

Draft proposal to government

Consultation questionnaire

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Background

Transport for the South East was formed in 2017 as a partnership of 16 local transport authorities and five local enterprise partnerships to speak with one voice on the South East's strategic transport needs.

Our aim is to become a statutory sub-national transport body (STB), giving the South East a formal and unified voice with which to influence government decision making on transport issues.

We are now consulting on our draft proposal to government, which sets out the statutory powers and responsibilities we are seeking to help us deliver economic growth, improve quality of life and protect and enhance the environment.

The draft proposal has been developed in conjunction with our member authorities and agreed by our organisation's principal decision making forum, the Transport for the South East shadow partnership board.

Responding to the consultation

Before answering the questions below, please read the draft proposal document which can be found at:

<https://transportforthesoutheast.gov.uk/about/becoming-a-statutory-body>

Some questions require only a 'yes/no' answer which can be selected from a drop-down menu, while others provide the opportunity to give a more detailed response.

Once you have answered the questions and completed the 'Your information' section, please send this completed form by email to tfse@eastsussex.gov.uk or by post to:

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

Please note that we are only able to process responses which include completed personal information. Your contact details will not be added to our database unless you actively opt in.

The deadline for responses is Wednesday, 31 July 2019.

Next steps

After the consultation period has ended, we will consider all the responses received and amend our proposal document accordingly.

The intention is that this amended version will be put before Transport for the South East's Shadow Partnership Board in September 2019, with the proposal being formally submitted to government by the end of the year.

Government will consider the proposal and will make a decision on whether TfSE should be granted statutory status. If the proposal is agreed, a statutory instrument will be laid before Parliament for the final decision.

Consultation questions

Transport for the South East is looking to establish a statutory sub-national transport body (STB) for the South East of England. This would give the South East a formal and unified voice with which to influence government decision making on transport issues. The prime functions for an STB would be to publish a regional transport strategy and provide advice to the Secretary of State for Transport on investment opportunities across the area.

- 1. Do you, in principle, support the establishment of a sub-national transport body for the South East, including the ability to publish a transport strategy and advise central government on transport matters in the region?**

Yes

- 2. What do you regard as the benefits Transport for the South East will provide as a statutory sub-national transport body?**

The Berkshire Local Transport Body has 6 years of experience coordinating strategies and investment across 6 local transport authorities: we hope TfSE will be able to replicate the benefits we have derived in Berkshire at the wider south-east scale. The main benefits we foresee are:

- boosting economic growth through more accurate and timely investment in key transport infrastructure and programmes
- improving strategic transport planning through coordination with our neighbours
- a stronger influence on national transport policies by having a regional voice
- better planning and bidding for strategic, cross-boundary transport investments
- better co-ordination and implementation of cross-boundary regulatory and enforcement on air-quality.

We also see the benefit of having a sub-national transport strategy which can accommodate and react to the largest scale infrastructure projects such as International Airport Expansion. The mitigating measures required to facilitate approval for such schemes cover a much larger area than any one authority, and there is a major advantage in belonging to a sub-national transport body which can co-ordinate and speak for the collective voice of the south east.

In particular, along with our colleagues affected by the Heathrow proposals, we look forward to TfSE supporting investment in surface access and air quality improvement schemes.

Transport for the South East's draft proposal includes a list of constituent members and a number of co-opted members. Primary legislation sets out what bodies can be considered as 'constituent authorities'.

3. Do you, in principle, think your relevant local transport authority should be a member of the Transport for the South East sub-national transport body? If not, why?

Yes

The relevant local transport authorities are the six Berkshire Unitary Authorities, each of whom has a seat on the Berkshire Local Transport Body. Together, and individually, we have welcomed and supported the emergence of Transport for the South East since its inception

Beyond general functions of an STB, Transport for the South East is planning to make a proposal to the Department for Transport (DfT) for other transport functions which would be exercised concurrently and with the consent of the Secretary of State or local transport authorities, e.g. in relation to constructing new highways. Any proposal to DfT would need formal consent from each 'constituent member' and any regulations would also need formal consent from all 'constituent members'.

4. Are you content with the proposed functions in the draft STB proposal?

Yes

5. What other functions do you think an STB should have/not have and why?

We have been fully involved in the planning and informal engagement that has led to the publication of the draft proposal and our views have been fully reflected in the current document.

6. Would you be content with an STB having such functions if any use of those functions required the consent of the relevant local transport authority?

Yes

Transport for the South East aims to maintain continuity from the governance structure that has served members effectively during shadow operation. Some key decisions may require a vote, such as the transport strategy, annual budget and amendments to the constitution. A number of voting options have been explored, with a preferred option based on the population of the smallest individual constituent member. The preference will be to reach a

consensus on all decisions, but where this cannot be achieved a weighted vote will be used. All 'constituent members' will need to consent to the final proposal to DfT.

7. Are you content with the preferred voting mechanism, to be used when consensus cannot be reached?

Yes

8. Any other comments

We fully support Transport for the South East.

The Berkshire Local Transport Body is a LEP Programme Group, therefore its response serves as endorsement from Thames Valley Berkshire LEP too; it was ratified by the LEP Forum on 23rd July 2019.

Your information

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Would you like to receive news and other updates from Transport for the South East?	Yes