district and borough authorities should be represented on the Shadow Partnership Board through one co-opted Board member. Cllr Garry Wall, Leader at Mid-Sussex District Council has filled this role on behalf of the districts and boroughs and has worked alongside other district and borough representatives on the Transport Forum to inform the Shadow Partnership Board.
- National Parks and other protected landscape designations – the environmental impact of the Transport Strategy and proposed interventions will need to be considered by the Board. It is recommended that a representative from the South Downs National Park be co-opted to the Shadow Partnership Board to represent the collective interests of the National Parks and other environmental and protected landscape designations. Margaret Paren, Chair of the South Downs National Park has fulfilled this role for the last 12 months.

#### **4. Changes to Membership Arrangements**

4.1 In the current constitutional arrangements Portsmouth City Council and Southampton City Council are represented by one member and have one shared vote.

4.2 Portsmouth City Council and Southampton City Council have indicated that they would like this arrangement to end, with both councils being represented individually on TfSE. This will mean that both Councils have an individual vote at the Shadow Partnership Board and will therefore be required to pay the agreed financial contribution for unitary authorities.

4.3 During the June 2017 meeting of the Shadow Partnership Board, it was agreed that changes to membership, which requires an amendment to the TfSE constitution, will require 75% of voting Shadow Board members to agree the change.

4.4 Members of the Shadow Partnership Board are recommended to agree that Portsmouth City Council and Southampton City Council be represented individually on TfSE and shall be entitled to one vote each.

4.5 Members are requested to delegate authority to the Assistant Chief Executive of East Sussex County Council, as a representative of the accountable body, to amend the Constitution to give effect to this and to make any consequential arrangements to the Inter Authority Agreement.

#### **5. Conclusion**

5.1 The Local Transport Authority members of the Shadow Partnership Board are recommended to agree the arrangements set out in this report for the election of the

Chair and Vice-Chair of the Shadow Partnership Board, Chair of the Transport Forum, the appointment of the co-opted Board members and the allocation of voting rights.

5.2 Members of the Shadow Partnership Board are also recommended to agree that Portsmouth City Council and Southampton City Council be represented individually on TfSE and shall be entitled to one vote each. This will require amendments to the TfSE constitution, which the Shadow Partnership Board is recommended to delegate to the Assistant Chief Executive of East Sussex County Council, as a representative of the Accountable Body.

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

**Report to:** Shadow Partnership Board Transport for the South East

**Date of meeting:** 16 July 2018

**Title of Report :** Resources and Budget proposals

**Purpose of Report:** Financial monitoring

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## **Recommendations**

The members of the Shadow Partnership Board are recommended to:

- i) Note the current financial position;
  - ii) Agree the budget allocation for 2019/20; and
  - iii) Agree to recommend to respective constituent authorities the contributions for the 2019/2020 financial year be maintained at £58k for each County authority, £58k where two or more unitary councils combine to provide one seat on the board and £30k for a single unitary authority seat
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## **1 Background Information**

1.1 Transport for the South East (TfSE) has been operating in Shadow form since June 2017. The constituent authorities agreed initial funding of £20k per authority and subsequently agreed to a further contribution of £58k for each County authority, £58k where unitary authorities combine and share a seat and for £30k for an individual unitary authority.

1.2 Expenditure to date has been focussed primarily on the Economic Connectivity Review. This work was commissioned following a competitive procurement process and culminated in its launch at the *Connecting the South East* event in Farnborough in May 2018. The Economic Connectivity Review is the launch pad for work to start on the Transport Strategy. It is the Transport Strategy that becomes the statutory document the Secretary of State has to have regard to.

## **2 Supporting Information**

2.1 The ability for the constituent authorities to raise funding locally, combined with the progress TfSE has made in establishing itself, has demonstrated credibility with stakeholders and with government. In recognition of the progress TfSE has made, the Department for Transport (DfT) has provided two grant contributions. An initial £100k grant was made in 2017/18. This has been followed by a commitment of a further £1m contribution towards the costs of developing our Transport Strategy.

2.2 This money, in conjunction with our own locally raised funding, provides the resource to develop our Transport Strategy and, with the constituent bodies' contributions, develop our proposal to government for statutory status.

2.3 As the accountable body East Sussex County Council will provide section 151 support to financial monitoring and assurance during its shadow stage.

2.4 The continuation of local authority contributions is essential to give confidence to government who consistently look for local contributions to support their own central funding. To be able to make a credible case for ongoing central government funding as part of the spending review there is an expectation this will continue. It is recommended the board continue to make provision within their own local authorities for contributions in line with paragraph 1.1 above.

### 3. TfSE Budget 2018 – 2020

3.1 A summary of previous year's expenditure along with budgetary forecasts for 2018/19 and 2019/20 are set out in the table below.

Item	Prior years actuals 2016-18	2018/19 forecast	2019/20 forecast
Carry forward		£284,210 <sup>1</sup>	£390,231
LTA Contributions	£276,000	£438,000 <sup>2</sup>	£496,000
DfT Grant	£100,000	£1,000,000	£0
<b>Total income</b>	<b>£376,000</b>	<b>£1,722,210</b>	<b>£886,231</b>
<u>Expenditure</u>			
Salary Costs	£0	£246,479	£492,959
Transport Strategy	£79,110	£1,000,000	£307,772
Proposal to Government	£0	£30,000	£30,000
Communications	£2,081	£35,000	£35,000
Travel	£292	£2,500	£2,500
Meeting Expenses	£8,667	£10,000	£10,000
Training	£974	£1,000	£1,000
Transport Forum Expenses	£666	£7,000	£7,000
<b>Total expenditure</b>	<b>£91,790</b>	<b>£1,331,979</b>	<b>£886,231</b>
Balance	£284,210	£390,230	£0

3.2 The budget allows for work to commence and be substantially undertaken on development of the Transport Strategy, in addition it provides for a small complement of fixed term resource to undertaken work on the proposal for statutory status and management of the Transport Strategy.

<sup>1</sup> Includes Surrey contribution for 2018/19 which was received in 2017/18.

<sup>2</sup> Excludes Surrey contribution for 2018/19 which was received in 2017/18



3.3 The DfT conditions of grant require us to review spend against plan, programme outputs and related delivery risks specifically in relation to Departmental funding at monthly engagement meetings.

3.4 We will develop and share with the DfT a mutually agreed work plan, detailing planned outputs and forecast spend for the 2018/19 financial year by August 2018. We will also set out our ongoing need in these plans in order for the DfT to be sighted on future needs for TfSE. This is particularly important in relation to future government funding as the spending review takes shape.

3.5 As part of this process we will also be developing and sharing a comprehensive risk register, by the end of August 2018. This plan and risk register will come to the board for their endorsement at the September 2018 meeting.

#### **4 Conclusion and Reasons for Recommendations**

4.1 Members of the Shadow Partnership Board are recommended to note the current financial provision, the requirements of the DfT grant funding and are recommended to agree future funding from the constituent authorities at the levels detailed in paragraph 1.1 above.

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

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<b>Report to:</b>	<b>Shadow Partnership Board Transport for the South East</b>
<b>Date of meeting:</b>	<b>16 July 2018</b>
<b>Title of Report :</b>	<b>Staffing structure</b>
<b>Purpose of Report:</b>	<b>To seek the Shadow Partnership Board's agreement to the recruitment of a fixed term interim staff structure to support activities for the Transport Strategy development and the Proposal to Government for statutory status</b>

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## **Recommendations**

The members of the Shadow Partnership Board are recommended to:

- i) Agree the recruitment of 7.5 full time equivalents (FTE) on a fixed term basis for 2 years in accordance with the structure within appendix 1;
  - ii) Agree that East Sussex County Council acts as the host authority in accordance with the inter authority agreement; and
  - iii) Agree to delegate authority for the recruitment process to the Director of Communities, Economy and Transport at East Sussex County Council.
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## **1 Introduction**

1.1 Since its inception meeting last year Transport for the South East (TfSE) has been operating on a minimal staffing structure and significant in kind support from the constituent authorities. There are a number of workstream activities detailed in 2.4 below that mean we need to increase resource to enable the development and completion of the Transport Strategy and the development of the proposal to government for statutory status.

## **2 Proposed Staffing Structure**

2.1 The proposed staffing structure has been developed to enable a lean, effective operating model. Research has been undertaken with Transport for the North (TfN), Midlands Connect and England's Economic Heartlands to understand their staffing structures and ways of working. The models vary considerably, with TfN having a staffing structure of 100 people.

2.2 It is proposed that TfSE establish an interim staffing structure of 7.5 FTE. The structure of this is shown in Appendix 1 and will be divided into two principal areas:

- Development of the proposal – it is suggested that 4 fixed term FTEs will be recruited to develop the Proposal to Government, including overall programme management of the TfSE work programme, developing the annual business plan, stakeholder engagement and communications activity; and

- Development of the Transport Strategy – it is proposed that 3.5 FTEs will be recruited to lead the development of the Transport Strategy. This will include work on the individual components of the Strategy, including freight study and digital innovation work, as well as responding to important consultations and government requests for information, such as Major Road Network (MRN) and future Road Investment Strategy (RIS).

2.3 Under the terms of the constitution and inter authority agreement, East Sussex County Council, as lead authority, would be the host authority. It is proposed that Rupert Clubb, Director of Communities, Economy and Transport East Sussex County Council, acts as lead officer for TfSE until statutory status is achieved. Rupert will continue to provide strategic direction to TfSE staff and will act as line manager for the Programme Manager and Technical Manager roles. He will continue to chair Senior Officer Group. This will be at no additional cost to TfSE.

2.4 It is proposed that the current support mechanisms would continue to operate within the interim staff structures. This includes Senior Officer Group, Transport Strategy Group, Communications Group and Governance Group. This existing structure ensures all partners have the opportunity to provide guidance and support to TfSE.

2.5 The roles can be summarised as follows:

- Developing the proposal:
  - **Programme Manager** – this role will have responsibility for the implementation of the TfSE work programme. They will lead on the development of the Proposal to government, produce the annual business plan and act as the liaison with corporate support (finance, legal, procurement, HR). They will have managerial responsibility for the relationship manager, communications manager and project officer.
  - **Relationship Manager** – a key element of the proposal is to ensure that there is wide support from partners and stakeholders across the TfSE geography. This post holder will support the members of the Shadow Partnership Board in their representational roles and will maintain relationships with key bodies for the development of the proposal. This role will be responsible for ensuring a smooth path for the submission of the proposal and securing statutory status. They will also ensure that stakeholders are engaged in the development of the Transport Strategy.
  - **Communications Manager** – it is proposed that this role will lead on all media activities, including promotion of TfSE via social media channels. They will lead on the delivery of events, such as Highways UK, and work closely with the Stakeholder Manager to develop an approach to the consultation on the draft proposal. They will also work with the Strategy Team to support the consultation on the Transport Strategy. This could be a part time position.
  - **Project Officer** – the project officer will provide programme support to the Programme Manager. This will include working on the development of the proposal, supporting delivery of events, support to the TfSE Shadow Partnership Board and Transport Forum.
- Developing the Transport Strategy:
  - **Technical Manager** – this post holder will act as the liaison with the Department for Transport on all technical issues. They will have oversight of the Transport Strategy and will coordinate responses to major consultations, such as MRN and RIS. They will have considerable

knowledge of all aspects of transport and will have managerial responsibility for the two Transport Strategy Managers, and the Project Officer.

- **Transport Strategy Manager** – it is proposed that there are two distinct Transport Strategy roles within the structure. This role will lead the development of the Transport Strategy. This will include the commissioning of consultants on various elements of the Strategy, including freight studies, innovation, etc. The post holder will work with the Communications Manager to develop an approach to the consultation.
- **Transport Strategy Manager** – this role will lead on the TfSE input to Department for Transport (DfT) policy work, specifically in relation to Network Rail and Highways England policy development. The post will develop TfSE policy for inclusion within its Transport Strategy and advise the DfT and operators of policy initiatives and development. The post holder will lead on implementation matters for the MRN and provide advice to government.
- **Project Officer (0.5 FTE)** – the project officer will support the development of the Transport Strategy. They will act as project manager for some smaller elements of the work, and will respond to Government consultations.

2.6 The staffing structure will cost approximately £493,000 per year, including on-costs. It is recommended that the roles should be recruited on a two-year fixed term basis. It is recognised that staffing requirements will need to change to reflect the powers and responsibilities of a statutory body with a view to developing a different structure for the statutory body.

2.7 East Sussex County Council, as the accountable body, will act as the host employer for TfSE staff. The roles will be open to secondments.

2.8 Further work is needed to agree how the corporate support arrangements, including legal, HR and finance, will work for TfSE. It is likely that they will be delivered through the ORBIS partnership, although a small financial contribution may be needed.

2.9 Due to the pressing timescales for the development of the Transport Strategy and the Proposal to Government, it will be important that the recruitment process is able to progress quickly. It is proposed that the authority for the recruitment process is delegated to the Director for Communities, Economy and Transport at East Sussex County Council.

### **3 Conclusion and Reasons for Recommendations**

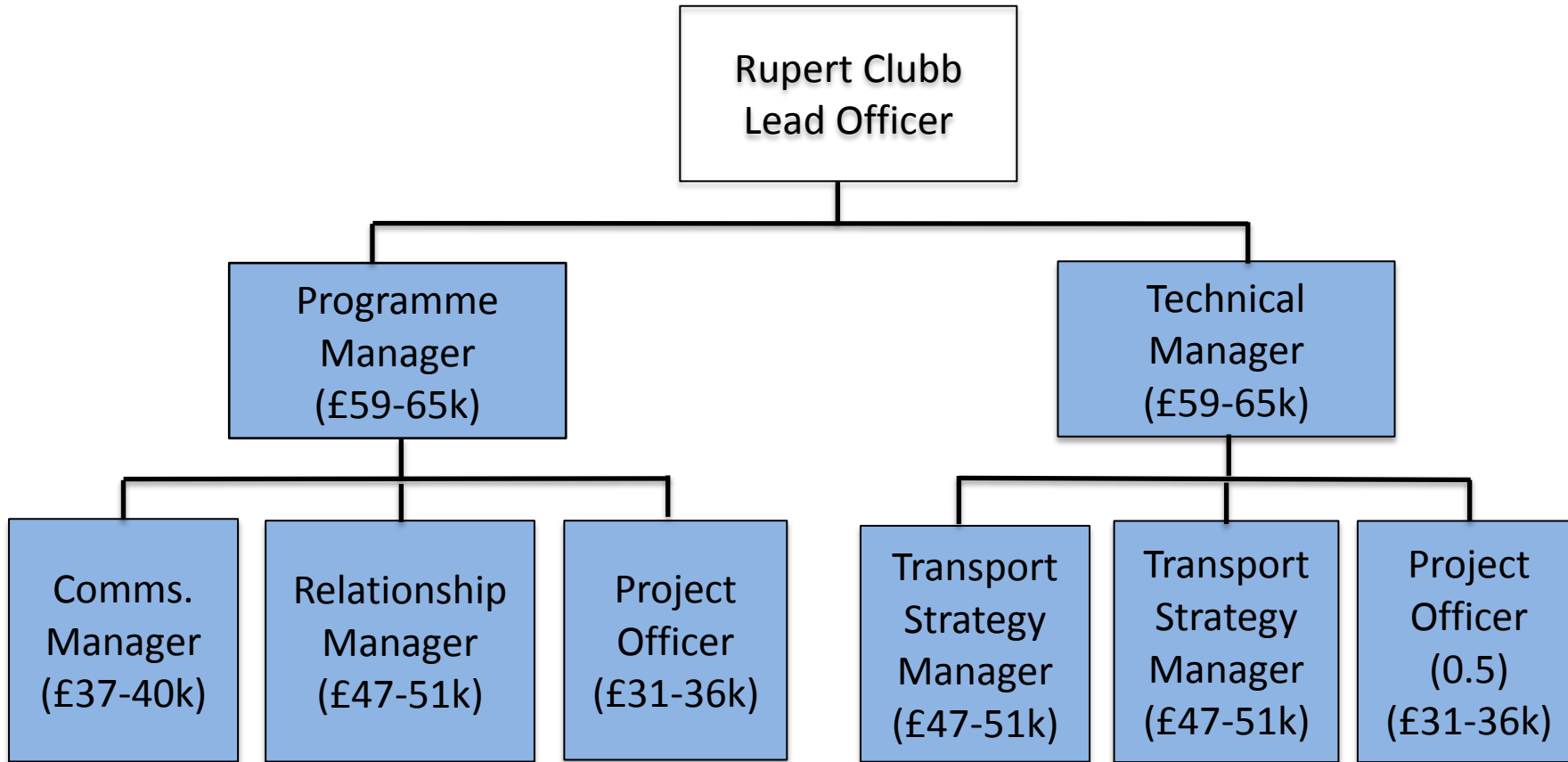
3.1 A modest staffing complement is required to take TfSE through the next stage of its development. This is an interim proposal in advance of TfSE securing statutory status. As part of our proposal to government we will need to outline the staffing expectations to deliver our responsibilities.

3.2 It is recommended the board agree to the recruitment of 7.5 FTE at a cost of £493,000. This is affordable within TfSE budget and allows for the DfT contribution to be focussed on the development of the transport strategy

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

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Appendix 1 – Proposed TfSE Interim Staff Structure



Total annual cost (inc. 26% on costs) = £493k

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

Date: **16 July 2018**

Title of report: **Economic Connectivity Review**

Purpose of report: **To agree the final version of the Economic Connectivity Review**

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## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) note the comments that were received in response to the draft Economic Connectivity Review;
  - ii) agree the changes to TfSE's Vision and Strategic Principles; and
  - iii) agree the final draft of the Economic Connectivity Review.
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## **1. Introduction**

1.1 The purpose of this report is to set out the comments received during the six-week engagement event on the draft Economic Connectivity Review and the changes that will need to be made to the draft Economic Connectivity Review in response to these comments.

## **2. Background**

2.1 On 5 March 2018 members of the Shadow Partnership Board were given a presentation on progress with the Economic Connectivity Review which represents the first stage in the development of the Transport Strategy.

2.2 The aims of the Economic Connectivity Review are to:

- take a strategic view and identify the economic priorities for transport in the South East;
- make the case for investment in transport to increase productivity in the South East; and
- be a platform for further discussions with key stakeholders in the ongoing development of the Transport Strategy.

2.3 The Economic Connectivity Review includes a review of the location and nature of current and future economic activity within the South East. It builds on existing evidence and previous studies to provide an overarching view of the region's current economic geography, and assess its economic potential and the role of strategic transport interventions out to 2050 in realising this. It identifies 24 key economic corridors in the South East that connect the economic hubs and international gateways which drive the economy within and beyond the South East region.

### **3. Engagement process for the draft Economic Connectivity Review**

3.1 The draft Economic Connectivity Review was launched at the TfSE Farnborough event on 8 May 2018. A copy of the draft document was mounted on website along with a structured response form. The engagement period lasted for six weeks and ended on 19 June 2018.

3.2 To encourage responses an email was sent to those invited to the Farnborough event and two reminder emails we sent out in the run up to the 19 June deadline.

### **4. Feedback on the draft Economic Connectivity Review**

4.1 A total of 51 responses were received. A list of those who submitted responses is included in Appendix 1. During the development of the Economic Review regular updates were given to the TfSE Senior Officer Group and the comments made during these meetings were used to help shape the draft document.

4.2 The response form that was mounted in the website asked specific questions about the Economic Connectivity Review including the extent to which respondents agreed or disagreed with TfSE's draft vision and strategic principles, the relative importance of achieving different economic outcomes, the approach used to identify the economic corridors and the extent to which the Economic Connectivity Review makes the case for investment in the South East.

4.3 In total 39 of the 51 respondents replied using the response form. A quantitative analysis of the responses they gave is included in a data analysis work book that is available on request. In summary the responses received were very positive, with 36 of the 39 respondents either strongly supporting or supportive of TfSE's draft vision and strategic principles, 28 of the 39 agreeing with the approach that had been used to identify the economic corridors and 30 of the 39 agreeing that the Economic Connectivity Review makes the case for investment in the transport system in the South East

4.4 An analysis of the main themes that emerged from the comments received and the proposed responses to these are set out in Appendix 2. The themes set out that are listed in Appendix 2 are those raised by three or more respondents. A full analysis of the comments received is included in a data analysis work book

4.5 In terms of the key themes that emerged from the feedback received, the response raised by eight or more respondents were:

- the need to highlight constraints on the key strategic corridor in the report, such as the need for congestion relief on certain corridors to enable planned levels of local growth;
- suggestions about the individual criteria used to sequence the economic corridors that have been identified including how they should be weighted and whether additional criteria should be included;
- the need to stress the importance of local networks - while strategic corridors are important, the report should highlight the importance of the local network more;

- protecting and enhancing the environment - the report should highlight the importance of pursuing an environmentally sustainable programme of transport investment;
- importance of London - London has a significant influence on the economy of the South East as well as on the shape of the current transport network. This should be highlighted more in the report.

A response to each of these issues is included in the Table in Appendix 2.

4.6 The responses to the Economic Connectivity Review have highlighted a number of areas which will require further investigation as part of the next stage of the transport strategy. These include the following:

- The impacts of Brexit on the economy
- The impact of changing working patterns and new transport technology on travel demand patterns
- The relationship between London and the South East

## **5. TfSE Vision and Strategic Principles**

5.1 A number of respondents made specific comments on TfSE's draft Vision and Strategic Principles. A copy of the draft Vision and Strategic Principles is set out in Appendix 3 showing a small number of proposed changes to the wording. Members of the Shadow Partnership Board are recommended to agree the revised version of the Vision and Strategic Principles set out in Appendix 3

## **6. Additional work commissioned on the draft Economic Connectivity Review**

6.1 One of the issues set out above that both the Senior Officer Group and Transport Strategy Group also raised concerns about, was the criteria that have been used to sequence the economic corridors. The corridors need to be sequenced because there will not be sufficient financial resources available to be able to undertake further in-depth studies of each of these corridors, to identify potential transport interventions, all at once. The corridor sequencing included in the draft Economic Connectivity Review was primarily based on the assessment of the annual GVA uplift that would result from a one minute journey time improvement on each of the corridors.

6.2 In order to address the concerns that had been raised by the Senior Officer Group and Transport Strategy Group (which preempted the comments which have been received following the engagement period), Steer Davis Gleave were commissioned to undertake some additional work. In outline, this consisted of additional analysis on the economic impacts of congestion and delay to businesses and freight and the identification of the 'transport potential' of each of the corridors. The cost of this additional work was £15,000.

6.3 The assessment of a corridor's 'transport potential' involved a review of existing studies (e.g. Highways England Road Investment Strategies and Route Strategies) and local studies to identify key transport challenges along each corridor

and any corresponding transport interventions that could be introduced to address them.

6.4 The results of the additional sequencing work are presented in Appendix 4. This includes a revised version of Table 9.1 from the draft Economic Connectivity Review report in which the sequencing has been revised to reflect the outcome of the additional analysis set out above. A '3 tick' scaling system has been used to identify performance of each corridor against the seven criteria with an overall tick rating given for each corridor based on the ratings given to the corridor across the seven criteria.

6.5 As set out above, the reason for needing to sequence the corridors is to take account of the resourcing constraints which will mean it will not be possible to initiate further studies on all of the twenty four corridors all at the same time. Further work to refine the methodology for the corridor studies will be undertaken as part of the next stage of the development of the Transport Strategy. The following item on the Agenda contains more information about this. Once the potential costs of the corridor studies have been identified, a further paper will be brought to the Shadow Partnership Board containing recommendations about the programme for these.

## **7. Final version of the Economic Connectivity Review**

7.1 A number of changes have been made to the Economic Connectivity Review document to take account of the comments received and the outcomes of the additional analysis work that has been undertaken. In summary the main changes that have been made to the draft document are as follows:

- Outlining the revised analytical approach to valuing the impact of delay on business connectivity. This methodology is explained in a new section.
- The A322/Waterloo to Reading Line and Guildford to Reading North Downs line corridors having been combined into the A322-A329/North Downs Line corridor.
- The A2/Chatham-Ramsgate Mainline has been identified as a separate corridor.
- Providing a revised sequencing for the corridors.
- Outlining the potential impact of planned major schemes outside of the study area on the economy of the South East. E.g. Lower Thames Crossing, Crossrail 2, East-West Rail.
- Identifying factors which will significantly affect the way that transport and economy interact, but which are currently subject to high levels of uncertainty. E.g. Brexit, new technology, changing working patterns. This text highlights the importance of further scenario planning to ensure the Transport Strategy is resilient to this uncertainty.
- Strengthening the case for investment in strategic transport in the South East which focusses on the following:
  - The importance of the International Gateways of the South East to businesses across the United Kingdom.
  - The role of the South East in ensuring the United Kingdom remains resilient to uncertainties presented by Brexit.

- The proactive response of the South East to its housing affordability constraints – planning for high levels of residential and commercial development in high demand locations.
- Acknowledging that even achieving “business as usual” levels of growth will require increased investment.

7.2 A copy of a revised version of the document is included in Appendix 5. The text has been highlighted to indicate those sections where revisions have been made. Members of the Shadow Partnership Board are recommended to agree the final version of the Economic Connectivity Review text set out in Appendix 5 subject to any further comments made at the meeting. Following the meeting on the 16 July, a final version will be published on the TfSE website.

## **8. Conclusions**

8.1 Overall the responses that have been received during the engagement event on the draft Economic Connectivity Review have been very positive. The Economic Connectivity Review provides a solid basis on which to develop the next stages of the Transport Strategy having identified the economically important corridors in the South East for further study and the additional GVA that could be generated as a result of strategic investment in the South East’s Infrastructure. Members of the Shadow Partnership Board are recommended to note the responses that have been received and agree the updated version of the TfSE Vision and Strategic Principles set out in Appendix 3 and the final version of the Economic Connectivity Review text set out in Appendix 5.

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

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## Appendix 1 – List of Respondents

Associated British Ports (Southampton)  
 Basingstoke and Deane Borough Council  
 Bexhill Forward – Bexhill's Coastal Community Team  
 Bouygues-energies & services  
 Campaign for Better Transport – East Sussex  
 Coast to Capital  
 CPC Project Services LLP  
 Crawley Borough Council  
 Crawley Borough Council – Forward Planning  
 Dover District Council  
 East Sussex County Council  
 East Sussex Rail Alliance  
 Eastbourne Borough Council  
 Eurovia UK  
 Freight on Rail  
 Freight Transport Association  
 Greater London Authority  
 Guildford Borough Council  
 Hampshire Chamber of Commerce  
 Hampshire County Council  
 Hastings and Rother Transport Action Group  
 Hastings Borough Council  
 Heathrow Southern Railway Ltd  
 Highways England  
 Historic England  
 Individual (unnamed)  
 Kent County Council  
 Lewes District Council  
 Mid Sussex District council  
 Network Rail  
 Portsmouth City Council  
 Railfuture  
 Rail Delivery Group  
 Reading Borough Council  
 Reigate & Banstead  
 Road Haulage Association  
 Rother District Council  
 Runnymede Borough Council  
 SELEP  
 Shoreham Port  
 South Downs National Park Authority  
 South London Partnership  
 Spelthorne Borough Council  
 Surrey County Council  
 The Confederation of Passenger Transport UK  
 Transport for London (TfL)  
 Tunbridge Wells Borough Council  
 Waverley Borough Council  
 West Sussex County Council  
 Woking Borough Council  
 Wokingham Borough Council

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## Appendix 2 – Summary of main themes raised in responses to draft Economic Connectivity Review

Theme	No. of respondents commenting	Respondents commenting	Action
<b>1. CORRIDORS</b>			
1.1 Suggestions for the inclusion of additional corridors or extensions to corridors which have already been included. For example, it was suggested that marine access corridors be included as part of the key strategic corridors.	6	Basingstoke and Deane Borough Council West Sussex County Council Road Haulage Association Associated British Ports (Southampton) Campaign for Better Transport – East Sussex Crawley Borough Council	These suggestions have been considered and additional analysis has been carried out to determine whether changes should be made to the extent of key strategic corridors. Marine access corridors have been included in the broad geography that the key strategic corridors are intended to cover. For example, the A23/M23-Brighton Mainline corridor includes the route to Newhaven Port to reflect that this is a marine access route.
1.2 Suggestions of <b>additional economic outcomes supported by key strategic corridors</b> , for example the A33/CrossCountry should be considered a corridor supporting labour market efficiency as well as business connectivity.	7	Reigate and Banstead Hastings and Rother Transport Group Bexhill Forward – Bexhill’s Coastal Community Team Tunbridge Wells Borough Council Wokingham Borough Council Portsmouth City Council Campaign for Better Transport – East Sussex	These suggestions have been considered and additional analysis has been carried out to determine whether changes should be made to the economic outcomes supported by key strategic corridors. As a result the A33/CrossCountry is now classified as a corridor supporting improved business connectivity and labour market efficiency.
1.3 Need to highlight <b>constraints on the key strategic corridors</b> in the	8	Road Haulage Association Shoreham Port Eastbourne Borough Council	The report currently highlights certain corridor constraints which have an impact on the economy of the South

Theme	No. of respondents commenting	Respondents commenting	Action
report, such as the need for congestion relief on certain corridors to enable planned levels of local growth.		Lewes District Council Bexhill Forward – Bexhill’s Coastal Community Team WSP Tunbridge Wells Borough Council Campaign for Better Transport – East Sussex	East as a whole, such as the problems of resilience on the A2/M2-Chatham Mainline and A20/M20-HS1 corridor. Additional analysis of constraints by corridor will be undertaken as part of further development of the Transport Strategy.
<b>2. CRITERIA USED TO SEQUENCE CORRIDORS</b>			
<b>2.1</b> Questions about the robustness and reliability of data used to sequence the corridors including how comprehensive the development dataset is.	4	Surrey County Council Hampshire County Council West Sussex County Council WSP	Additional analysis and fact checking have been carried out to ensure that the Multi Criteria Assessment is based on robust and reliable data. This includes requesting planned development data from local authorities who have not yet provided it and carrying out additional analysis of highway congestion. This has resulted in a more complete dataset of planned development by Local Authority and highway analysis outputs which fully reflect the congestion by corridor.

Theme	No. of respondents commenting	Respondents commenting	Action
<p><b>2.2</b> Suggestions about the individual criteria used to sequence the corridors including how they should be weighted and whether additional criteria should be included. Suggestions include recognising how demand on corridors will change in the future.</p>	14	<p>Hampshire County Council  Hastings and Rother Transport Group  Kent County Council  Railfuture  Reading Borough Council  WSP  Wokingham Borough Council  Portsmouth City Council  Highways England  Runnymede Borough Council  Eurovia UK  Spelthorne Borough Council  East Sussex County Council  Rail Delivery Group</p>	<p>Two pieces of additional work have been carried out to increase the scope of the Multi Criteria Assessment Framework.</p> <p>Additional transport analysis has been carried out on link / flow data to better capture the impact of congestion along each corridor. This captures demand from outside of the South East as well as demand between the economic hubs. It also identifies how highway congestion will grow in the future.</p> <p>The transport challenges and transport potential of each corridor have been identified to provide an understanding as to the corridors where intervention could best increase productivity.</p>

Theme	No. of respondents commenting	Respondents commenting	Action
<b>3. VISION &amp; STRATEGIC PRINCIPLES</b>			
3.1 Changes to the wording of the strategic principles were suggested.	8	Road Haulage Association Kent County Council Railfuture WSP Waverley Borough Council Highways England Crawley Borough Council East Sussex County Council	Suggested changes have been reviewed and recommendations made about potential changes to the wording of the vision and strategic principles to take account of these comments.
3.2 Suggestions for new strategic principles.	3	Bexhill Forward – Bexhill’s Coastal Community Team Highways England Heathrow Southern Railway Ltd	Suggested changes have been reviewed and recommendations made about potential changes to the wording of the vision and strategic principles to take account of comments.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>4. IMPORTANCE OF LOCAL NETWORK</b>			
The report should highlight the importance of the local network more	10	Woking Borough Council Lewes District Council Hastings and Rother Transport Group Bexhill Forward – Bexhill’s Coastal Community Team Tunbridge Wells Borough Council Runnymede Borough Council Eurovia UK Campaign for Better Transport – East Sussex Crawley Borough Council Spelthorne Borough Council	The report currently acknowledges the importance of the local network in providing first mile last mile connectivity and supporting the strategic network in realising the economic outcomes of transport. Additional text has been provided to highlight this point, but further analysis of the impact of transport improvement on the local network will be undertaken as part of further development of the transport strategy.
<b>5. PROTECTING AND ENHANCING THE ENVIRONMENT</b>			
Protecting and enhancing the environment - the report should highlight the importance of pursuing an environmentally sustainable programme of transport investment.	11	Mid Sussex District Council Historic England Kent County Council South Downs National Park Authority The Confederation of Passenger Transport UK Wokingham Borough Council Portsmouth City Council Highways England Eurovia UK Campaign for Better Transport – East Sussex Crawley Borough Council	The report celebrates the protected areas of the South East and highlights the importance of sustainability of both transport planning and the development planning. Additional text will be provided to highlight this point, but further analysis of the impact of transport improvements on the environment will be undertaken as part of further development of the transport strategy.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>6. IMPORTANCE OF LONDON</b>			
<p>Importance of London - London has a significant influence on the economy of the South East as well as on the shape of the current transport network. This should be highlighted more in the report.</p>	8	<p>Surrey County Council  West Sussex County Council  South London Partnership  CPC Project Services LLP  WSP  Runnymede Borough Council  Heathrow Southern Railway Ltd  Freight on Rail</p>	<p>The importance of London will be further reflected with the following changes:</p> <ul style="list-style-type: none"> <li>- the London Travel to work area will be presented to show the areas of the South East which make a particular contribution to the London economy;</li> <li>- a revised methodology for the highway congestion analysis has been used which captures demand from outside of the South East to better reflect the level of congestion of the network; and</li> <li>- the report will refer to major transport schemes, currently in development in London, which will have an impact of the South East (e.g. Crossrail). Further work on the relationship between London and the South East will be undertaken as part of the Transport Strategy.</li> </ul>

Theme	No. of respondents commenting	Respondents commenting	Action
<b>7. INCREASE SCOPE OF CONGESTION ANALYSIS</b>			
The transport analysis only captures demand between economic hubs in the South East, therefore it does not fully reflect the congestion on the highway network, nor does it capture the future increase in demand.	7	Hampshire County Council Kent County Council Wokingham Borough Council Highways England Campaign for Better Transport – East Sussex Crawley Borough Council Spelthorne Borough Council	Additional analysis using a revised methodology has been carried out to identify the highway congestion. This captures demand from outside of the South East to fully reflect the level of congestion on the network. This is particularly important for corridors such as the A34 and A303 where many road users will have an origins or destination outside of the South East. This analysis provides a forecast of highway network congestion in the future.
<b>8. REFERENCE TO MAJOR SCHEMES</b>			
The report should make reference to major schemes which are currently in development and which will have an impact on South East such as Crossrail or Lower Thames Crossing.	6	Woking Borough Council Guildford Borough Council Greater London Authority Transport for London (TfL) Wokingham Borough Council Heathrow Southern Railway Ltd	The report will refer to major transport schemes, currently in development, which will have an impact on the South East transport network and wider economy. These include Lower Thames Crossing, Crossrail 2, Heathrow Southern Rail Access. These have been considered as part of assessment of the transport constraints and potential on each key strategic corridor.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>9. ENCOURAGE COLLABORATION BETWEEN THE CONSTITUENT AUTHORITIES.</b>			
<p>The Economic Connectivity Review must be used as a springboard for further work and a way to encourage collaboration between the constituent authorities.</p>	5	<p>Guildford Borough Council Reading Borough Council Waverley Borough Council Tunbridge Wells Borough Council Wokingham Borough Council</p>	<p>In moving forward to the next stage of the Transport Strategy it will be important to continue work with the constituent authorities to identify how the transport system can be developed to better serve the needs of the South East. The priority corridors that have been identified will provide the focus for this work most of which cross a number of local authority boundaries. The work on the development of the Transport Strategy should therefore help to foster increased collaboration between these local authorities.</p>



Theme	No. of respondents commenting	Respondents commenting	Action
<b>10. ECONOMIC FORECASTING</b>			
<p>Stakeholders had concerns about the economic forecasting. Some suggested that it seemed to be overly optimistic and some that it seemed to be pessimistic.</p>	5	<p>Hampshire County Council  West Sussex County Council  Kent County Council  South Downs National Park Authority  WSP</p>	<p>The economic forecasts were the output of scenario planning which is used to test the resilience of the assumptions implicit in long term strategy planning. The scenario tested as part of the Economic Connectivity Review was one potential version of the future. As the development of the Transport Strategy continues, additional scenarios will be tested. E.g. considering the impacts on the labour market of a future with increased automation and improved digital infrastructure. To provide greater context and clarity to the economic forecasts, additional text explaining the assumptions underpinning the analysis will be provided.</p>

Theme	No. of respondents commenting	Respondents commenting	Action
<b>11. OTHER FACTORS IMPORTANT TO ECONOMIC GROWTH</b>			
Factors other than transport are key to bringing about economic growth and this should be highlighted in the report.	4	Hampshire County Council Guildford Borough Council WSP Campaign for Better Transport – East Sussex	The report acknowledges that transport investment is only one enabler of economic growth. Additional text will be added into the final report to highlight that it must be accompanied by improved access to skills, business investment, as well as improved non-transport infrastructure such as utilities and broadband.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>12.IMPACT OF BREXIT</b>			
The report does not currently give enough consideration to the impact of Brexit on the economy of the South East.	4	Dover District Council Unnamed individual South Downs National Park Authority Eurovia UK	Brexit will have an impact on all of the Economic Outcomes of Transport, but there is currently a high level of uncertainty as to what that impact will be. The report makes it clear that the international gateways of the South East are reliant on custom arrangements which enable fast processing of vehicles coming in and out of the country. It is also emphasised that the South East has the resilience to respond to the uncertainty the Brexit presents. As the impact of Brexit becomes clearer additional analysis will be carried out as part of the further Transport Strategy development.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>13.IMPACT OF CHANGING WORK PRACTICES AND TECHNOLOGY</b>			
The report does not sufficiently take account of changing working practices and the impact of new technology such as autonomous vehicles on the future of transport demand and supply.	4	Kent County Council South Downs National Park Authority Eurovia UK Crawley Borough Council	The report currently states that there is uncertainty as to the impact of factors such as changing working practices, autonomous vehicles, mobility as a service, cost of energy and response to extreme weather conditions on future transport demand and supply. This will be subject to more comprehensive scenario planning as part of later stages of Transport Strategy development.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>14. MAKING THE CASE FOR TRANSPORT INVESTMENT</b>			
The report should make a stronger case for transport investment emphasising the South East's contribution to the UK economy.	4	Kent County Council Coast to Capital Railfuture Rail Delivery Group	Additional text will be put into the final report to further emphasise the substantial contribution of the South East to the UK economy to better make the case for transport investment.
<b>15. PRIORITY SECTORS</b>			
The geographical distribution of the priority sectors presented in the report does not fully reflect the principal locations of business activity in the South East.	3	Hampshire County Council Highways England Crawley Borough Council	In the identification of priority sectors, the size of the industry as well as the concentration of business activity was considered. There are concentrations of business activity, such as Aerospace in Blackwater Valley which were considered, but which did not have sufficient numbers of people employed in the industry to be considered as a priority sector of the South East. These sectors are important to the economy of the South East and further Transport Strategy development work will consider their impact on the transport network.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>16.IMPROVE CONNECTIVITY OF SOUTHAMPTON</b>			
The report should highlight the need to improve the connectivity of Southampton to the wider UK.	3	Hampshire County Council Associated British Ports (Southampton) Freight on Rail	The report prioritises good connectivity to Southampton for a variety of reasons including to ensure that Southampton Port can continue to operate efficiently. Additional highway analysis has been carried out which better reflects the level of congestion by corridor. As a result of this, the importance of the A34 can be evidenced with greater clarity.
<b>17.THE ENGAGEMENT PERIOD</b>			
There was insufficient publicity about the engagement period which could result in reduced participation.	3	Hastings and Rother Transport Group Bexhill Forward – Bexhill’s Coastal Community Team WSP	As set out in the covering report, emails were sent to all those invited to the Farnborough stakeholder event inviting responses along with two reminder emails in the run up to the deadline for responses.

Theme	No. of respondents commenting	Respondents commenting	Action
<b>18. THE IMPACT OF TRANSPORT ON TOURISM</b>			
The report should highlight the potential impact of transport on tourism in the South East.	3	Kent County Council Bexhill Forward – Bexhill’s Coastal Community Team Campaign for Better Transport – East Sussex	The report considered the potential impact that improved transport could have in supporting deprived communities. A large part of this section highlighted the role of the visitor economy in these communities. The final report will more clearly articulate how transport investment could bring about an increase in tourism in the South East.
<b>19. THE IMPACT OF TRANSPORT ON ACCESS TO SKILLS</b>			
The report should highlight the potential impact of transport on access to skills in the South East.	3	Kent County Council Bexhill Forward – Bexhill’s Coastal Community Team Campaign for Better Transport – East Sussex	The report highlighted the role of improving access to skills in supporting deprived communities. The final report will more clearly articulate how transport could bring about an increase in access to skills in the South East.

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## Appendix 3 – TfSE Vision and Strategic Principles

A number of changes were suggested during the engagement on the Economic Connectivity Review. A copy of these is set out below showing the changes that are being proposed to reflect a number of these comments in blue.

### Draft Vision Statement

***The South East is crucial to the UK economy and is the nation's major international gateway for people and businesses.***

***We will grow the South East's economy by facilitating the development of a **reliable, high quality, sustainable, integrated transport system that makes the region more productive and competitive, improves access to opportunities for all and protects the environment.*****

### Draft Strategic Principles

1. Ensuring the delivery of a high quality, sustainable and integrated transport system that supports increased productivity to grow the South East and UK **economy** and compete in the global marketplace by:
  - supporting partners to meet the current and future housing needs, employment space, and regeneration;
  - facilitating improved connectivity between international gateway ports, airports and **Eurotunnel Terminals** and their markets within the South East, to the wider UK **and the rest of the world**;
  - determining how digital technologies could reduce the need to travel, promote shared transport, and improve network efficiency through the creation of a digitally connected transport network;
  - ensuring improved **journey times connectivity** and journey time reliability for people and goods between major economic hubs within the South East, to and from London, and beyond to the rest of the UK and internationally; and
  - ensuring a well-maintained transport network is in place that is resilient to incidents and extreme weather events.
2. Facilitating the development of a high quality, sustainable and integrated transport system that works to improve safety, quality of life and access to **opportunities for all** by:
  - ensuring the delivery of an accessible, affordable, **safe and sustainable** transport network across all modes, with seamless planning, payment and interchange for journeys within the South East, to the rest of the UK, and internationally; and
  - improve accessibility to, from and within deprived communities, particularly coastal communities, to support sustainable economic growth and the rebalancing of these local economies.
3. Facilitate the delivery of a high quality, sustainable and integrated transport system that protects and enhances the South East's unique natural and historic **environment** by:
  - considering the impact of transport on the South East's National Parks, Areas of Outstanding Natural Beauty (AONB), UNESCO World Heritage Sites and other environmental and heritage designated sites;
  - supporting the implementation of new technologies and other approaches to help minimise emissions and reduce the South East's contribution to global climate change;
  - considering the value of open spaces to the economy, well-being and the importance of tourism to the rural economy; and

- considering the impact of transport interventions on land uses, landscapes, habitats and biodiversity **and ensuring the most appropriate environmental mitigation measures are implemented.**

## Appendix 4 – Revised Sequencing of Economic Connectivity Corridors

This appendix sets out the results of the application of a revised methodology for sequencing the economic corridors. This involved the use of a multi criteria assessment framework which assessed each corridor against seven criteria which are set out in Table 1 below.

**Table 1. Assessment criteria used in multi criteria assessment**

<b>Assessment Criteria</b>	<b>Basis for assessment</b>
Business connectivity	Value of delay to businesses and freight on the corridor
Labour market efficiency	Value of delay to commuters on the corridor
International gateways	Major international gateways served by the corridor
Enabling development	Homes and jobs in planned major developments on the corridor
Deprived communities	Local authority districts in the top 30% most deprived served by corridor
Transport constraints	Extent of transport congestion on the corridor and identified constraints
Transport potential	Extent to which schemes have been identified to address constraints and are deemed to be deliverable.

A 3 tick scaling system was used to identify performance of each corridor against the seven assessment criteria. An overall tick rating was also given, based on an assessment of the ratings given across the seven criteria. The revised corridor sequencing resulting from the application of this multi criteria analysis is shown in Table 2 below. This would replace Table 9.1 included in the draft Economic Connectivity Review.

**Table 2 – Revised corridor sequencing**

Corridor	Economic impact		Enabled by transport			Requirement and feasibility		Overall Rating	Rank
	Business Connectivity	Labour Market Efficiency	International Gateways	Enable development	Deprived Communities	Transport Constraints	Transport potential		
M25	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	1
M4/Great Western Mainline	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓	2
A27-M27/West Coastway Line	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓	3
M3/South Western Mainline	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	4
A23-M23/Brighton Mainline	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓	5
A34/Cross Country Manchester-Bournemouth	✓✓	✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	6
A2-M2/Chatham Mainline	✓✓	✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	7
A3/Portsmouth Direct Line	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓	8
A2/Chatham-Ramsgate Mainline	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓	✓✓	9
A33/Cross Country Manchester-Bournemouth	✓✓✓	✓✓✓		✓✓		✓✓✓	✓✓✓	✓✓	10
A229/Medway Valley Line	✓✓✓	✓✓✓	✓✓✓	✓	✓✓	✓✓✓	✓	✓✓	11
A20-M20/HS1	✓✓	✓	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	12
A259/East Coastway Line	✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	13
A22/Oxted Line	✓✓	✓✓	✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	14
A322-A329/North Downs Line	✓✓✓	✓✓✓		✓✓		✓✓✓	✓	✓✓	15
Redhill-Tonbridge Line	✓	✓	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓	16
A25/North Downs Line	✓✓	✓✓	✓✓	✓	✓	✓✓✓	✓	✓✓	17
A299/Chatham-Ramsgate Mainline	✓	✓	✓	✓✓✓	✓✓✓	✓	✓✓	✓✓	18
A264/Arun Valley Line	✓	✓	✓✓	✓✓		✓✓	✓✓	✓	19
A21/Hastings Line	✓	✓	✓	✓	✓✓✓	✓✓	✓✓	✓	20
A303/West of England Mainline	✓✓	✓		✓		✓	✓✓✓	✓	21
Herne Bay/Whitstable-Canterbury	✓	✓	✓	✓✓	✓	✓✓	✓✓	✓	22

**Appendix 5 - Draft Final Version of the Economic Connectivity Review**

*(To follow)*

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

Date: **16 July 2018**

Title of report: **Transport Strategy Development**

Purpose of report: **To agree the next stage of the Transport Strategy development**

---

## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) agree the revised route map for the Transport Strategy set out in Appendix 2;
  - ii) agree that the Lead Authority undertake a procurement process and enter into the necessary arrangements on behalf of the Shadow Partnership Board to secure the external resources required to undertake the next stages of the Transport Strategy.
- 

## **1. Introduction**

1.1 As set out in the preceding paper (Paper 2a) the Economic Connectivity Review has been completed and following a six week engagement event, is in the process of being finalised. The purpose of this report is to set out how the next stages of the Transport for the South East (TfSE) Transport Strategy are to be undertaken.

## **2. Background**

2.1 In September 2016 the Shadow Partnership Board considered a report on the development of the Transport Strategy and agreed an overall route-map for its development. The route-map set out how the development of the Transport Strategy would be broken down into different elements and outlined the content and timings of each of these. An extract from the route map agreed by members of the Shadow Partnership Board in September 2017 is reproduced in Appendix 1.

## **3. Financial Considerations**

3.1 An announcement was made at the TfSE event in Farnborough, on the 8 May 2018, awarding a £1million grant from the Department for Transport (DfT) towards the costs of developing the Transport Strategy. This is in addition to the grant award of £100,000 received from DfT in March 2018 for the same purpose. A paper setting out the resources available to TfSE in 2018/19 and 2019/20 is included on the agenda (Paper 7a). In summary there is a total of £1.3m to develop the Transport Strategy in 2018/19 and 2019/20.

3.2 As presented to the Shadow Partnership Board in September 2017, the route map prepared by Atkins set out the potential costs of each of the Transport Strategy elements. At that time the overall estimate of the cost of the development of the Transport Strategy, excluding the Economic Connectivity Review, was between £1.6m and £2m. This estimate was made in advance of the outcomes of the Economic Connectivity Review when the number of corridor studies was not yet

known. Atkins put a cost estimate range on the corridor studies of between £100,000 to £200,000 each, although they made it clear that there was significant scope for cost variation depending the number of corridor studies required and depth of each study. The original Atkins cost estimates relating to the other elements of Transport Strategy was £550,000. Once these are added in, the total cost of the Strategy exceed the resources that are currently available.

#### **4. An alternative route-map**

4.1 To take account of the financial constraints, an alternative version of the Transport Strategy Route map has been produced which is presented in Appendix 2. It is proposed to divide the development of the Strategy into two further phases. A draft Transport Strategy would still be produced for public consultation in September 2019 and would include a statement of TfSE's initial scheme priorities for the five year period between 2020-25.

4.2 Work on the corridor studies would be deferred until 2019, as part of a third phase, when the budgetary situation would be clearer. It would also enable further work to refine the methodology for the corridor studies to be undertaken as part of the main Strategy work and provide greater certainty about the costs involved.

4.3 The scheme priorities for the medium (2025-30) and longer term (2030-2050) would be deferred awaiting the outcome of the corridor studies, which would be completed in Spring 2021. Once the corridor studies were completed an investment plan would be produced setting out the sequencing of a prioritised list of schemes including high level costings. Members of the Shadow Partnership Board are recommended to agree the revised Transport Strategy route-map set out in Appendix 2.

#### **5. Procurement of external resources**

5.1 As there are insufficient resources within the constituent authorities to undertake the work necessary to develop the next stages of the Transport Strategy (Phase 2), it is proposed that external resources are procured for this purpose. An invitation to tender would be issued for the Strategy Development work and the two thematic studies shown in both Figure 1 and Figure 2 (evolving transport technology and smart ticketing; and freight logistics and international gateways).

5.2 The corridor studies and the strategic investment plan (Phase 3) would be procured at a later date once the scope of the corridors studies has been refined and the necessary resources identified to undertake these pieces of work. Members of the Shadow Partnership Board are recommended to agree that the Lead Authority undertake a procurement process and enter into the necessary arrangements to secure the external resources required to undertake the next stage (Phase 2) of the Transport Strategy.

#### **6. Conclusion**

6.1 The Economic Connectivity Review provides a solid base on which to move forward with the next stages of the TfSE Transport Strategy. Although the recent award of £1.1million of grant monies from the DfT is to be welcomed, this will be insufficient to complete the remaining stages of the Transport Strategy.

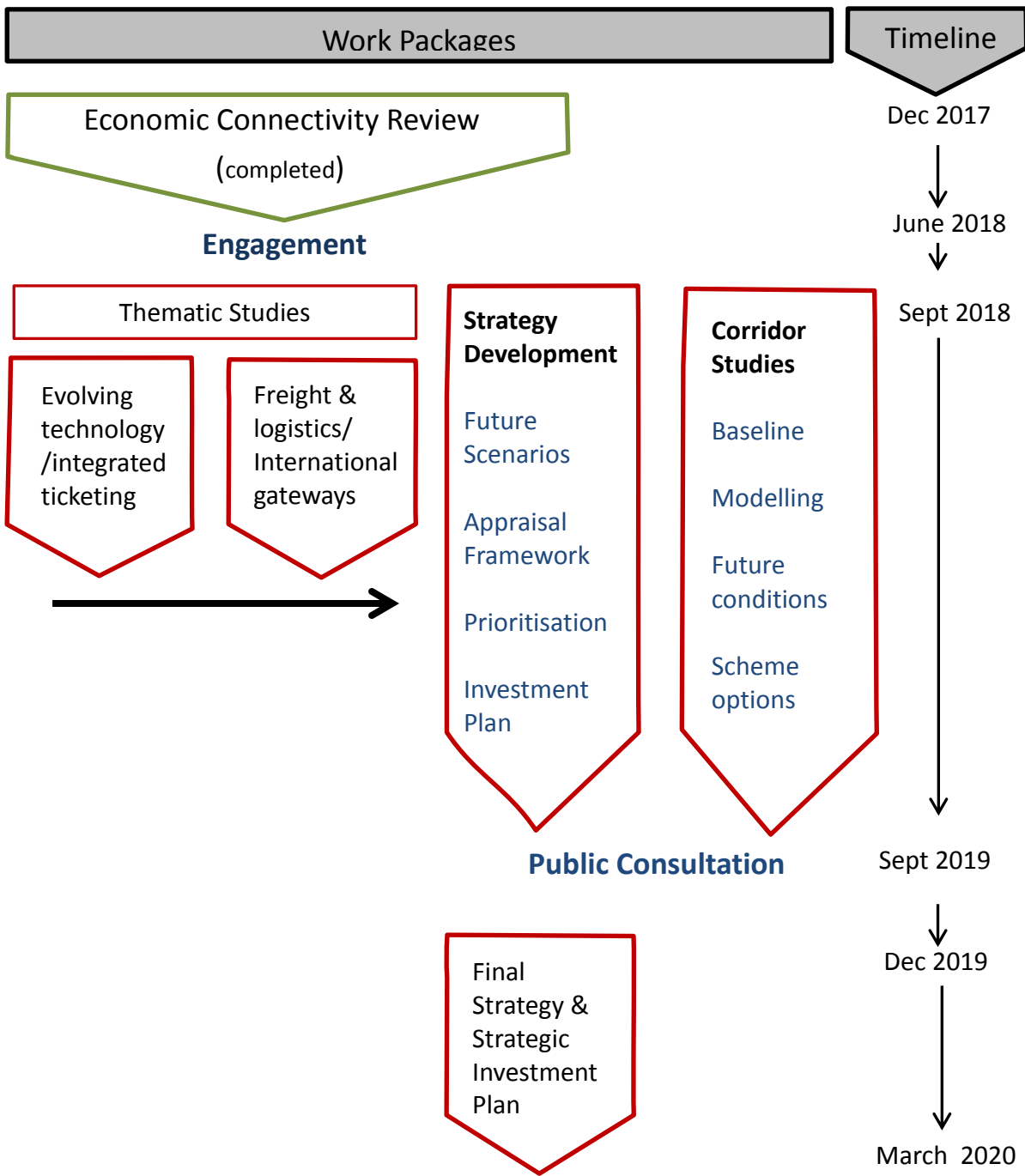


6.2 A revised route map has been developed that will allow the work on the Transport Strategy to continue within the available budget. Members of the Shadow Partnership Board are recommended to agree the revised Transport Strategy route-map and agree that the Lead Authority undertake a procurement process and enter into the necessary arrangements to secure the external resources required to undertake the next stages of the Transport Strategy.

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

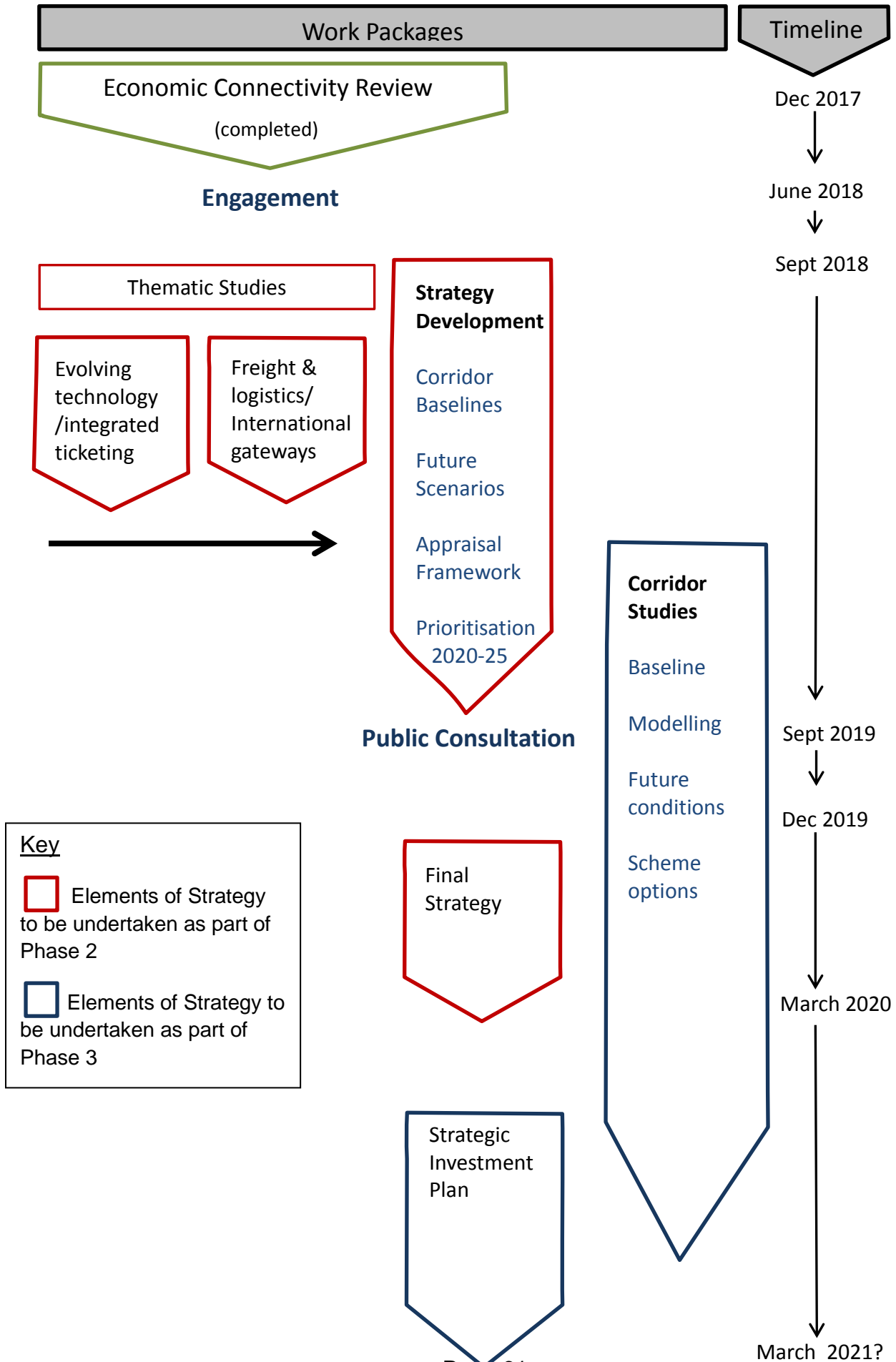
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**Appendix 1 – Extract from Transport Strategy route-map agreed in September 2017**



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**Appendix 2 - Revised Transport Strategy Route map**



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

Date: **16 July 2018**

Title of report: **Major Road Network early entry schemes**

Purpose of report: **To agree the early entry candidate schemes for submission to the Department for Transport**

---

## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) agree that the five schemes identified in Table 1 in Appendix 1 are the most suitable early entry candidate schemes the TfSE area on the indicative Major Road Network;
  - ii) agree the order in which these five schemes have been ranked, based on an assessment of their suitability as early entry schemes.
- 

## **1. Introduction**

1.1 The purpose of this report is to describe the process that has been used to identify a small number of potential early entry schemes on the Major Road Network (MRN).

## **2. Background**

2.1 In March 2016 the Shadow Partnership Board agreed a report setting out the TfSE response to a Government consultation on the potential creation of a Major Road Network (MRN) in England. The consultation began on 23 December 2017 and ran until 19 March 2018. The creation of the MRN recognises the most economically important 'A' roads managed by local highway authorities and intends to provide greater certainty about funding in the longer term, with a portion of the capital funding available through the National Roads Fund being dedicated to the MRN.

2.2 In common with the responses from other Sub National Transport Bodies (STBs), the TfSE response sought a number of additions and deletions from the indicative MRN included in the consultation. This would create a MRN in the TfSE area which is 60% longer than that proposed by the Department for Transport (DfT), in large part because of the sparse nature of the Strategic Road Network (SRN) in our region. The TfSE response also made a number suggestions about the principles for the development and operation of the MRN.

2.3 The DfT are due to publish their formal response to the consultation before the summer recess in July 2018. This will set out the Government's response to the issues raised in the consultation including the spending thresholds for MRN improvement schemes and the types of scheme that will be funded on the MRN through the newly created National Roads Fund.

2.4 The DfT are expected to make a further announcement about the final version of the MRN in December 2018. At the same time, the DfT are planning to make an announcement that a small number of schemes on the network will be funded from the newly created National Roads Fund. The fund comes on stream in 2020/21 which is when construction work on these early entry schemes would need to start.

2.5 At the end of May 2018, the DfT asked each of the STBs to work with the constituent authorities and Local Economic Partnerships in their area to identify an initial list of potential schemes for submission to the DfT by 24 June 2018. DfT have indicated that there are likely to be up to six early entry schemes across the country

2.6 DfT were clear that schemes will need to be able to start construction in 2020/21 and therefore are expected to be in a good state of preparedness, rather than new schemes to be worked up from scratch. In addition, the DfT set out the following key criteria which early schemes should meet:

- The schemes must be on the indicative MRN included in the December 2017 consultation. Schemes on the extended MRN sought by TfSE in its consultation response are therefore out of scope.
- The schemes should meet the objectives that have been set for the MRN by adding capacity, relieving congestion and supporting the economy, with bypasses, new links or carriageway widenings being the preferred types of scheme.
- The level of funding contribution being sought from the NRF should be between £20 and £100 million
- The funding package should include a local contribution towards the construction cost of the scheme. Scheme promoters will be expected to meet the development costs.

### **3. Identification of early entry schemes in the TfSE area**

3.1 The TfSE Senior Officer Group tasked the Transport Strategy Working Group with identifying and prioritising potential early entry candidate schemes. Constituent authorities were asked to submit initial suggestions on a proforma which sought to assess the suitability of each scheme against the criteria specified by the DfT. The objective of the exercise was to identify those schemes which best meet the DfT's criteria rather than to assess the merits of each scheme.

3.2 A total of thirteen early entry scheme proformas were submitted. A list of the names and the location of the schemes is included in the covering letter to the DfT (Appendix 1). The proformas were assessed by a panel comprising members of the Transport Strategy Working Group. The schemes were initially sorted into those that sufficiently matched the DfT criteria and those that did not.

3.3 Once the potential candidates for submission had been identified, they were ranked on the basis of their suitability as early entry candidate schemes. A total of five schemes were identified as being suitable candidates and these are shown in ranked order in Appendix 1. A copy of the summary table showing the outcome of the panel assessment of the thirteen schemes is included in Appendix 2. It is apparent that there is no 'golden ticket' scheme that fully meets all of the DfT criteria. It is not known at



this stage what schemes the other three STBs have put forward and how well they meet the criteria.

3.4 The deadline for the submission of potential early entry candidate schemes was the 24 June 2018. In view of this the list set out in Appendix 1 was submitted as an officer response which is subject to the agreement of the TfSE Shadow Partnership Board. Members of the Shadow Partnership Board are therefore recommended to agree that the five schemes identified represent the most suitable early entry candidates and to agree the order in which these five schemes have been ranked.

3.5 Copies of all of the proformas and supporting information for all the thirteen schemes were submitted to the DfT along with the assessment summary sheet. The eight schemes that were not identified as early entry candidates may well feature, with other schemes, in the longer term programme for the MRN in the TfSE area.

3.6 The next stage in the process will be for the Department for Transport to undertake their own assessment of the suitability of the various early entry schemes that have been submitted by TfSE and the other STBs. The DfT will then discuss the proposals with the highway authorities to understand more about the schemes and their likelihood of delivery. The letter to the DfT in Appendix 1 requests that TfSE is kept up to date about the progress and outcome of the DfT's assessment.

#### **4. Conclusions**

4.1 The request from the DfT to each of the STBs to identify potential early entry candidate schemes on the indicative MRN represents an opportunity to secure contributions from the National Road Funds for schemes on which construction work could start in 2020/21. An assessment process has been undertaken on thirteen potential candidate schemes from within the TfSE area, with five having been identified as suitable early entry candidates. It is recommended that members of the Shadow Partnership Board agree that the five schemes identified in Table 1 in Appendix 1 represent the most suitable early entry candidates and, based on assessment of their suitability, agree the order in which these five schemes have been ranked.

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

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## Appendix 1 – Letter to DfT

Gidon Wieder  
Policy Advisor,  
Regional Transport Strategies,  
Department for Transport  
2/19, Great Minster House  
33 Horseferry Road,  
London, SW1P 4DR

Emailed to: [Gidon.Wieder@dft.gsi.gov.uk](mailto:Gidon.Wieder@dft.gsi.gov.uk)

22 June 2018

Dear Gidon

### Major Road Network early entry schemes

I am writing to you as Chair of the Senior Officer Group for Transport for the South East (TfSE), in response to the request set out in the email Tony Boucher, dated 25 May 2018, seeking potential early entry schemes on the indicative Major Road Network (MRN). TfSE is very supportive of the MRN concept and is keen to work with the Department to help shape the MRN in a way which will further our own strategic ambitions.

We have worked with our constituent authorities and Local Economic Partnerships to identify potential candidate schemes that could commence construction in 2020/21 and that meet the other criteria set out by the Department.

A list of the thirteen schemes that were put forward to us by our constituent highway authorities as potential early entry candidates is shown in the Table 1 below. An assessment process was used to identify the schemes which best meet the criteria for early entry. The result is that five schemes have been identified as suitable candidates; these being the first five schemes shown in Table 1. The five schemes have also been ranked in order based on our assessment their suitability. The remaining eight schemes are not shown in any particular order. These other eight schemes, alongside others, may be potential candidates for funding from the National Roads Fund in the longer term.

I must highlight that this is an officer submission and that our Shadow Partnership Board on 16 July 2018 will consider and agree the schemes. I will let you know if there are any changes to the list following that meeting.

A summary spreadsheet showing the outcome of our assessment process is attached along with copies of the proformas and supporting information that were submitted for each of the thirteen schemes. I am sure these will be of use to you in undertaking your own assessment of the list of schemes submitted by TfSE and the other Sub-National Transport Bodies.

Please do not hesitate to contact me if you have any questions about this TfSE submission. I would be grateful if you could keep me up to date with the progress and outcome of the Department's initial assessment

We look forward to continuing to work with the Department on the development of the MRN.

Yours sincerely,

Rupert Clubb

Chair of the TfSE Senior Officer Group and Director of Communities Economy and Transport, East Sussex County Council

cc. Members of the TfSE Senior Officer Group

**Table 1 – MRN early entry schemes in the TfSE area<sup>1</sup>**

<b>Ranking<sup>2</sup></b>	<b>Scheme Name</b>	<b>Highway Authority</b>
1	<b>Portsmouth Western Corridor (M275)</b>	Portsmouth
2	<b>A249 at M2 Junction 5</b>	Kent
3	<b>A35 West of Southampton</b>	Hampshire
4	<b>M3 to M4 Corridor (A329/A322/A3095)</b>	Wokingham & Bracknell Forest
5	<b>A31 Hinkley Corner Underpass</b>	Surrey
-	East Reading Mass Rapid Transit	Reading & Wokingham
-	South Reading Mass Rapid Transit (Phases 5 -6)	Reading
-	New Thames Crossing - East of Reading	Wokingham & Oxfordshire
-	A24 Horsham to Capel Bypass	Surrey & West Sussex
-	A22 Transport Improvements	Surrey
-	A320 North Corridor	Surrey
-	A29 Realignment Scheme	West Sussex
-	A284 Lyminster Bypass	West Sussex

<sup>1</sup> Only schemes ranked 1 to 5 in the table above are being put forward by TfSE as suitable early entry candidates.

<sup>2</sup> Ranking based on an assessment of each scheme's suitability as an early entry candidate.

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

Date: **16 July 2018**

Title of report: **Developing a Proposal for Government**

Purpose of report: **To outline the proposed approach for developing a Proposal for submission to Government, with the aim of achieving statutory status for Transport for the South East**

---

## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) Agree the proposed approach to developing a strategic case for Transport for the South East;
  - ii) Discuss the powers and responsibilities likely to be requested;
  - iii) Agree that a sub-group of the Shadow Partnership Board should be established to guide the development of the Proposal; and
  - iv) Agree the Terms of Reference for the officer sub-group.
- 

## **1. Introduction**

1.1 The purpose of this report is to provide an update on the process for securing statutory status for Transport for the South East (TfSE) and set out the approach to developing a draft Proposal for submission to Government.

1.2 The Government introduced powers to establish Sub-National Transport Bodies (STBs) through the Cities and Local Government Devolution Act 2016. STBs are expected to develop a Transport Strategy for their area and the Secretary of State will need to give due regard to the investment priorities identified in the Strategy.

1.3 TfSE was formed as a Shadow STB in June 2017. It brings together 16 Local Transport Authorities, five Local Enterprise Partnerships (LEPs) and other key stakeholders to develop and implement a Transport Strategy for the area. Once it obtains statutory status, TfSE will have powers and responsibilities that complement the work of its constituent authorities and LEPs. It will be able to introduce strategic schemes that cross boundaries and benefit the end user, such as smart ticketing. It will have a strong voice with Government and be able to influence investment decisions.

1.4 To achieve statutory status, TfSE will be required to develop a Proposal to Government which will need to demonstrate the strategic case for the creation of a STB, having regard to the statutory requirements for such a Body. Such a Proposal will be required to be supported by a strong evidence base, including a quantitative assessment of the value added to the economy by TfSE and qualitative feedback from businesses, residents and communities.

1.5 The draft Proposal will also need to identify the types of powers and responsibilities that the STB will be seeking, as well as identifying the proposed governance structures and strategic aims.

## **2. Making the Strategic Case**

2.1 The Proposal must make the strategic case for the creation of TfSE. The narrative needs to clearly identify the value that TfSE will add, including the overall impact on the economy and the benefits to end users.

2.2 The Proposal should be based upon qualitative and quantitative evidence and needs to demonstrate close linkages to documents, such as the Strategic Economic Plans and emerging Local Industrial Strategies that have been developed by the LEPs. It will draw upon the recently completed Economic Connectivity Review.

2.3 The narrative does not need to be a lengthy document, but needs to powerfully demonstrate the impact of TfSE. Appendix 1 sets out the outline structure for the draft supporting case. It sets out the various sections for the Proposal:

- Executive summary – a powerful analysis of the key points in the Proposal. It will highlight the key aspects of the case, such as international gateways and the benefits to users, as well as setting out why TfSE needs statutory status;
- The ambition – clearly stating the vision for TfSE;
- Strategic and Economic Case – drawing upon the evidence from the Economic Connectivity Review, this section will show the added value of TfSE to the economy. It will highlight the impact that improved strategic infrastructure will have on housing and will demonstrate the importance of strategic transport links to the international gateways. It will be important that these messages can be easily distilled to the various audiences;
- Constitutional arrangements – the Proposal will need to reiterate the governance arrangements that are in place for TfSE;
- Functions – TfSE will request a number of powers and responsibilities from Government. The Proposal will need to set out the General Functions as well as the Transport Functions that TfSE is seeking. Section 3 of this report provides further detail on the types of powers that might be included in the Proposal; and
- Support and Engagement – this section of the draft Proposal will outline process that has been undertaken as part of the public consultation exercise. It will also include letters of support from business representative organisations and businesses in the TfSE area. The LEPs will play a key role in engaging businesses.

## **3. Powers and Responsibilities**

3.1 As outlined in section 2, the draft Proposal will need to set out the powers and responsibilities that TfSE is seeking from Government. Where any of these powers or responsibilities are already held by one or more of the constituent authorities they will be sought on a concurrent basis. In addition, these powers will be sought in such

a way that they will only be able to be enacted with the consent of the relevant constituent authority.

3.2 Work has been undertaken to consider the powers and responsibilities that TfSE may require to fulfil its mission set out in its Vision and Strategic Principles. In addition a review has been undertaken of the powers and responsibilities requested by Transport for the North (TfN) and Midlands Connect. A summary of the powers and responsibilities that TfSE may wish to request has been attached as Appendix 2.

3.3 The powers that the Board may wish to consider include:

- **General Functions** – as set out in the Local Transport Act, these functions will give TfSE the powers to develop a Transport Strategy for the area, as well as a role to provide advice to the Secretary of State as well the general power of competence.
- **Smart and Integrated Ticketing** power for TfSE to be able to operate integrated ticketing systems.
- **Powers to promote or oppose Bills in Parliament** – to enable TfSE to promote regionally significant transport projects including those that cross highway authority boundaries.
- **Rail operations and franchising** – TfSE could request powers to influence the development of specifications for rail franchises. It is not recommended that TfSE should seek powers relating to the operation of franchises. This is primarily due to the multiple franchises that operate within the area and many of these operate beyond the boundaries of TfSE.
- **Bus operations and franchising.**
- **Air quality management** – the powers to manage air quality issues arising from transport.
- **Highways** the powers to acquire land for the purposes of constructing highways, construct, improve and maintain trunk roads and local roads.
- **Charging**– the ability of TfSE to introduce charging schemes for the purposes of keeping or using motor vehicles on roads. This power would be necessary to introduce Low Emission Zones, road user charging schemes or area wide workplace parking levies.

#### 4. Timescales

4.1 In March 2018, the Shadow Partnership Board agreed that TfSE should aim to submit the Proposal to Government in spring 2019. This would mean that a draft version of the Proposal would need to be submitted to the Shadow Partnership Board at the next meeting in September 2018. The draft would have then be subject to a 12 week public consultation, which would run until mid-December 2018.

4.2 However, early work on the draft Proposal has demonstrated that this timescale will be extremely ambitious within the current TfSE resources. The main element of the work will be needed on agreeing the powers and responsibilities, which will require considerable engagement with Constituent Authorities and LEPs.

4.3 It is therefore proposed that the timescales are delayed slightly, with a draft Proposal submitted to the Shadow Partnership Board in December 2018. This will

allow for the proposed officer resource to be recruited and will enable informal consultation with Constituent Authorities and LEPs.

4.4 The 12 week consultation period would be held early in 2019. The draft Proposal will require the consent of the Constituent Authorities. It is likely that this will be sought in May/June 2019, subject to Cabinet and Committee timescales.

4.5 It is intended that a final draft Proposal will be submitted to Government in early autumn 2019 and will be subject to a period of negotiation and assessment with the Department for Transport (DfT). The final Proposal will be signed by the Government and constituent authorities.

## **5. Sub-Group**

5.1 It is proposed that the development of the Proposal is guided by a small sub-group of the Shadow Partnership Board. The sub-group will provide guidance and direction to the TfSE Secretariat and ensure that a strong draft Proposal is prepared for submission to Government in autumn 2019.

5.2 This will be supported by a task and finish group from the Senior Officer Group, which has already been established. The officer group will work closely with the existing officer groups, particularly the Governance and Communications Groups. It will support the informal engagement with the constituent authorities and partners.

5.3 The draft Terms of Reference for the officer Task and Finish Group are attached as Appendix 3 for the approval of the Shadow Partnership Board.

5.4 Members of the Shadow Partnership Board are recommended to agree that a sub-group of the Board should be established to provide advice and guidance on the development of the Proposal to Government.

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



## Appendix 1: Draft Outline Structure for TfSE Supporting Case for the Proposal to Government for the creation of an STB.

### 1. Executive Summary

- **Why TfSE needs Statutory Status:** the document needs to clearly set out the value the STB will add beyond a joint committee or collaboration. The impact of not having TfSE is that the current pressures on strategic transport infrastructure will continue to grow. Without TfSE there will not be a regional organisation to make the case for investment in infrastructure, leading to increased congestion, and an inability to consider multi-modal investments or cross boundary schemes that will benefit the end user.
  - Traction with Government and key stakeholders (Highways England & Network Rail) who will need to have to have 'due regard' to Transport Strategy. TfSE will need to have statutory status if it is to take on specific legal powers and responsibilities relating to the operation of transport systems in its area.
  - Permanence – a STB needs to be in place on a permanent basis if it is to deliver on its strategy in the longer term. Achieving statutory status will enable TfSE to operate on a permanent basis and will provide a governance structure that matches the lifecycle of major infrastructure projects.
  - Facilitate the delivery of jobs, housing and growth – the Transport Strategy will identify the strategic transport priorities. Implementation of the schemes will connect economic centres and international gateways. The region has a significant impact on national GVA and this can be increased with investment in strategic infrastructure.
  - Geography of TfSE region – polycentric nature of the region means that strategic transport corridors cross local authority boundaries and can best be addressed by a body with the regional scale of TfSE.
- **Aims of the transport strategy:** Local Transport Authorities and LEPs across South East England, operating in partnership as TfSE, will develop a long term and ambitious Transport Strategy. The Strategy will identify the strategic transport priorities for the region and will develop an investment plan to support the delivery of the identified schemes.
- **Powers and Functions of TfSE:** The Exec Summary will set out the powers and functions which TfSE is seeking, including General Functions and more specific Transport Functions, such as influencing the development of rail franchise specifications and implementation of an integrated, smart ticketing scheme.
- **Timescale:** TfSE is aiming to secure statutory status in 2019/2020. This draft Proposal will be subject to a public consultation in Spring 2019, prior to being submitted to Government in autumn 2019.
- **Stakeholder Engagement:** the draft Proposal has been developed in partnership with TfSE's members and stakeholders. The constituent authorities and LEPs have steered the development of the Proposal, with input from the various members of the Transport Forum. We will secure support from key businesses in the TfSE area prior to submission to

Government and will engage with a range of partners during the public consultation exercise. Letters of support from key stakeholders and businesses will be attached to the Proposal.

**2. The Ambition** – *this section will set out the vision for TfSE, highlight the economic characteristics of the area and the background to TfSE*

*The South East is crucial to the UK economy and is the nation's major international gateway for people and businesses.*

*We will grow the South East's economy by facilitating the development of a high quality, integrated transport system that makes the region more productive and competitive, improves access to opportunities for all and protects the environment.*

2.1 The South East is a powerful regional economy contributing more than £200 billion to the UK economy each year. It is home to major international gateways, including Gatwick and Heathrow airports, as well as Dover, Southampton and Portsmouth ports. It has rail connections across the rest of the UK and into Europe and a considerable road network, including key parts of the Strategic Road Network, proposed Major Road Network and a number of highly significant local roads.

2.2 Many international and national companies are based in the region, alongside a large number of thriving, innovative SMEs. *Key Sectors – include reference here.*

2.3 However, our infrastructure is operating beyond capacity and unable to sustain ongoing growth. Underinvestment in road and rail infrastructure is causing issues for our residents and businesses.

2.4 Proximity to London – and impacts, including travel to work patterns. The nature of the relationship with London means that there are good connections into London, but orbital routes have suffered from lack of investment.

2.5 Environment and protected landscapes – the South East is an area of unrivalled natural beauty. It is home to two National Parks, a number of Areas of Outstanding Natural Beauty and much of the region is allocated as Green Belt. TfSE will play a role in maintaining and protecting the landscape. Additionally, there are a number of areas with air quality issues. It will be important that TfSE is enabled to address these issues and improve air quality for our residents.

**Transport for the South East**

2.5 TfSE was established in shadow form in June 2017. It brings together 16 Local Transport Authorities, five LEPs and other key stakeholders, including environmental groups, operators, district and borough authorities and national agencies, to develop an ambitious Transport Strategy for the south east region.

2.6 TfSE will support the growth of the South East economy, ensuring the delivery of a high quality, sustainable and integrated transport system:

- that supports increased productivity to grow the South East and UK economy and compete in the global marketplace;

- that works to improve safety, quality of life and access to opportunities for all; and
- that protects and enhances the South East's unique natural and historic environment.

2.7 TfSE is in the process of developing its Transport Strategy, which will run until 2050 and it will be accompanied by a clear investment plan for strategic infrastructure schemes in the South East. It will identify how targeted investment in strategic infrastructure could enable the GVA of the South East to grow up to £500 billion by 2050, with almost 3 million additional jobs.

2.8 During its operation in Shadow form, TfSE has already added considerable value in bringing together key partners and stakeholders to influence Government thinking. To date TfSE has input into the Roads Investment Strategy 2 and Major Road Network consultation.

2.9 The TfSE area and its key issues:

- Overview of the TfSE area drawing on the analysis given in the Economic Connectivity Review, Strategic Economic Plans and emerging Local Industrial Strategies. Include a map of the key towns, gateways, transport corridors and key sectors.
- Overview of the economy
- Economic Outcomes of Transport
- Context the key issues which need addressing e.g. where high levels of usage of the transport system is blocking the full growth potential and where links need to be enhanced to access a wider range of opportunities.
- Highlight housing challenge, importance of international gateways, end user benefits and air quality. Need to highlight the importance of innovation and digital and the impact that it is likely to have on transport – links to Innovation South.

2.10 The scale of the challenge and why change is needed:

- Continuing underinvestment in the south east (IPPR research on investment per head outside of London)
- Underperformance of coastal strip
- Poor connectivity – particularly orbital routes
- Region is not reaching its full potential (Economic Connectivity Review data to support this)

### 3. TfSE: Strategic and Economic Case

- **Background to STBs** – the Government introduced powers to establish STBs through the Cities and Local Government Devolution Act 2016. The legislation sets out that STBs will have General Functions, including to develop a Transport Strategy and provide advice to the Secretary of State. Once statutory status has been secured the Government must have due regard to the Transport Strategy which means that they must actively consider and respond to TfSE proposals. As well as exerting strategic influence there is also the potential for the STB to propose specific transport functions, including the operation of smart ticketing schemes, highway improvement construction and maintenance and rail franchising.
- **Why do we need TfSE**
  - Why TfSE covers the geography designated
  - How TfSE will sustain and grow the South East's contribution to the UK economy
  - How TfSE will help sustain growth in the regional economy
  - How TfSE will help facilitate strategic transport improvements
- The value that could be added by establishing TfSE as a statutory STB:
  - **One voice for strategic transport in the South East** – TfSE will offer an effective mechanism for Government to engage with local authorities and LEPs in the region. The collective strength of the partnership will offer a more effective way to develop clear priorities for investment and to influence critical spending decisions. This will provide traction with Government and key stakeholders (Highways England & Network Rail) who will need to have to have 'due regard' to Transport Strategy.
  - **Local Democratic Accountability** – the Partnership Board will comprise elected representatives and business leaders who will have responsibility for the delivery of the Transport Strategy. TfSE offers a route to engage with other emerging STBs and Transport for London.
  - **Delivering benefits for the end user** – TfSE can support the delivery of region wide programmes that will offer considerable benefits to the end user. Integrated travel solutions, combined with smart ticketing will operate more effectively at a regional scale and can best be facilitated by a regional body, rather than by individual organisations.
  - **Facilitating economic growth** – International gateways, Brexit resilience and housing growth. The Transport Strategy will facilitate the delivery of jobs, housing and growth. Implementation of strategic, cross-boundary schemes, particularly investment in the orbital routes, will connect economic centres and international Gateways. The region has a significant impact on GVA and this can be increased with investment in strategic infrastructure.
  - **Permanence** – securing statutory status offers TfSE the security to deliver the Transport Strategy to 2050. Achieving statutory status will enable TfSE to operate on a permanent basis and will provide a

governance structure that matches the lifecycle of major infrastructure projects.

- **Geography of TfSE region** – polycentric nature of the region means that strategic transport corridors cross local authority boundaries and can best be addressed by a body with the regional scale of TfSE.
- **The strategic and economic case for each of the powers and responsibilities being sought**
  - **Strategic influence:** the benefits of being able to set a single vision for the longer term. Acting as a statutory consultee and influencing the development of national programmes, such as Roads Investment Strategy and Major Road Network. TfSE has already worked with Government on a number of proposals that will help to support economic growth in the region, including RIS2, influencing rail franchising discussions and providing collective views on schemes such as southern and western rail access to Heathrow.
  - **Collective voice on strategic transport planning:** the benefits of a single voice and promoting cross regional transport priorities
  - **Complement existing powers and responsibilities of Local Transport Authorities**
  - **Lobbying for investment in transport projects**
  - **Liaison with key stakeholders and delivery partners**
  - **Taking forward joint issues**
  - **Effective working with other organisations who operate at a similar level**
  - **Possible development and sponsorship of transport initiatives such as integrated ticketing:** working to improve customer journeys and implement digital transport solutions.
  - **Possible operation/delivery of transport initiatives at a regional scale where there is a clear business case for doing so**
  - **Environmental protection and Air Quality**

#### **4. Constitutional Arrangements**

- **Requirements from Legislation**
  - Name
  - Members
  - Partnership Board
  - Co-opted members
  - Proceedings including voting mechanisms
  - Scrutiny functions
- **Governance**
  - Partnership Board and Senior Officer Group
  - Funding

#### **5. Functions (See Appendix 2: powers and responsibilities)**

- General Functions
- Local Transport Functions
- Possible Functions not being Proposed
- Non-legislative Roles

#### **6. Summary of Support and Engagement**

- The draft Proposal has been shaped and will be endorsed by the Shadow Partnership Board in December 2018 prior to the launch of the consultation.
- During the consultation process, the draft Proposal will be made available on the TfSE website. Meetings will be held with key contacts, such as Network Rail, Highways England, Transport for London, England's Economic Heartlands and the Transport Forum.
- Following the consultation exercise TfSE will update the draft Proposal and publish a summary of the consultation comments received.
- TfSE will seek consent from its constituent authorities and the final draft Proposal will be endorsed by the Shadow Partnership Board in Autumn 2019.
- The final Proposal will include a summary of the engagement process, including a list of the organisations engaged in the process and an appendix with a number of letters of support from key organisations and businesses.

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## Appendix 2: TfSE Proposal to Government - Powers and Responsibilities

### 1. Introduction

1.1 The purpose of this Appendix is to identify the powers and responsibilities that TfSE may wish to include in its Proposal to Government. It is primarily intended for circulation to the constituent authorities and LEPs as it sets out in detail the rationale for the inclusion of these powers and responsibilities. Many of the powers and responsibilities are already held by the constituent authorities and where this is the case TfSE would hold them concurrently with the constituent authorities and would require their consent before they could be enacted.

1.2 The legislative context for the functions that STBs are being asked to perform are explored first. This is followed by an examination of TfSE's vision and strategic principles to identify what functions stem from these as well as operational roles that TfSE may need to perform, alongside others, to implement its Transport Strategy. The table in Section 13 sets out the powers and responsibilities that TfSE may wish to seek. A number of these were sought by Transport for the North and those that are currently being sought by Midlands Connect in their draft Proposal.

### 2. The Government's vision for the functional roles of STBs

2.1 The Government has created STBs to fill the gap that exists between planning for local transport projects and the larger scale national transport schemes. The relationship between STBs and other national and local transport bodies is summarised Annex 1.

2.2 As shown in Figure 1 in Annex 1, STB's are strategically positioned to provide the bridge between national and local government, bringing together local knowledge and expertise to plan and prioritise transport schemes, speaking with one voice to influence national level decisions. Clearly a core function of STBs is to exert strategic influence over national decision making.

### 3. The functional roles of STBs set out in the enabling legislation

3.1 The Local Transport Act 2008 (LTA 2008) (as amended by the Cities and Local Government Devolution Act, 2016) sets out a number of functional roles for STBs.

3.2 The general functions set out for STBs in Section 102H (1) are:

- a) to prepare a **transport strategy** for the area;
- b) 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);
- c) 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;
- d) 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

e) *to make other proposals to the Secretary of State about the role and functions of the STB.*

3.3 There are three functional roles that present themselves here:

- i. **Strategic Influence** - The first two clauses of Section 102H (1) of the LTA 2008 set out how STBs are to achieve strategic influence with the Transport Strategy being the primary mechanism that an STB will use to advise the Secretary of State about how various transport functions should be exercised in its area.
- ii. **Co-ordination** - the third clause (clause (c)) sets out a co-ordination role for STBs. The clause above refers to the co-ordination of transport functions to improve their efficiency and effectiveness. The transport functions undertaken by local transport authorities are many and varied and encompass operational functions such as highway construction and maintenance and also non-operational functions such as the preparation of local transport plans. A key role here for STBs is to coordinate local knowledge and expertise to enable the STB to speak with one voice to advise the Secretary of State.

The potential development of the **Major Road Network** (MRN) provides an example of where STBs will potentially have a co-ordinating role. Regional evidence bases are to be developed to enable the identification and prioritisation of improvement schemes on the MRN. STBs will, potentially manage these regional evidence bases, with the local highway authorities designing and delivering the schemes. The recent work that has been undertaken by the STBs to collate and prioritise early entry schemes on the MRN provides a current example of this coordination role in action.

- iii. **Operational** – the third and fourth clause sets out the potential for TfSE to have an operational role in carrying out specific transport functions (including operational functions) concurrently or instead of its constituent authorities. Transport for the North has been given certain highway authority functions to enable them to construct, improve and maintain highways. These powers operate **concurrently** with the highway authority and TfN will require the consent of the highway authorities and the Secretary of State as highway authority for the Strategic Road Network before enacting them. However, it is understood that TfN has not become a highway authority in its own right.

3.4 There are two other aspects of the enabling legislation that are noteworthy. Despite the relatively 'open' nature of 102 H1(e) about the STBs making other proposals about its role and functions, Section 102 H(3)(a) makes it clear that the functions that an STB **can adopt can only relate to transport**. In addition, Section 102J (5) provides for any functions to be exercised by the STB concurrently with the local authority or instead of the local authority.

#### **4. TfSE's mission**

4.1 The extent to which TfSE will want to adopt the functional role set out in Section 102(H) (1) of the LTA 2008 will be strongly influenced by its mission as an STB operating in an area of the South East of England. A copy of TfSE's draft vision and strategic principles is set out in Annex 2.

4.2 In accordance with role of STB set out in the enabling legislation, TfSE's overall mission, as set out in its vision, is to facilitate economic growth by facilitating the development of a high quality, sustainable, integrated transport system.

4.3 The vision and strategic principles embody the concept of sustainable economic development with social inclusion and environmental protection forming two of the three principles. Consideration therefore needs to be given to whether there are specific powers and responsibilities that TfSE will need to give effect to these strategic principles.

#### **5. TfSE's role in promoting the economic social and environmental well-being of its area.**

5.1 In submitting their proposals to Government, TfN sought the powers that had been granted to Combined Authorities to promote the economic, social or environmental well-being in their areas.

5.2 This power was not granted by the DfT on the basis that this power has now been replaced by a more general functional power of competence. For STBs this is embodied in section 102M of the LTA 2008.

5.3 The DfT's view is that this functional power of competence enables an STB to do anything it considers appropriate for the purposes of the carrying out of any of its transport functions (including the promotion of economic, social and environmental well-being). TfSE will want to ask for this functional power of competence to be granted to TfSE to enable it to promote particular elements of schemes or initiatives to protect the environment or promote social inclusion.

#### **6. Air Quality Management**

6.1 A potential area that may require further consideration is the need for TfSE to have the powers to introduce air quality initiatives including Low Emissions Zones. Further investigations are being undertaken into this to identify what the different powers and responsibilities are in the area of air quality management and which of these options may be available to TfSE. Any powers that would be sought would run concurrently with those already held by the constituent authorities.

#### **7. Implementation of the Transport Strategy**

7.1 The primary mechanism for TfSE to set out how it is going to realise its vision and strategic principles will be through its Transport Strategy. By having statutory status the Secretary of State will have to have due regard to the Transport Strategy which means they will have to consider and respond to its proposals when making decisions.

7.2 In order to implement the transport strategy actions have to be taken which in broad terms will encompass:

- a) The implementation of initiatives to bring about more efficient use of existing transport infrastructure or services (e.g. integrated ticketing initiatives or the introduction of new traffic management technology on the road or rail network);
- b) physical improvements to existing transport infrastructure or services (modifications the road or rail network to increase capacity at key pinch points); and
- c) new transport infrastructure or services (e.g. new links to create access to employment or housing sites).

7.3 There are already bodies in place to provide these operational functions (Network Rail, Highways England and local transport authorities). In view of this, the key questions are what role TfSE should have in this operational arena; what powers and responsibilities are needed; and in what circumstances would these powers need to be applied?

7.4 A key consideration would be the scale of the activity. If it crosses a number of constituent authority boundaries then it may be more efficient and effective for the STB to deliver it. A power which both TfN and Midlands Connect have sought is the ability to make **joint and through ticketing schemes**. Clearly these will operate more efficiently and effectively at a regional scale. Although a decision has not yet been made about whether TfSE will sponsor the development of such a system in the South East, consideration needs to be given to the inclusion of this power in the Proposal. Further work on the role of TfSE in promoting integrated ticketing is to be undertaken as part of the development of the Transport Strategy. A decision on whether or not to include the request for this power may be needed before that work is complete and even if the initial recommendation were not to pursue such an initiative in the short term, circumstances could well change in the longer term. It is therefore recommended that this power is requested.

## **8. Highway authority powers**

8.1 There could be circumstances in which a large piece of highway infrastructure needs to be built which crosses a number of highway authority boundaries. Highways England are currently considering the need for possible extensions to the Strategic Road Network outside the M25 as part of the ongoing M25 South West Quadrant Study. There are potential circumstances within the lifetime of the Transport Strategy where need for further regionally significant schemes on the SRN or local roads may be identified which TfSE may want to promote.

8.2 Another possible circumstances in which TfSE might want to get involved in the development and delivery of highway schemes is to accelerate the development of a scheme which Highways England or a local highway authority are planning. For example Highways England could have identified a scheme for delivery as part of a RIS which TfSE want deliver earlier than programmed to facilitate access to a regionally significant housing or employment space site. TfSE could take on the development role such as land acquisition or other enabling activity for the scheme to accelerate its delivery. TfSE would need the necessary highway powers to do so. Another example is where TfSE is seeking an enhanced version of a local highway

authority or Highways England scheme and undertakes the additional scheme development and enabling work.

8.3 TfN have been granted certain highway authority powers which run concurrently with the Secretary of State on the trunk road network and concurrently with the highway authorities on the local road network. In granting these powers, the Secretary of State's vision for TfN and other STBs, set out in the Secretary of State's Report on the Sub-national Transport Body (Transport for the North) Regulations 2017<sup>1</sup>, is "for STBs to play a role in future strategic road schemes that fall between the gaps of national and local strategic planning".

8.4 Clearly a role for STBs is being set out here which envisages them promoting regionally significant schemes, across boundaries that otherwise might not be progressed. This might include involvement in land acquisition or entering into arrangements with Highways England or local highway authorities to develop and deliver highway schemes.

8.5 One of the functional roles identified by STBs is to coordinate the transport activities undertaken by its constituent authorities where this would improve efficiency and effectiveness. The legislation provides for STBs to operate any transport functions concurrently with others. There are circumstances in which having one body operating these powers could achieve economies of scale or lead to a more efficient outcome. For example there might be circumstances on the MRN where a corridor of improvements identified along a particular route which crosses one or more highway boundaries. Although it would be possible for each authority to act in its own area there may be efficiencies in the STB taking on the highway authority role. In a future situation where the roll out of one or more technological innovations is required to improve the efficiency of the operation of the MRN and local network there could be merit in the STB acting as highway authority to procure and deliver these.

8.6 Given the above, in the interests of future proofing, it is recommended that TfSE considers applying for powers similar to those that have been granted to TfN. In outline these concurrent highway authority powers cover:

- power to enter agreement with highway authorities for construction, reconstruction, alteration, improvement or maintenance of a highway
- power of local highway authority to construct new highways
- power to enter into agreement for creation of footpath etc
- compulsory powers for creation of footpaths etc
- acquisition of land for construction, improvement etc of a highway
- acquisition of land for mitigating adverse effects of constructing or improving highway

8.7 One of the powers included above is the ability to maintain roads. A situation where TfSE would take on the maintenance responsibilities for the SRN or local road network cannot be foreseen but the way that the Highways Act 1980 is drafted does

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<sup>1</sup> <http://www.legislation.gov.uk/ukxi/2018/103/resources>

not allow this activity to be decoupled from the other activities listed in Section 8(1) of the Highways Act 1980.

8.8 It is intended that before TfN exercises any transport powers or functions it holds concurrently with any of its constituent authorities that it will enter into a written Protocol with them covering the way in which the functions will be exercised.

8.9 More detail on the potential Highways powers that TfSE could request are included in section 12 of this report.

## **9. Influencing the Road Investment Strategy and High Level Output specification for Rail Network**

9.1 A key consideration for STBs is how they exert strategic influence to advise the Secretary of State about Highways England and Network Rail's investment plans. In their Proposal to Government, TfN requested the powers that the Secretary of State has under Schedule 4A, paragraph 1D, of the Railways Act 1993 in relation to the High Level Output Specification (HLOS) in their area. The HLOS is the means by which the Secretary of State sets out what they want to be achieved by railway activities during the forthcoming five year control period. TfN asked for this function should be exercised jointly by TfN and the Secretary of State for the rail network in their area.

9.2 Similarly, TfN asked to be granted the function of the Secretary of State under section 3 and Schedule 2 of the Infrastructure Act 2015, to set and vary the Road Investment Strategy (RIS) as it relates to their area and that this function be exercised jointly with the Secretary of State in their area.

9.3 TfN have not been granted these powers. Instead new governance arrangements have been put in place to strengthen TfN's role in the decision making process. On rail, the terms of reference for the existing Rail North Partnership Board, on which the DfT will be represented, will be expanded to include consideration of the case for investments on the rail network that could assist with the delivery of TfN's Strategic Transport Plan.

9.4 Similarly, on the Road Investment Strategy, a new Highways North Board is to be created on which TfN, DfT and Highways England will be represented. The Board will discuss and set long term strategic priorities for their region, although it will not have a decision-making function with the Secretary of State continuing to make all decisions relating to Road Investment.

9.5 Given TfN's experience, a sensible approach for TfSE would not ask for the specific powers in relation to the HLOS and RIS but seek the establishment of an integrated TfSE Road and Rail Investment Board on which the DfT, Network Rail and Highways England would be represented, whose primary function would be to consider the case road and rail investments in the TfSE area.

## **10. Railway operations and franchising**

10.1 More detail on the potential powers that TfSE could request in relation to Rail operations and franchising are included in section 13 of this report.

## 11. Bus operations and franchising

11.1 Review of potential STB involvement required to reflect legislation contained Bus Services Act 2016. Further work is under way on this.

## 12. Charging Schemes

12.1 Section 163 of the Transport Act 2000 contains powers for local traffic authorities to introduce charging schemes for the purposes of keeping or using motor vehicles on roads. This power would be necessary to introduce Low Emission Zones, road user charging schemes or area wide workplace parking levies. Any powers sought would run concurrently with those already held by any of the constituent authorities.

## 13. Red, Amber, Green Assessment of potential functions and powers

13.1 The table below sets out the powers and responsibilities which TfSE may wish to seek in submitting its proposal to Government. Many of these were within scope for TfN and Midlands Connect in preparing their Proposals to Government. The list below is not definitive and there may be other functions that TfSE may wish to pursue.

- Green - Recommendation that power be sought
- Amber – Further discussion required
- Red – Recommendation that power not to be sought

1. General Functions - as set out in Section 102H (1) of the Local Transport Act 2008		
Function	Rationale	RAG
a. to prepare a Transport Strategy for the area;	Necessary to advise the Secretary of State on TfSE's priorities for investment in the transport system in its area	G
b. 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 exert strategic influence	G
c. to co-ordinate the carrying out of transport functions in	Improving efficiency and effectiveness of transport functions through better coordination for example the	G

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;	operation of integrated ticketing scheme or the management of the regional evidence base for the newly created Major Road network and the identification and prioritisation of improvements on that network	
d. 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;	Ability to go and ask for further powers in the future	G
e. to make other proposals to the Secretary of State about the role and functions of the STB.	Ability to go back and ask for further powers in the future.	G
<b>General power of competence</b>		
<ul style="list-style-type: none"> <li>Section 102M of the LTA 2008 sets out a general power of competence for STBs</li> </ul>	This power required for TfSE to promote economic social and environmental well being	G
<b>Powers to promote economic social or environmental well being</b>		
<ul style="list-style-type: none"> <li>The power of a Combined Authority to promote the economic, social or environmental well-being of its area (This power was sought by TfN but was not granted)</li> </ul>	Section 102M of the Local Transport Act 2008 (as amended) gives STBs the functional power of competence which has now replaced the specific economic, social and environmental well-being powers set out in previous legislation.	R
<b>Power to carry passengers by rail</b>		
<ul style="list-style-type: none"> <li>Section 10 of the Transport Act 1968 contains a</li> </ul>	TfN have been granted this power. They hope	



relatively long list of general powers for PTEs one which is the power to carry passengers by rail.	that the Northern and Trans Pennine franchises will be devolved to TfN. No expressed desire for TfSE to operate railways in foreseeable future.	R
<b>Ticketing schemes</b>		
Under S135 – 138 - Transport Act 2000 Local Transport Authorities have powers to make joint and through ticketing Schemes.	Await outcome of study work to be undertaken in 2018/19 to identify whether smart and integrated ticketing should be rolled out in South East and what role TfSE should have in development and operation of this before deciding whether to ask for this power.	G
<b>Power to promote or opposing Bills in Parliament</b>		
S 239 Local Government Act 1972 Gives powers to local authorities to promote or oppose local Bills in Parliament which also bring in rights to apply for orders under the Transport and Works Act 1992.	This power would give TfSE the power to promote regionally significant transport projects including those that cross highway authority boundaries.	G
<b>Rail Franchising</b>		
Section 13 of the Railways Act 2005 gives Passenger Transport Executives <ul style="list-style-type: none"> <li>• powers and rights to be consulted on franchise agreements for services to, from or within its area, and to enter into agreements with the Secretary of State or franchisees in relation to such services.</li> </ul>	See below	
S13 1(a), 1(b) & 2 the right to be consulted before the Secretary of State issues an invitation to tender for a franchise agreement in which	Commensurate with an STB exerting strategic influence	G

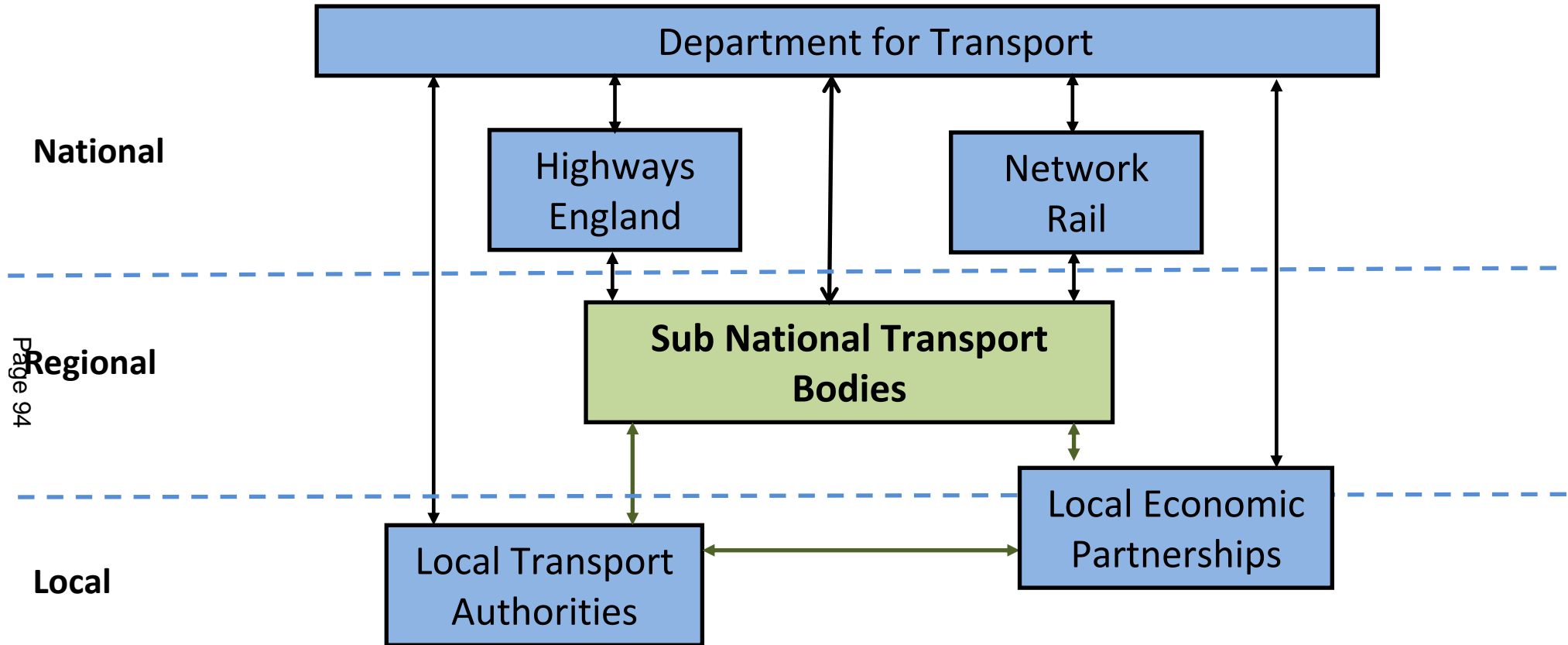
the PTE has an interest about the services to be provided under the agreement.		G
S13 (3) Power to enter into agreements with the SoS whereby the Passenger Transport Executive makes payments to the Secretary of State(SoS) in respect of rail services within its area.	Cannot foresee circumstances in which TfSE would want to do this?	R
S13 (4) Power (but only with the consent of the SoS) to enter into agreements with franchise operators in relation to a franchise and to become co-signatories with the SoS and franchise operator to that franchise.	Cannot foresee circumstances in which TfSE would want to get involved in this activity	R
Under S23 and S26-30 of the Railways Act 1993 SoS is responsible for the rail franchising	TfN Request exemption under S24 enabling them to let concessions in their area. Can't see that TfSE would want to get involved in this activity.	R
<b>Bus operations and franchising</b> (further work underway)		
Bus services Act 2016		?
<b>Giving capital grants for the purposes of providing public transport facilities</b>		
S 56(2) - <ul style="list-style-type: none"> <li>Transport Act 1968</li> <li>enables the Secretary of State, as well as district and county councils, to make capital grants to persons towards expenditure for the purpose of the provision or improvement of facilities for public passenger transport.</li> </ul>	<ul style="list-style-type: none"> <li>Although this activity is covered under more general provisions informal advice is to apply for specific powers like this where they exist.</li> </ul>	G

<b>Highway construction &amp; maintenance</b>		
S 24 & PART XII of the Highways Act 1980 gives local highways authorities the powers to <b>construct highways and acquire land</b>	Highway powers required to enable TfSE to acquire land or undertake highway works in another highway authority's area. Powers would be concurrent. Examples in main body of note	<b>A</b>
Sections 24, 25 and 26 & PART XII of the Highways Act 1980 Enables the SoS or Highways England to <b>enter into agreements</b> with a county council or metropolitan district council for the construction or improvement of <b>trunk roads</b> .	As above	<b>A</b>
Section.8 of the Highways Act 1980 enables local highways authorities or Highways England to enter into agreements with other such authorities in relation to the construction, improvement or maintenance of a highway for which any party to the agreement is the highway authority	As above	<b>A</b>
Section 239, 240, 246 and 250 of the Highways Act enable a highway authority to <b>acquire land</b> for the construction, improvement, mitigating adverse effects of highways construction	As above	<b>A</b>
Section 250 of the Highways Act 2008. Powers relating to the acquisition of powers over land	As above	<b>A</b>
<b>Setting the Road Investment Strategy (RIS) on the Strategic Road Network</b>		
Section 3 & Schedule 2 of the Infrastructure Act 2015 sets out power of the Sec of State	TfN asked for powers to set the RIS in TfN area concurrently with Sec of	

to set and arrange the Road Investment Strategy	State but were not granted this power. A Highways North Board has been created on which DfT, Highways England and TfN will sit. Decision making powers to remain with Secretary of State. TfSE should not ask for this power but seek the creation of a similar Board in the South East.	R
<b>High Level Output specification for rail activity</b>		
Schedule 4A Para 1D Railways Act 1993 set out the function of the Sec of State in relation to the High Level Output Specification (HLOS) for railways	TfN have asked for this function in relation to the railways in their area to run concurrently with the Secretary of State. Power was not granted. Remit of Rail North Partnership Board to be extended to enable TfN to influence rail investment decisions. Decision making powers to remain with Secretary of State. TfSE should not ask for this power but seek the creation of a similar Board in the South East.	R
<b>Air Quality Management ( further work underway)</b>		
Power of traffic authority under Road Traffic Regulation Act (1984) to introduce Traffic Orders that would allow area wide Low Emissions Zone to be introduced. Other powers exists under other legislation	To reduce emissions from road transport across an area of the South East. Any powers sought in this area would run concurrently with those already held by the constituent authorities.	A
<b>Charging</b>		
Power of local traffic authorities to introduce charging schemes for the purposes of keeping or using motor vehicles on roads under Section 163 of the Transport Act 2000.	This power would be necessary to introduce Low Emission Zones, road user charging schemes or area wide workplace parking levies	A
<b>Miscellaneous local authority powers</b>		

<p>TfN has been granted various provisions of the Local Government Act 1972 (3) They include areas relating to the operation of TfN as</p> <p>local authority ( in part) with duties in respect of staffing, pensions, transparency, monitoring and the provision of information about TfN.</p>	<p>An STB that achieves statutory status becomes a body corporate. These local authority powers are required to enable an STB to operate and this is why they have been granted to TfN.</p>	<p><b>G</b></p>
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Annex 1 – Relationship between National, Local and Regional Transport Bodies



## Annex 2 - Transport for the South East - Draft Vision and Strategic Principles

*NB: These include the revisions set out in Paper 3a on the Agenda*

### Draft Vision Statement

The South East is crucial to the UK economy and is the nation's major international gateway for people and businesses.

We will grow the South East's economy by facilitating the development of a reliable, high quality, sustainable, integrated transport system that makes the region more productive and competitive, improves access to opportunities for all and protects the environment.

### Draft Strategic Principles

1. Ensuring the delivery of a high quality, sustainable and integrated transport system that supports increased productivity to grow the South East and UK economy and compete in the global marketplace by:
  - supporting partners to meet the current and future housing needs, employment space, and regeneration;
  - facilitating improved connectivity between international gateway ports, airports and Eurotunnel Terminals and their markets within the South East, to the wider UK and the rest of the world;
  - determining how digital technologies could reduce the need to travel, promote shared transport, and improve network efficiency through the creation of a digitally connected transport network;
  - ensuring improved journey times connectivity and journey time reliability for people and goods between major economic hubs within the South East, to and from London, and beyond to the rest of the UK and internationally; and
  - ensuring a well-maintained transport network is in place that is resilient to incidents and extreme weather events.
2. Facilitating the development of a high quality, sustainable and integrated transport system that works to improve safety, quality of life and access to opportunities for all by:
  - ensuring the delivery of an accessible, affordable, safe and sustainable transport network across all modes, with seamless planning, payment and interchange for journeys within the South East, to the rest of the UK, and internationally; and
  - improve accessibility to, from and within deprived communities, particularly coastal communities, to support sustainable economic growth and the rebalancing of these local economies.
3. Facilitate the delivery of a high quality, sustainable and integrated transport system that protects and enhances the South East's unique natural and historic environment by:
  - considering the impact of transport on the South East's National Parks, Areas of Outstanding Natural Beauty (AONB), UNESCO World Heritage Sites and other environmental and heritage designated sites;
  - supporting the implementation of new technologies and other approaches to help minimise emissions and reduce the South East's contribution to global climate change;
  - considering the value of open spaces to the economy, well-being and the importance of tourism to the rural economy; and
  - considering the impact of transport interventions on land uses, landscapes, habitats and biodiversity and ensuring the most appropriate environmental mitigation measures are implemented.

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## Appendix 3: Terms of Reference for Sub-Group

### Transport for the South East

#### Senior Officer Group - Proposal Sub-Group

#### Draft Terms of Reference – June 2018

The Proposal Task and Finish Group is a sub-group of the Transport for the South East (TfSE) Senior Officer Group, which reports into the TfSE Shadow Partnership Board. The Task and Finish Group has a clearly defined remit and purpose, with outputs to be delivered within a set timescale.

#### Purpose

The purpose of the group is to oversee the development of the Proposal for submission to Government, with the aim to securing statutory status for TfSE. The Task and Finish Group will act as a steering group to support the TfSE secretariat in the development of the draft Proposal. The Task and Finish Group will aim to conclude by end of April 2019.

The activity should align with the Terms of Reference for the Shadow Partnership Board and will draw upon the support of other workstreams such as the Transport Strategy, Governance and the Communications Groups.

#### Objectives of the Group

The objective of the group is to:

- Oversee the development of the draft Proposal to Government. This includes a two specific elements:
  - The strategic case for TfSE – developing a clear narrative to support the establishment of TfSE, including a robust evidence base; and
  - Identifying the powers and responsibilities requested by TfSE.
- Guide the informal consultation process with constituent bodies;
- Inform the wider engagement process, which will be led through the Communications Group; and
- Liaise with DfT concerning the development of the draft Proposal to Government for the establishment of Transport for the South East.

#### Timescales

Informal consultation on draft proposal with constituent authorities	August 2018 – November 2018
Draft proposal agreed by Board for consultation	December 2018
Consultation on draft proposal with constituent authorities and LEPs, neighbouring authorities, and STBs	Spring 2019

Amendments to draft proposal	Summer 2019
Consent from Local Transport Authorities	By September 2019
Final Proposal agreed by Shadow Partnership Board	Autumn 2019
<b>Submission to Government</b>	Autumn 2019

### **Accountability**

The Task and Finish Group will report to the Senior Officer Group.

### **Ways of Working**

The Task and Finish Group will predominantly meet via conference call arrangements. It will meet on a monthly basis between Senior Officer Group meetings.

The Task and Finish Group must have regard for the work and activities of the other Working Groups recognising that there will be areas of collaboration.

### **Membership**

Membership of the group will be limited to ensure the requisite focus and delivery of objectives within set timescales.

<b>Name</b>	<b>Authority</b>
Keith Willcox	Hampshire County Council
Mark Prior	Brighton and Hove City Council
Richard Tyndall	Berkshire Local Transport Body
Rhiannon Mort	South East LEP
Mark Valleley	TfSE
Rachel Ford	Surrey County Council

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

Date: **16 July 2018**

Title of report: **Feedback from Leader and LEP meetings**

Purpose of report: **To receive feedback on the recent programme of meetings between the Chair of the Shadow Partnership Board and the Leaders of the constituent authorities and LEP Board members**

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**Recommendation:** Members of the Shadow Partnership Board are recommended to note the key issues that were raised during the meetings between the Chair of the Shadow Partnership Board and the Leaders of the constituent authorities and LEP Board members.

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## **1. Introduction**

1.1 The purpose of this report is to set out the key issues that were raised during the meetings between the Chair of the Shadow Partnership Board and the Leaders of the constituent authorities and LEP Board members.

## **2. Background**

2.1 The first meeting of the Shadow Partnership Board took place in June 2017 and TfSE has been operating in shadow form for just over a year. In view of this the Chair of the Shadow Partnership Board commenced a programme of meetings with representatives from each of the constituent authorities and LEPs to obtain feedback about Transport for the South East's (TfSE) operation and to identify any issues which need addressing.

2.2 A copy of the schedule of meetings is set out in Appendix 1. Overall, the feedback about the progress and the work that TfSE has undertaken to date was extremely positive. A number of issues and opportunities emerged during the meetings and the key themes that emerged are set out in this report.

## **3. Communication**

3.1 The general view is that the information flow from TfSE has been good, but that that it had been rather reactive and a more proactive approach should be adopted. It was accepted that this stemmed from the level of resources currently available to TfSE.

3.2 Moving forward TfSE needs to become more proactive in communicating its messages and promoting its activities and mission to a wider group of stakeholders, particularly the business community. The proposals set out in the staff structure include the appointment of both a communications manager and a relationship manager which will facilitate a more proactive approach to communications and engagement. As set out in the communications paper on the agenda, proposals have been drawn up for the development of a full communications and engagement strategy covering the period up to 2020.

3.3 One specific request made through the meeting was for regular progress updates to be made available that can be used by each of the partner organisations to disseminate more widely. This could take the form of a monthly progress update from the Chair of the Shadow Partnership Board.

#### **4. Relationship with Highways England and Network Rail**

4.1 One suggestion raised at a number of meetings was that TfSE could help build a better relationship between Highways England and Network Rail at the local level.

4.2 Both are large organisations with substantial programmes, many of which have a significant impact on the local road network. Examples were provided where local liaison was not properly co-ordinated, with multiple meetings on different individual schemes without any regard for their cumulative impact, particularly during the construction phase. A key objective for TfSE is to achieve better coordination between Network Rail and Highways England's investment programmes at a strategic level. In doing this TfSE also needs to help facilitate a more joined up approach at the local level.

#### **5. Relationships with Boroughs and Districts**

5.1 TfSE needs to ensure it engages with Boroughs and Districts, at both a political and officer level, to ensure they feel engaged with the development of TfSE and its work programme.

5.2 The Boroughs and Districts have been engaged in the development of the Economic Connectivity Review and this good practice needs to be extended through the next stages of the development of the Transport Strategy. A meeting between the Chair of the Shadow Partnership Board is to be organised with the five Boroughs and District representatives from the Transport Forum to discuss how this can be taken forward.

#### **6. Relationship with London**

6.1 TfSE needs to establish an effective partnership arrangement with London. This would reflect the inter-dependencies between London and the South East and the need to work together on strategic transport investment in order to achieve mutual benefits and make the case for more investment.

6.2 Work was being undertaken to arrange a meeting between the Chair of the Shadow Partnership Board and the Deputy Mayor for Transport but this has had to be postponed as a new Deputy Mayor has recently been appointed. This will be pursued in partnership with England's Economic Heartland .

#### **7. Relationship with MPs**

7.1 TfSE needs to build a stronger relationship with the MPs so they can act as advocates for TfSE and help make the case for further investment in the South East. The Parliamentary reception in October 2017 and the recent Westminster Hall debates have provided a good starting point. The Communications Paper on the agenda sets out how engagement activity with MPs is to be taken forward.

## **8. Conclusions**

8.1 The Chair of the Shadow Partnership Board has undertaken a programme of meetings with representatives from each of the constituent authorities and LEPs. This has provided the opportunity to obtain feedback about TfSE's operation and identify any issues and opportunities. Members of the Shadow Partnership Board are recommended to note the key issues that were raised during these meetings and the action that is being taken to address them.

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

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## Appendix 1 – Chair of Shadow Partnership Board – schedule of feedback meetings

<b>Date</b>	<b>Organisation</b>	<b>Meeting</b>	<b>Other Attendees</b>
05 April	Southampton City Council	Cllr Jacqui Rayment	Mike Harris, Mark Valleley
05 April	West Sussex County Council	Louise Goldsmith	Mark Valleley
06 Apr	Isle of Wight Council	Cllr Dave Stewart /Cllr Ian Ward/ Cllr Vanessa Churchman	Rupert Clubb
06 Apr	Portsmouth City Council	Cllr Simon Boshier	Rupert Clubb
17 Apr	Kent County Council	Cllr Paul Carter	Rupert Clubb
17 Apr	Medway Council	Cllr Alan Jarrett	Rupert Clubb/Ruth DuLieu
27 Apr	Thames Valley Berkshire LEP	Charles Eales	Mark Valleley
27 Apr	South East LEP	Christian Brodie	Mark Valleley
10 May	Brighton & Hove City Council	Cllr Gill Mitchell	Rupert Clubb
10 May	Solent LEP	Gary Jeffries	Rupert Clubb, Jeff Channing
14 May	Reading BC /Berkshire LTB	Cllr Tony Page	Rachel Ford
18 May	Surrey County Council	Cllr David Hodge/ Cllr John Furey	Rachel Ford
25 May	Coast to Capital LEP	Steve Allen	Rachel Ford
29 May	Hampshire County Council	Cllr Roy Perry/Cllr Rob Humby	Keith Wilcox/ Mark Valleley
29 May	Enterprise M3 LEP	Dr Mike Short & Mike D'Alton	Kevin Travers/Mark Valleley
30 May	England's Economic Heartland/ Buckinghamshire County Council	Cllr Martin Tett	Mark Valleley
18 June	Mid Sussex District Council	Cllr Garry Wall	Kathryn Hall/Mark Valleley

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

Date: **16 July 2018**

Title of report: **Responses to Consultations**

Purpose of report: **To endorse the officer responses to a number of consultation documents**

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## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) Endorse the officer responses to the recent consultations on Heathrow Expansion, Western Rail Access to Heathrow and Midlands Connects Proposal to Government;
  - ii) Endorse the two letters of support for the Transforming Cities Fund bids that have been submitted by Brighton and Hove City Council and jointly by Reading, West Berkshire, Wokingham and Bracknell Forest Councils and,
  - iii) Agree the draft response to the Public Information Exercise on proposals to find a permanent solution to Operation Stack.
- 

## **1. Introduction**

1.1 Transport for the South East (TfSE) has been invited to comment on a number of recent consultation documents that relate to strategic infrastructure and transport schemes. TfSE has also received requests for letters of support for funding bids from constituent authorities.

1.2 This paper provides an overview of the following consultations:

- Heathrow Expansion- response to consultation;
- Western Rail Access to Heathrow – letter of support for the scheme;
- Midlands Connect – response to draft proposal; and
- Transforming Cities Bids – letters of support for constituent authorities.
- Solutions to Operation Stack

1.3 Due to the deadline for the responses, officer responses have already been submitted for four of the five consultations. The Shadow Partnership Board is asked to endorse the responses. The closing date for the Operation Stack Public Information Exercise is 22 July 2018, the Shadow Partnership Board is recommended to agree the response to this Public Information Exercise .

## **2. Heathrow Expansion**

2.1 Heathrow Airport Limited (HAL) consulted on its expansion plans for a third runway from 17 January to 28 March 2018. The consultation document set out how they intend to manage the effects of the expansion, including the impact on M25 and local roads, airport related developments and construction.

2.2 It will also set out information on the proposed approaches to a range of issues, including:

- Noise;
- Air quality;
- Carbon and climate change; and
- Surface access.

2.3 HAL are intending to use responses to the consultation to inform the development of the preferred scheme. A further consultation will be published in 2019, prior to the submission of an application for planning consent.

2.4 The TfSE response, attached as Appendix 1, highlights concerns around the lack of coherent surface access proposals in the consultation document. The document fails to adequately address surface access issues and it is unlikely that HAL will be able to meet its modal split and sustainable transport targets without investment in additional sustainable surface access to the airport.

2.5 The response highlights that HAL have not given sufficient consideration or support to Western Rail Access and Southern Rail Access. Both schemes were identified by the Airports Commission report as being justified on the basis of a two-runway airport. The TfSE response sets out that the schemes should be recognised as priorities by HAL.

2.6 Additionally, the M25 South West Quadrant study, which is being undertaken by Highways England, has also brought forward several options for further consideration that involve major investments in improved surface access schemes to and around the airport. The consultation response suggests that these should be closely integrated into the Expansion proposals.

### **3. Western Rail Access to Heathrow**

3.1 Network Rail has recently consulted on its proposed designs for a new rail link between the Great Western Main Line and London Heathrow Airport. The 6.5km rail link would allow passengers throughout the West, and beyond, to travel directly to Heathrow Airport from Reading and Slough, without having to change at London Paddington. It is intended to deliver a faster, frequent, more reliable direct train service and help to reduce congestion and pollution on the M4, M25 and other nearby roads. TfSE has previously recognised the importance of Western Rail Access to Heathrow.

3.2 The consultation document sets out two possible routes for the new tunnel access to Heathrow. The TfSE response, attached as Appendix 2, does not provide comment on the proposed routes, but urges Network Rail and the Government to make a quick decision on the scheme.

3.3 Network Rail intends to use the responses from the consultation to inform the final plans, which will be submitted in a Development Consent Order application to the Planning Inspectorate in 2019.

### **4. Midlands Connect Draft Proposal**

4.1 Midlands Connect, the emerging Sub-national Transport Body for the Midlands, has recently completed its public consultation on the draft Proposal to Government.

The draft Proposal sets out the strategic case for the creation of the STB, the powers and responsibilities requested by Midlands Connect and the governance arrangements.

4.2 As required by the legislation, Midlands Connect have undertaken a consultation exercise with their partners and stakeholders. As part of this, they have issued the consultation document to other STBs.

4.3 TfSE has provided a letter of support to Midlands Connect in response to the draft Proposal. The letter, attached as Appendix 3, supports the strategic case for Midlands Connect to achieve statutory status and the powers requested.

## **5. Transforming Cities Bids**

5.1 As part of the Autumn Budget, the Government announced the creation of the £1.7bn Transforming Cities Fund, with the aim of driving up productivity and investing in public and sustainable transport. The Fund is focused on intra-city connectivity.

5.2 The DfT launched a call for Expressions of Interest from local transport authorities outside London by 8 June 2018. The Fund is seeking to support areas with a high workday populations, as opposed to residential populations. Government guidance highlighted that areas with workday populations above 200,000 people will therefore score more strongly in the first section.

5.3 TfSE was asked to support two bids from its constituent authorities:

- Brighton and Hove City Council - the bid aims to its aims to address transport challenges, reduce congestion and improve productivity and access to jobs through better transport connectivity within the coastal strip of the Greater Brighton City Region area stretching from Worthing to Newhaven. The bid focuses on the A259, A23 and A270 which are high priorities for addressing intra-city region connectivity. These roads form part of the Strategic Road Network or the wider Major Road Network, which TfSE and its constituent authorities have asked for as part of the recent Government consultation. If successful, the bid would enable the traffic congestion on these key corridors to be addressed and improvements to be made for those using public and sustainable transport. See appendix 4.
- Reading, West Berkshire, Wokingham and Bracknell Forest Councils have submitted a joint bid, which is focused on providing a package of sustainable transport enhancements on the A33 and A3290/A329 corridors. Improved connectivity on these corridors will therefore provide significant benefits to the wider area and would support investment on the national networks, including access to Heathrow Airport, the national rail network and the M4 smart motorway. See appendix 5.

5.3 The Government is expected announce the outcome of the Expressions of Interest later in 2018. Successful authorities will be invited work with DfT on the co-development of scheme options. Members of the Shadow Partnership Board are recommended to endorse the letters of support set out in Appendices 4 and 5.

## **6. Solutions to Operation Stack**

6.1 Operation Stack is the emergency response to deal with significant disruption to cross-Channel traffic by queuing lorries on the M20.

6.2 Disruption to the free-flow of freight traffic in Kent is of both local and national importance. Operation Stack caused unprecedented disruption in the summer of 2015 when it was in use for 32 days, which was estimated to cost the Kent economy around £1.45 million per day as it impacted residents and businesses. Its effects were felt much more widely, costing the UK economy an estimated £250 million per day.

6.3 Following the Government's announcement in November 2017 that it was withdrawing its decision to proceed with a lorry area at Stanford West near Junction 11 of the M20 due to a Judicial Review, Highways England was instructed by the Department for Transport (DfT) to develop a new solution. Highways England have undertaken a Public Information Exercise to seek views on the potential shape of future solutions. Their proposals include on-road provision, such as conversion of the hard shoulder to a lorry storage lane, or off-road lorry holding areas. Highways England is also asking for views on the inclusion of overnight lorry parking and border control facilities.

6.2 TfSE's draft response to the Public Information Exercise on Solutions to Operation Stack is set out in Appendix 6. This strongly supports the need for a permanent solution to Operation Stack and advocates off-road lorry holding areas, incorporating overnight lorry parking, in a network of lorry parks as the preferred solution.

## **7. Conclusion**

7.1 The Shadow Partnership Board are asked to endorse the responses to the consultations on Heathrow Expansion, Western Rail Access to Heathrow and the Midlands Connects draft Proposal to Government, to endorse letters of endorsement for the two Transforming Cities Bids that have been submitted and agree the draft response to the Public Information Exercise on Solutions to Operation Stack.

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

## **Appendix 1: TfSE Response to Heathrow Expansion Consultation**

28 March 2018

By email to: [expansion.feedback@heathrowconsultation.com](mailto:expansion.feedback@heathrowconsultation.com)

Dear Sirs

### **Response from Transport for the South East to Heathrow Expansion Consultation**

Transport for the South East is an emerging sub-national transport body, and though Heathrow Airport is currently outside its area, the north-west runway proposal extends into our area, and the airport has a significant impact across the whole of the south-east.

The success of the economy in the south-east is strengthened with strong links to Heathrow airport. This area is one of the highest performing economies in the UK, and one of the key factors that underpins this success is proximity to Heathrow Airport. Heathrow Airport has a major economic advantage because it:

- is a source of employment;
- supports inward investment; and
- helps attract foreign owned companies.

The London Heathrow Economic Impact Study (2013) concluded:

- The “western wedge” area around Heathrow Airport has a strong, dynamic economy. It generates £1 in every £10 of UK economic output and is home to over 2.4 million jobs. It is an economic powerhouse for the UK; and
- Within the western wedge area, the aviation and related activity at Heathrow Airport currently supports around 120,000 jobs and contributes £6.2 billion to the economy.

Expansion of Heathrow has the support of business because it will bring better connections to emerging markets, support exporters and UK businesses to grow.

Like others who support the need for expansion of airport capacity, TfSE supports the need for an appropriate package of mitigating measures addressing surface access, air quality and noise impacts on the airport’s neighbours.

There have been a number of studies that provide the evidence base for those who support the continued investment in the capacity of the airport. The conclusion we have reached is that on-, near- and off-airport infrastructure needs to be well planned and co-ordinated in order to reap the maximum benefits for the local economy, and to minimise the negative impact on local communities. We have concluded that surface access to airport is the most pressing problem, both now and following any expansion.

We are therefore disappointed that there is a lack of a coherent view from HAL on how Heathrow sits within the wider (national and regional) transport network. This is

important because the case for expansion is founded on the idea that it secures significant economic benefits. If those are to be realised a much more coherent strategy is needed and HAL should be leader the development of this.

In more immediate terms there is no integrated strategy for those travelling to and from the airport for various purposes, including work, passengers, freight etc.

In addition there is a failure to adequately address surface access issues and the HAL position that they can meet their modal split and sustainable transport targets without major infrastructure investment need to be properly evidenced otherwise it appears untenable. Recent evidence from the NPS Consultation stated that passenger demand will grow faster than first expected, this underlines the need to improve surface access as soon as possible. Without additional sustainable surface access the airport will not become successful, meet sustainability requirements nor meet the demands of future air travel growth.

In terms of Surface Access Proposals themselves, the proposals for both Western Rail Access and Southern Rail Access were identified by the Airports Commission report as being justified on the basis of a two-runway airport. This view has been endorsed by several of our members since then and bringing forward both these schemes remains a pressing priority.

We are aware that the DfT-sponsored M25 South West Quadrant study has also brought forward several options for further consideration that involve major investments in improved surface access schemes to and around the airport. These need to be integrated far more closely into the Expansion proposals so that a clear and consistent overarching approach to transport issues can be delivered

We anticipate the emerging TfSE Transport Strategy will similarly conclude that further investment in comprehensive surface access improvements will be necessary to sustain and grow the local economy; to sustain and improve a two-runway airport; and to help bring to fruition an expanded three-runway airport.

This draft response is an officer response to the consultation. The TfSE Shadow Partnership Board meets in July 2018 to consider the draft response and a further iteration of the response may follow.

Yours sincerely

Rupert Clubb  
Director of Communities, Economy and Transport  
East Sussex County Council  
On behalf of Transport for the South East

## **Appendix 2: Western Rail Access to Heathrow**

By email to:  
westernraillinktoheathrow@networkrail.co.uk

21 June 2018

Dear Sirs

### **Consultation on a new rail link between the Great Western Main Line and London Heathrow Airport**

Transport for the South East is an emerging sub-national transport body, and though Heathrow Airport is currently outside its area, the north-west runway proposal extends into our area, and the airport has a significant impact across the whole of the south-east.

The South East is one of the highest performing economies in the UK. The success of the economy in the south-east is strengthened by its proximity to Heathrow airport. Heathrow Airport has a major economic advantage because it:

- is a source of employment;
- supports inward investment; and
- helps attract foreign owned companies.

We anticipate the emerging TfSE Transport Strategy will conclude that further investment in comprehensive surface access improvements will be necessary to sustain and grow the local economy; to sustain and improve a two-runway airport; and to help to deal with the surface access impacts of three-runway airport.

We therefore strongly support the Western Rail Link to Heathrow. We consider this critically important infrastructure, not just for the local economy, but also for the wider South East and the rest of the UK.

TfSE does not have a view on the two possible routes for the final section of the tunnel, but urges the Government and Network Rail to finalise the scheme and implement it as soon as possible.

This draft response is an officer response to the consultation. The TfSE Shadow Partnership Board meets in July 2018 to consider the draft response and a further iteration of the response may follow.

Yours sincerely

Rupert Clubb  
Director of Communities, Economy and Transport  
East Sussex County Council  
On behalf of Transport for the South East

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### **Appendix 3: Midlands Connect – draft Proposal**

26 June 2018

By to email: MCAdmin@MidlandsConnect.uk

Dear Sirs

#### **Transport for the South East response to Midlands Connect Consultation Paper**

I am writing to you as Chair of the Senior Officer Group for Transport for the South East in response to the Midlands Connect consultation document.

Transport for the South East (TfSE) welcomes the opportunity to comment on the strategic case for Midlands Connect as a statutory Sub-National Transport Body and we offer our strong support for the Proposal to Government.

STBs have an important role to play in setting a Transport Strategy for the region, identifying the strategic transport priorities and developing an investment plan to support their delivery. They will have the ability to influence Government funding decisions and to work collaboratively with the Department for Transport on projects of strategic significance, such as the Major Road Network and Roads Investment Strategy to achieve better economic outcomes and to improve the experience for transport users. For this reason we very much look forward to a future where all areas of the country are able to benefit from the value that STBs will clearly be able to add.

The Midlands Connect consultation document clearly sets out the rationale for the creation of the STB and that the powers and responsibilities strongly reflect the role that STBs should fulfil. Midlands Connect has already published its Transport Strategy and by securing statutory status they will have the permanence they need to be able to implement this to full effect.

The four STBs across England have developed joint working arrangements and recently submitted a joint response to the consultation on the Major Road Network. We look forward to continuing these arrangements with Midlands Connect as it progresses towards statutory status. We are keen to explore opportunities for collaboration on shared issues, such as innovation and digital impacts on transport.

This response is an officer response to the consultation. The TfSE Shadow Partnership Board meets in July 2018 to consider the draft response and a further iteration of the response may follow.

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

Yours sincerely

Rupert Clubb  
Director of Communities, Economy and Transport  
East Sussex County Council  
On behalf of Transport for the South East

**Appendix 4: Transforming Cities Fund – letter of support form TfSE for Brighton and Hove City Council**

Andrew Renaut  
Head of Transport Policy & Strategy  
Economy, Environment & Culture  
Brighton & Hove City Council  
Ground Floor, Hove Town Hall  
Norton Road  
Hove BN3 3BQ

Emailed to: [laura.j.wells@brighton-hove.gov.uk](mailto:laura.j.wells@brighton-hove.gov.uk)

8 June 2018

Dear Andrew

**Bid for Transforming Cities Fund**

I am writing to you as Chair of Transport for the South East (TfSE), the Shadow Sub-National Transport Body (STB) for the South East, to offer provisional support for the expression of interest that Brighton and Hove is submitting on behalf of a number of organisations to the Transforming Cities Fund.

It is noted that the bid aims to its aims to address transport challenges, reduce congestion, and improve productivity and access to jobs through better transport connectivity within the coastal strip of the Greater Brighton City Region area stretching from Worthing to Newhaven. This is consistent with Transport for the South East's ambition to transform the quality of transport for the South East's residents, businesses and visitors.

The bid focusses on the A259, A23 and A270 which are high priorities for addressing intra-city region connectivity. These roads form part of the Strategic Road Network or the wider Major Road Network, which TfSE and its constituent authorities have asked for as part of the recent Government consultation. If successful, the bid would enable the traffic congestion on these key corridors to be addressed and improvements to be made for those using public and sustainable transport and is therefore supported by TfSE.

I understand that you need this letter of support so it can be submitted with the expression of interest by the 8 June deadline. The offer of support is provisional at this stage, as it will need to be formally endorsed at the next meeting of the TfSE Shadow Partnership Board on 16 July 2018.

I hope to hear that your expression has been successful and that you will be allowed to progress to the second stage.

Yours sincerely,

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

CC: Members of the TfSE Shadow Partnership Board

**Appendix 5: Transforming Cities Fund – letter of support for joint bid by Reading, West Berkshire, Wokingham and Bracknell Forest Councils**

Chris Maddocks,  
Acting Strategic Transport Programme Manager,  
Reading Borough Council,  
Civic Offices,  
Bridge Street,  
Reading, RG1 2LU

Emailed to: [chris.maddocks@reading.gov.uk](mailto:chris.maddocks@reading.gov.uk)

08 June 2018

Dear Chris

**Bid for Transforming Cities Fund**

I am writing to you as Chair of Transport for the South East (TfSE), the Shadow Sub-National Transport Body (STB) for the South East, to offer provisional support for the expression of interest that Reading, West Berkshire, Wokingham and Bracknell Forest Councils are submitting to the Department for Transport's Transforming Cities Fund.

It is noted that the bid is focussed on providing a package of sustainable transport enhancements on the A33 and A3290/A329 corridors, both identified by TfSE as key regional economic corridors in the South East which suffer from severe congestion. Improved connectivity on these corridors will therefore provide significant benefits to the wider area and would support investment on the national networks, including access to Heathrow Airport, the national rail network and the M4 smart motorway.

I understand that you need this letter of support so it can be submitted with the expression of interest by the 8 June deadline. The offer of support is provisional at this stage, as it will need to be formally endorsed at the next meeting of the TfSE Shadow Partnership Board on 16 July 2018.

I hope to hear that your expression has been successful and that you will be allowed to progress to the second stage.

Yours sincerely,

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

CC: Members of the TfSE Shadow Partnership Board

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**Appendix 6 - Proposed TfSE response to the solutions to Operation Stack Public Information Exercise**

Emailed to: [kentlorryarea@highwaysengland.co.uk](mailto:kentlorryarea@highwaysengland.co.uk)

XX July 2018

Dear Sirs

**Transport for the South East response to Public Information Exercise on solutions to Operation Stack**

I am writing to you as Chair of Transport for the South East (TfSE), the Shadow Sub-National Transport Body (STB) for the South East, in response to the **Public Information Exercise** on proposed solutions to Operation Stack.

TfSE strongly agrees that there is a need for a permanent solution to Operation Stack to address traffic congestion caused by lorries in periods of cross-Channel disruption as the motorway network must be kept open for two-way flow at all times and not be used for the queuing of freight vehicles.

.Disruption to the free-flow of freight traffic in Kent is of both local and national importance. Operation Stack caused unprecedented disruption in the summer of 2015 when it was in use for 32 days, which was estimated to cost the Kent economy around £1.45 million per day as it impacted residents and businesses. Its effects were felt much more widely, costing the UK economy an estimated £250 million per day.

Lorry parking is a national issue and the recent research report published by the Department for Transport<sup>1</sup> has highlighted the need for additional lorry parking spaces in certain areas of the country, with the most urgent need being in the South East. There is a wider problem that needs to be addressed which needs to be taken into account when developing a solution to Operation Stack.

On average, 11,500 HGVs cross the Strait of Dover each day and surveys undertaken by Kent County Council have found that almost 1,000 lorries a night park in lay-bys, on verges and in other inappropriate locations across Kent.

TfSE strongly agrees that an off-road solution should be pursued with lorry holding areas in a wider network of lorry parks directly accessed from motorways and major roads with all other traffic using the motorway as normal. This off road solution has clear advantages over on road solutions in that it would enable welfare facilities to be provided and potentially support overnight parking and border control facilities. It would enable drivers to take rest breaks and would potentially be less disruptive to construct than an on-road solution. It is accepted that this off road solution could require large land take, need new or improved motorway junctions, and, if overnight

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<sup>1</sup> National Survey of Lorry Parking, Department for Transport May 2018.

parking and borders control facilities were provided, would probably be in daily use and therefore have a greater impact on the adjacent road network and local communities. However, on balance it is preferable to an on-road solution.

When considering suitable locations for lorry holding areas, Highways England need to fully assess the operational, design, flood risk, drainage, ecology, landscape and environmental considerations for each site. This will be needed to avoid what happened with the previously proposed site at Stanford West near Junction 11 of the M20 which was withdrawn due to a Judicial Review.

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

Yours sincerely,

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

CC: Members of the TfSE Shadow Partnership Board



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

Date: **16 July 2018**

Title of report: **Southern Rail Access to Heathrow – market-led proposals**

Purpose of report: **To agree a response to the DfT’s Call for Ideas for market-led proposals for a new southern rail access to Heathrow**

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## **Recommendations:**

The members of the Shadow Partnership Board are recommended to agree the response to the government’s call for market-led proposals for a new Southern Rail access to Heathrow set out in paragraph 5.

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## **1. Introduction**

1.1 On 20 March 2018, the Department for Transport (DfT) published [a call for ideas for market-led proposals for rail enhancements](#)<sup>1</sup>. This report suggests a response urging DfT to consider any proposals it receives in the light of principles derived from the TfSE’s strategic transport priorities.

## **2. Background**

2.1 In its paper, the DfT defined a “market-led proposal” (MLP) as:

*“a project promoted by the private sector which addresses an opportunity not necessarily identified or prioritised in a departmental programme or through the Network Rail-led long-term planning process. In the rail sector, an MLP could be developed or promoted by, for example, ports, train operators, freight operators, housing developers, financial investors or a consortium of such parties.”*

2.2 The paper set out the DfT’s general approach to MLP for rail services and also specifically identified access to Heathrow as a priority topic:

*“Heathrow Rail Access*

*World class surface access to Heathrow will enhance our global competitiveness, enabling new local, national and international connections and make the UK a more attractive place to invest.*

*Government is already moving forward with plans for new rail links to Heathrow, to enable holiday makers, business travellers and airport workers to access the airport without having to travel via London. Our plans for a new Western Rail Link are well developed and would enable faster, direct journeys from Reading to the airport.*

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<sup>1</sup> <https://www.gov.uk/government/publications/rail-market-led-proposals>

*As we change the face of railway investment in the UK, **we are approaching the development of a proposed Southern Rail Link to Heathrow differently**. At this early conceptual stage we want to ensure we take full advantage of the opportunity to harness new and innovative ideas. The department and Heathrow Airport Limited are working together to unlock funding for the next phase of development, which will invite ideas for rail access to Heathrow and to explore the market's appetite to share the risk of development."*

2.3 The DfT also held a Market Sounding Briefing on 24th May 2018, which provided some further clarification as to the Department's thinking. Government see the Heathrow Southern Rail Access as offering a unique opportunity to effectively involve the private sector in funding parts of the rail network. The proposal is seen as leading the way to a new approach to Government investment in the railways and will be used as a disruptor to the industry, from which Network Rail can learn from in shaping their own approach to future investment.

2.4 At the briefing Government also indicated that they consider the potential strength of the proposal in the value that can be added by securing improved orbital connectivity in the south-west quadrant around London and offering greater benefits by providing a new strategic rail link from Guildford/Woking and beyond, through Heathrow linking directly to Paddington and HS2. Government therefore clearly sees this as more than just a new link to Heathrow.

2.5 Government also emphasised that they see their role as being to facilitate delivery of a scheme and providing an environment to make it happen. They are very clear that they will not be paying for a scheme or building it. The first stage of the process will be one of filtration, to identify those proposals that are considered credible, which includes the investment model proposed. Those scheme promoters that pass this stage, expected in the Autumn, will be invited to take forward their proposals in more detail. Exactly how the process will work and how it will ensure consistent assessment of schemes against public policy objectives and indeed wider network impacts is unclear.

2.6 This approach is part of a wider Government objective for the market led programme to boost economic growth. In addition they are keen to encourage modal shift and reduce congestion and environmental impacts. All of these are fully consistent with the strategic objectives of TfSE and can therefore be endorsed.

2.7 This report sets out a suggested Transport for the South East (TfSE) contribution to the DfT process for sifting the ideas that come forward for consideration in response to this invitation.

2.8 A small number of high-level principles are set out and do not cover the detail of engineering solutions, route selection, service frequencies or other matters of local detail. These matters should be left to the local authorities and Local economic Partnerships (LEPs) more closely affected by these matters.

### 3. TfSE Strategic Priorities

3.1 TfSE's response should be guided by the strategic priorities agreed by the Shadow Board on 29 September 2018. In particular, priority one:

*“Deliver a high quality, sustainable and integrated transport system that improves productivity to grow our economy and compete in the global marketplace by:*

- facilitating housing and employment space growth and regeneration;*
- connecting international gateway ports and airports with their markets;*
- improving journey time and capacity for people and goods along major radial road and rail corridors to and from London;*
- improving the linkages between the major centres and transport hubs within the South East and the rest of the UK and improving orbital routes;*
- harnessing new digital technologies to reduce the need to travel, promote shared transport, and improve network efficiency through the creation of a digitally connected transport network; and*
- creating and maintaining a network that is resilient to incidents and climate change.*

### 4. Potential Expansion at Heathrow

4.1 Heathrow Airport is fundamentally important to the economy of the so-called “Western Wedge” spreading along the M40, M4, M3 and A3 corridors out of London.

4.2 Many observers, including the Airports Commission, have concluded that improved rail connections to the airport, including Western and Southern rail access, are justified on the basis of a 2-runway airport. Government was quite explicit in its document accompanying the market led launch event that neither western nor southern access were dependent on another runway

4.3 Organisations such as TVB and EM3 LEPs have taken the position that new rail connections should not be seen as mitigation for airport expansion and that they have a strong business case if the airport continues to operate on the existing 2-runway model.

4.4 TfSE's response to the DfT's call for ideas relating to the Southern Rail Access to Heathrow should be to encourage the DfT to favour proposals which meet the needs of the wider sub-regional economy and not just the narrow needs of Heathrow Airport.

4.5 DfT is sponsoring, via Highways England, the [M25 South West Quadrant Study](#)<sup>2</sup> and one of the options for accommodating demands for travel is to promote Heathrow Airport as a hub for public transport travel throughout the sub-region. TfSE's response should encourage the DfT to favour proposals which properly take

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<sup>2</sup> <https://www.gov.uk/government/publications/m25-south-west-quadrant-strategic-study-stage-3-report>

account of the findings of this study, which is in line with current Government thinking.

4.6 The proposals for a new tunnelled Western Rail Access scheme are being progressed by Network Rail via a more conventional funding route. These proposals are currently subject to a formal consultation and are not the subject of this report. However, it is worth noting that Government has indicated it will ask promoters of a new Southern Rail Access to indicate if there is any potential to combine elements of the two schemes, such as shared tunnelling.

## **5. Southern Rail Access to Heathrow – Principles**

5.1 DfT is recommended to support the following principles when sifting responses to the call for southern rail access to Heathrow market led proposals:

1. The proposals should be designed to meet the needs of the South of England not just South London
2. The proposals should serve the sub-region as well as the airport
3. The proposals should specifically embrace the findings of the M25 South West Quadrant study
4. The proposals should promote through-running of the airport and not shuttle services terminating on the airport
5. The proposals should acknowledge national schemes for pricing of journeys and not seek to charge premium fares for airport access
6. The proposals should integrate with national and regional tickets
7. The proposals should be coordinated with off-airport development sites for housing and/or employment and demonstrate how they might unlock new development potential across the south-east.
8. The proposals need to show how it will be able to contribute to attracting new investment to the area and support exports.

## **6. Conclusions and recommendations**

6.1 The proposed Southern Rail Access to Heathrow is a significant project for the economy and transport infrastructure of the TfSE area. It is important that any investment supports and enhances the area's strategic transport objectives. The Shadow Partnership Board are recommended to endorse the eight principles set out in paragraph 5.1.

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

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

Date: **16 July 2018**

Title of report: **Communications and Engagement**

Purpose of report: **To agree the next phase of communications and engagement work for TfSE**

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## **Recommendations:**

The members of the Shadow Partnership Board are recommended to:

- i) Note Transport for the South East's (TfSE) events update, including feedback from *Connecting the South East*;
  - ii) Agree plans for further lobbying work with MPs; and
  - iii) Agree the framework for development of a full communications and engagement strategy.
- 

## **1. Introduction**

1.1 Considerable communications and engagement work has already been delivered on behalf of TfSE. This has included developing a corporate brand, launching a website, commissioning a promotional video, holding parliamentary and stakeholder events, securing media coverage and growing our social media presence.

1.2 TfSE's growing public profile and workload, and the need to influence decision-makers, mean it would now benefit from a full-time focus on communications and engagement, guided by a comprehensive strategy. This will also be vital in keeping all partners and stakeholders briefed and updated as TfSE develops. This paper summarises the work ahead and suggests how to meet this.

## **2. Engagement and communication activity**

2.1 TfSE successfully held its first large event, *Connecting the South East*, on 8 May. It was attended by more than 250 delegates from the fields of transport, government and business. 90 per cent of respondents rated the event as very good or excellent. Presentations, photographs and other outputs from the event can be viewed online.

2.2 TfSE will join England's other sub-national transport bodies as an exhibitor at the Highways UK event on 7/8<sup>th</sup> November 2018 – a high-profile industry event at the National Exhibition Centre in Birmingham. A programme of TfSE involvement in further events will be worked up as part of continuing communications and engagement planning.

2.3 Engagement with MPs and other Parliamentary contacts is continuing through various channels. On behalf of TfSE and its Shadow Partnership Board, Cllr Rob Humby, Hampshire's representative on the board, is planning to meet at least one MP from each part of our geography to maintain formal connections with every area and to build the network of advocacy for TfSE. Board members will be asked to approve the proposed schedule of meetings.

2.4 Locally, a series of meetings have been held with local authorities and LEP boards to keep partners updated and engaged with the Economic Connectivity Review and with the work of the Partnership Board and the Transport Forum. Communications work has also been jointly undertaken with other STBs.

### **3. Developing and executing a Communications and Engagement Strategy**

3.1 The growth in TfSE and its activity suggests that a full strategy for communications and engagement will now be needed – updating the interim communications and engagement plan which has guided us so far. To set the scope of this strategy, the communications and engagement group has produced a framework which is attached as Appendix One. If agreed, this can guide development of a full strategy to set the direction for all communications and engagement activity until at least 2020. The proposed appointment of a communications manager and a stakeholder manager would enable the execution of this strategy.

**Warwick Smith**  
**Head of Communications and Marketing**  
**East Sussex County Council**

## Appendix 1: TfSE Communications strategy – essential framework

TfSE priority	Communications and engagement approach	Essentials to be delivered
<p>Demonstrate the real improvement TfSE will make to peoples' lives.</p>	<p>Clearly explain and demonstrate the benefits TfSE can bring to all transport users, including residents, businesses and visitors.</p> <p>Clearly explain and illustrate transformational potential of transport – emphasise technical innovation, power of data, digital connectivity.</p> <p>Map and reflect public/stakeholder opinion as evidence of strength and success of TfSE's reach and persuasiveness.</p>	<p>Clear narrative, vision and key messages on TfSE's ambitions and remit.</p> <p>Content and media plan to identify and deliver engaging and timely stories.</p> <p>Mechanisms to consult key audiences, gather and analyse responses and to present findings. (e.g. efficient consultation and data process and software)</p>
<p>Emphasise the importance of the South East to the entire UK and its international connectivity</p>	<p>Tell a clear, compelling story about the South East's economic power, its value to the nation and the restrictions which could hold these back without transport planning and investment at a strategic level.</p> <p>Describe the importance of the South East's connectivity within the evolving story of the UK's trade and international relations.</p>	<p>Clear, rigorous and evidenced narrative.</p> <p>Bank of key statistics and creative tools for presenting them.</p> <p>Content and media plan to include opportunities and experts for commentary and reaction on relevant developments in SE transport and economy.</p>
<p>Represent each and all partner organisations equally and effectively</p>	<p>Maintain a 'whole South East' approach to communication to give equal weight to all parts of the TfSE area.</p> <p>Ensure partners in TfSE can draw on communications work and products to reuse through their own existing channels when needed.</p> <p>Draw on existing influence and expertise of partner organisations.</p>	<p>Forums and channels for collective communications planning and decision-making.</p> <p>Agreed procedure for signing-off communications and engagement for TfSE which is streamlined but accountable.</p> <p>Effective channels for sharing, news, information, updates and good practice.</p>

TfSE priority	Communications and engagement approach	Essentials to be delivered
<p>Show TfSE as a highly effective, efficient and credible body</p>	<p>Position TfSE as part of the 'national map' of STBs.</p> <p>Support close engagement with government and politicians to ensure strategic improvements driven by TfSE are clear and understood.</p> <p>Use TfSE's collective brand to reinforce the effectiveness of joint decisions, publications, consultation responses and statements.</p> <p>Ensure evidence and statistics used are rigorous and consistent.</p>	<p>Close co-operation and benchmarking with other STBs.</p> <p>Parliamentary and stakeholder management plan, database and communication channels.</p> <p>Clear guidance and materials for applying TfSE brand.</p> <p>Shared resource for agreed data and statistics and common agreed presentational styles.</p>
<p>Mobilise support, engagement and awareness from all sectors, at appropriate times, including business, transport, politicians, residents and staff.</p>	<p>Identify and cultivate key influencers and opinion formers.</p> <p>Ensure information is clear, timely, easy to find and audience-appropriate.</p> <p>Put in place long-term planning to engage different audiences at most effective points in TfSE's development. Identify milestones and opportunities to maximise engagement.</p>	<p>Parliamentary and stakeholder management plan, database and communication channels for all stakeholders/audiences.</p> <p>Content plan (for web, social, newsletters etc.). Social media influencer strategy and evaluation. Web metrics and evaluation.</p> <p>Communications and engagement planning grid to identify key dates and opportunities and to help time announcements, reports and events. Exploit opportunities for mutual support with partner initiatives and publications.</p> <p>Mechanism for internal communications materials to be offered to all partners</p>



TfSE priority	Communications and engagement approach	Essentials to be delivered
Clearly operate at strategic, not local, level	<p>Put development of transport strategy at the heart of TfSE's communications and engagement.</p> <p>Emphasise transport's social, economic and environmental impacts (e.g. its essential relevance for housing, work, skills and environment).</p> <p>Emphasise TfSE's multi-modal transport focus.</p>	<p>Clear narrative and vision embedded in all communications.</p> <p>Schedule of public and stakeholder events to drive awareness and participation in strategy development.</p> <p>Emphasise collective TfSE responses to strategic level consultations from Government and others (e.g. regional infrastructural, economic, environmental issues)</p>

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