

Berkshire Chief Executives Group

Thursday 13 December 2018

Transport for the South East – Consultation Timetable 2019

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Recommendation

You are recommended to endorse the consultation process set out in Table 1

Proposals

1. Transport for the South East (TfSE) is the name for the sub-national transport body covering 16 upper-tier authorities in the South East. It is currently constituted as a Shadow Board, with East Sussex CC as the lead authority.
2. Transport for the North was established as a statutory body by Parliament in April 2018. TfSE is in a second wave of SNTBs with England's Economic Heartlands and Midlands Connect. A third wave follows covering the rest of England.
3. The TfSE Shadow Board first met in June 2017, with Cllr Glazier (Leader, East Sussex CC in the chair, and Cllr Page (Deputy Leader, Reading BC and Chair of Berkshire Local Transport Body as vice-chair). TfSE funds include subscriptions from member authorities and £1m revenue support from DfT.
4. The purpose of this report is to brief colleagues about the consultation process that will be undertaken in 2019 with a view to TfSE gaining parliamentary approval in autumn 2019.
5. Each of the Berkshire Unitary councils is a "constituent" authority, and each will be asked to give its formal consent to the TfSE proposals. However, in order to reduce the administrative overhead and the individual subscriptions, it was decided in 2017 that the Berkshire Authorities should participate in the TfSE governance through the existing joint committee, Berkshire Local Transport Body.
6. Table 1 sets out the proposed consultation process planned for 2019.

Mon 10 Dec 2018	TfSE Shadow Board	Informal consultation proposals approved
Thurs 13 Dec	Berkshire Chief Execs	Joe Carter to present a process report asking BCExG to endorse the process
Thurs 24 Jan 2019	BSTOF	Joe Carter to present the same process report to Transport officers
Thurs 31 Jan	Extra BLTB	Joe Carter to present member level process report to 6 x Lead Members at BLTB

Jan-Mar	7 x local briefings and response to informal consultation	Richard Tyndall (or others from TfSE team) to visit each Berkshire LA and TVBLEP (officers and/or members) as requested to brief on the detailed proposals and seek responses to the informal consultation
Thurs 14 March	BLTB	Joe Carter to report to BLTB recommending support/amendment as appropriate for TfSE proposals
Mon 18 March	TfSE Shadow Board	Considers responses and firms up formal consultation proposals
After May elections	Formal consultation	TfSE launch formal consultation
May-Jul	7 x response to formal consultation	Each Berkshire LA and TVBLEP endorses (at Council/Cabinet/Exec depending on local process) TfSE proposals, and delegation of authority to endorse final proposals, assuming no major changes following formal consultation.
Thurs 18 July	BLTB	Joe Carter to report to BLTB recommending support/amendment as appropriate for TfSE proposals
29 July	TfSE formal consultation closes	
19 September	TfSE Shadow Board	Resolves final submission to government
October	Each Unitary and LEP	Submits formal letter of endorsement of final proposals

7. The informal consultation proposal runs to 20 pages and covers the statutory powers and duties sought and the governance structure proposed. It will be agreed at the TfSE Shadow Board meeting on 10 December.

Powers and Duties

8. The main change is the power to publish a Regional Transport Strategy which will have statutory force. Once published, the secretary of state, national agencies such as Network Rail and Highways England, and local planning authorities will have to have regard to it.
9. There are other national powers devolved to the region, such as smart ticketing, but the circumstances of the South East make its proposal very different from TfN and other areas with former Passenger Transport Authorities. Powers to operate rail services are not being sought, nor the responsibilities for rail franchising.
10. The proposal seeks concurrent powers for many highways and traffic functions currently held by local highway authorities; it does not seek to remove any powers from local authorities. The working assumption of TfSE is that if concurrent powers

are granted they will not be exercised without the consent of the local highway authority concerned.

Governance

11. The governance proposals have incorporated the request from Berkshire for the 6 constituent authorities to exercise their membership through the joint committee, Berkshire Local Transport Body. This pooling of membership and voting has the advantage of reducing the member and officer overhead, and of reducing the annual subscription payable by each authority. (An individual Unitary Authority subscription is £30,000 pa; BLTB is treated as County Authority and pays £58,000, with each unitary paying a one-sixth share £9,667 pa).
12. There is provision for voting, with votes proportional to population, but the working assumption of the Shadow Board is that decision-making will be by consensus wherever possible.
13. The area's five LEPs have 2 board seats between them, and at there is no LEP subscription. Other board seats are proposed for a Boroughs and Districts representative from the two-tier government areas; a Protected Landscapes representatives from the two National Park Authorities and AONBs; and the independent chair of the Transport Forum which group transport industry providers and consumers (ports, airports, bus and train operators and passenger and road user interest groups).