

BERKSHIRE LOCAL TRANSPORT BODY - THURSDAY, 16TH MARCH, 2017

SUPPLEMENTARY PAPERS

The following Papers were tabled at the meeting.

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
4.	Sub-National Transport Body - Proposal to join Transport for the South East	1 - 26	-

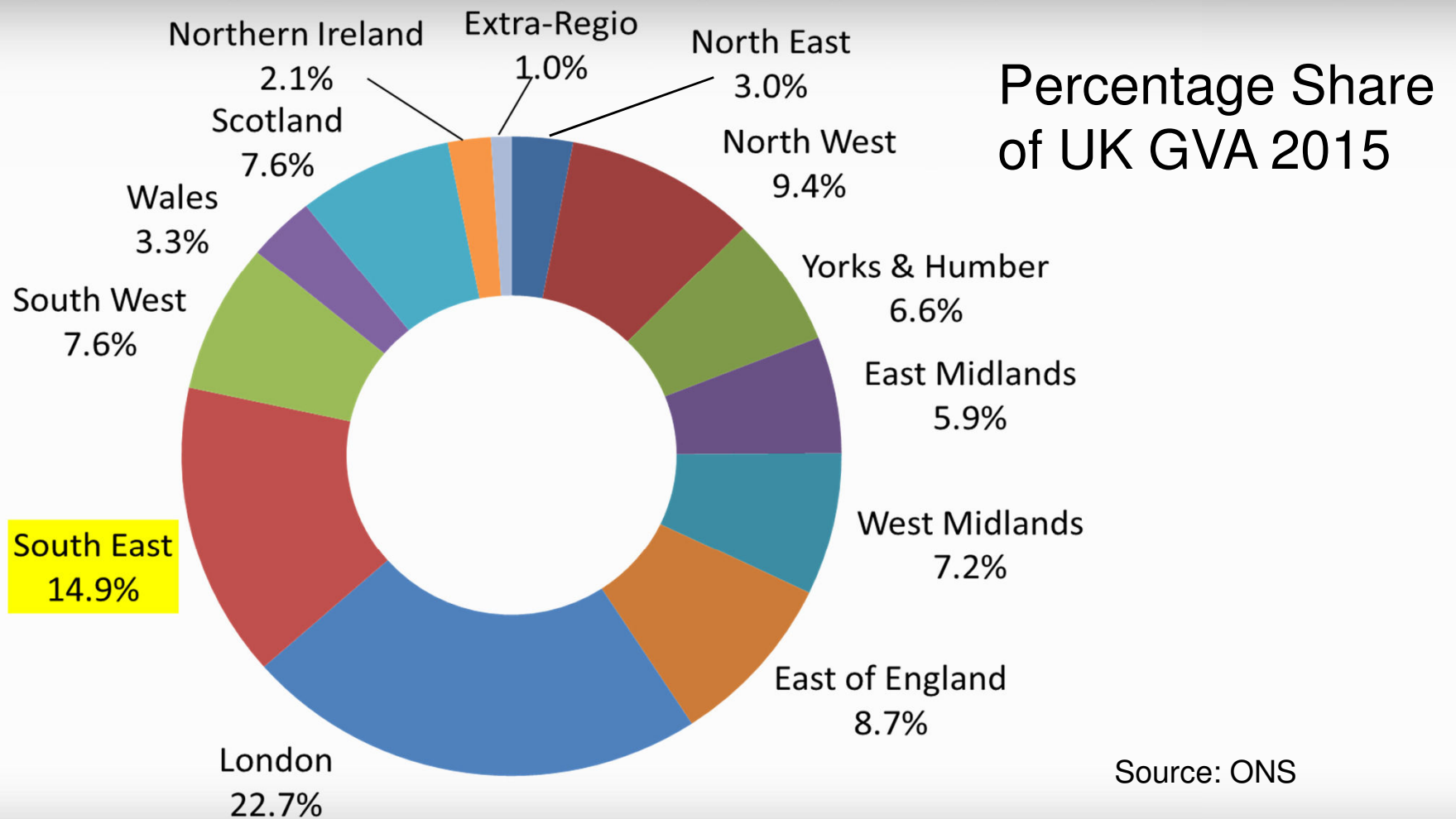
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Sub-National Transport Body for the South East Berkshire Local Transport Body – 16 March 2017

Contents

- Background to STB
- Transport Strategy development
- Proposed governance arrangements
- Communications and engagement

Why have an STB in the South East?

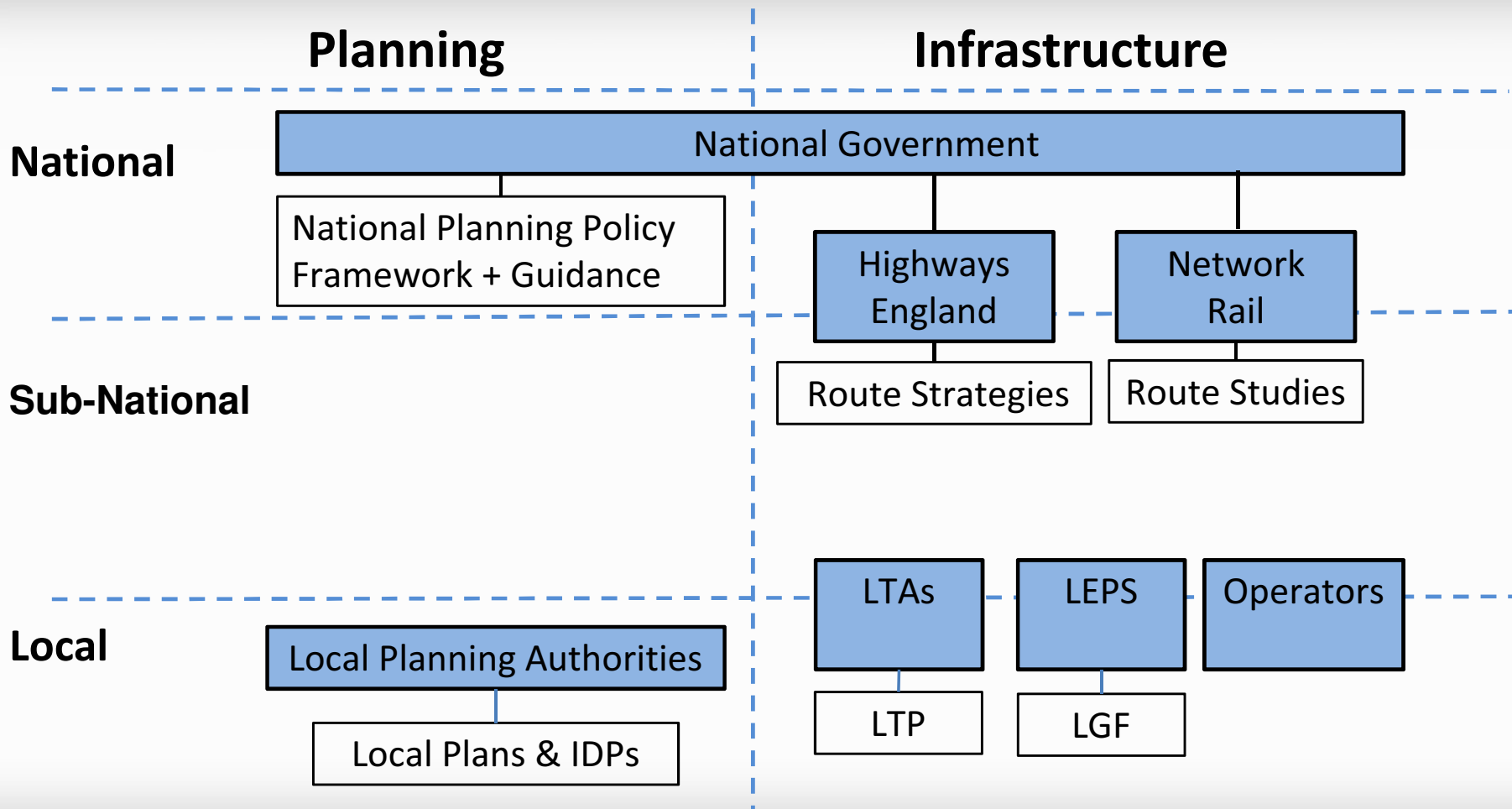


Why have an STB in the South East?



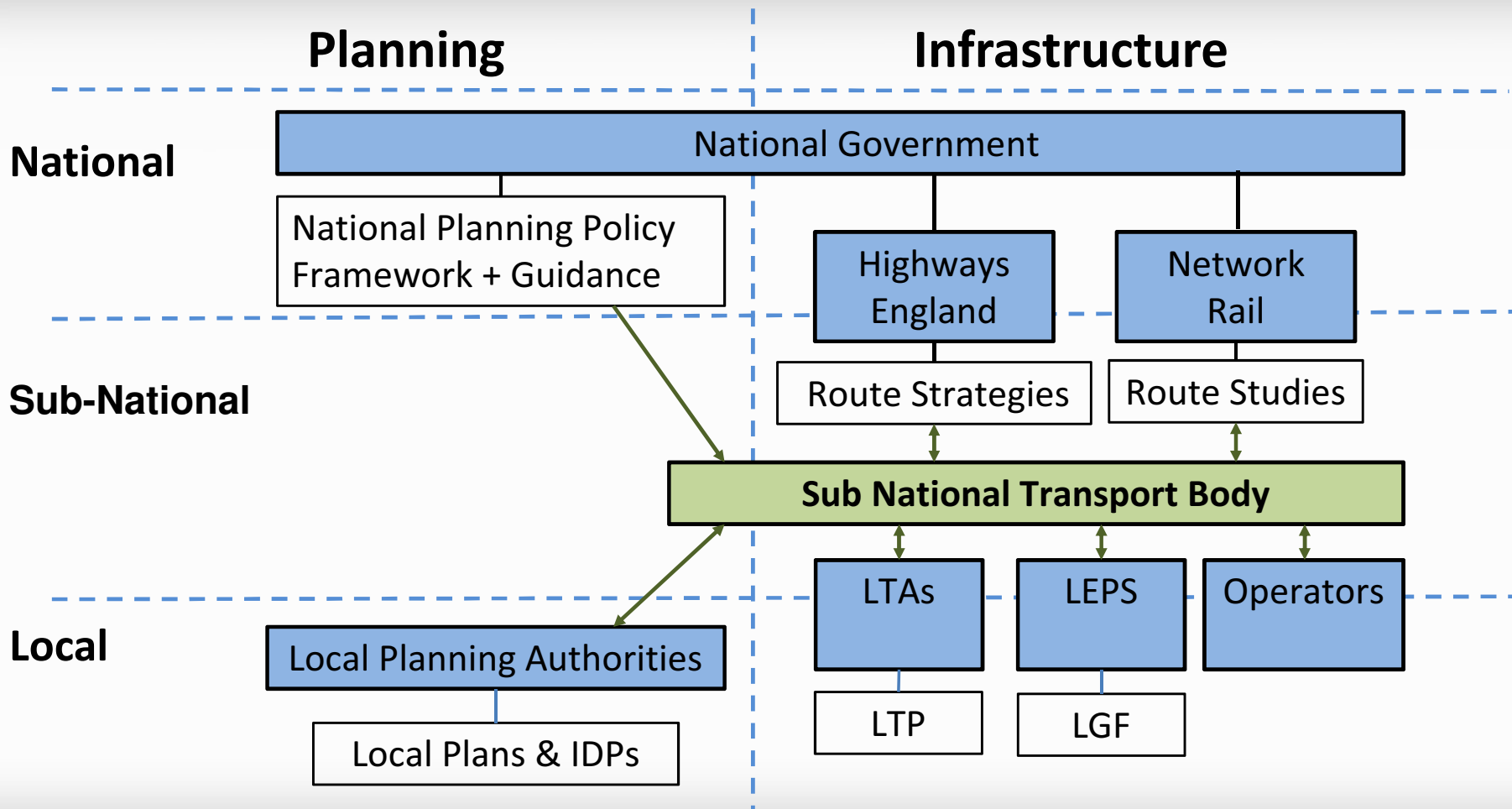
Why have an STB in the South East?

Page 5



Why have an STB in the South East?

Page 6



Why have an STB in the South East?

- To ensure economy and contribution to Exchequer continue to grow
- Speak with one voice to make the case for investment in our creaking infrastructure at a sub regional level
- Improve the lot of the travelling public

Origin of STBs

- Cities and Local Government Devolution Act 2016
- Multi Agency – Transport Authorities, LEPs, DfT, Highways England, Network Rail, ports and airports, transport operators, TfL
- Statutory Bodies
- Local delivery continues through LTP and LGF regimes

Transport for the South East

- South East Seven (SE7) councils initiative:

- ✦ Brighton & Hove
- ✦ Hampshire
- ✦ Kent
- ✦ Medway
- ✦ Surrey
- ✦ West Sussex
- ✦ East Sussex

- Local Economic Partnerships (SELEP, EM3, Coast to Capital)
- Isle of Wight, Portsmouth, Southampton & Solent LEP
- Berkshire Local Transport Body (Six Berkshire unitary authorities & Thames Valley Berkshire LEP)

Transport for the South East

Potential roles and responsibilities:

- specifying the investment priorities for the strategic road and rail networks
- influencing, specifying and letting of future passenger rail franchises?
- bus service franchising?
- integrated and smart and ticketing?
- delivery of major transport schemes?

Timeline

2017

- Finalise Geography
- Shadow STB established (June 2017)
- Development of the Transport Strategy;
- Develop Governance arrangements and draft Proposal to Government;

2018

- Finalise Governance arrangements, constitution and Proposal to Government
- Publish draft Transport Strategy; and
- Undertake Transport Strategy consultation

2019

- Agreement to the Proposal by Government;
- Preparation by Government of the Order establishing the STB; and
- Parliamentary process and sign-off of the Order.
- April 2019 Transport for the South East established

STB - Transport Strategy

Vision

The South East is a powerful driver of the UK economy and the nation's major international gateway for people and businesses.

We will grow the South East's economy by delivering a quality, integrated transport system that makes us more productive and competitive, improves quality of life for all and protects the environment.

STB - Transport Strategy

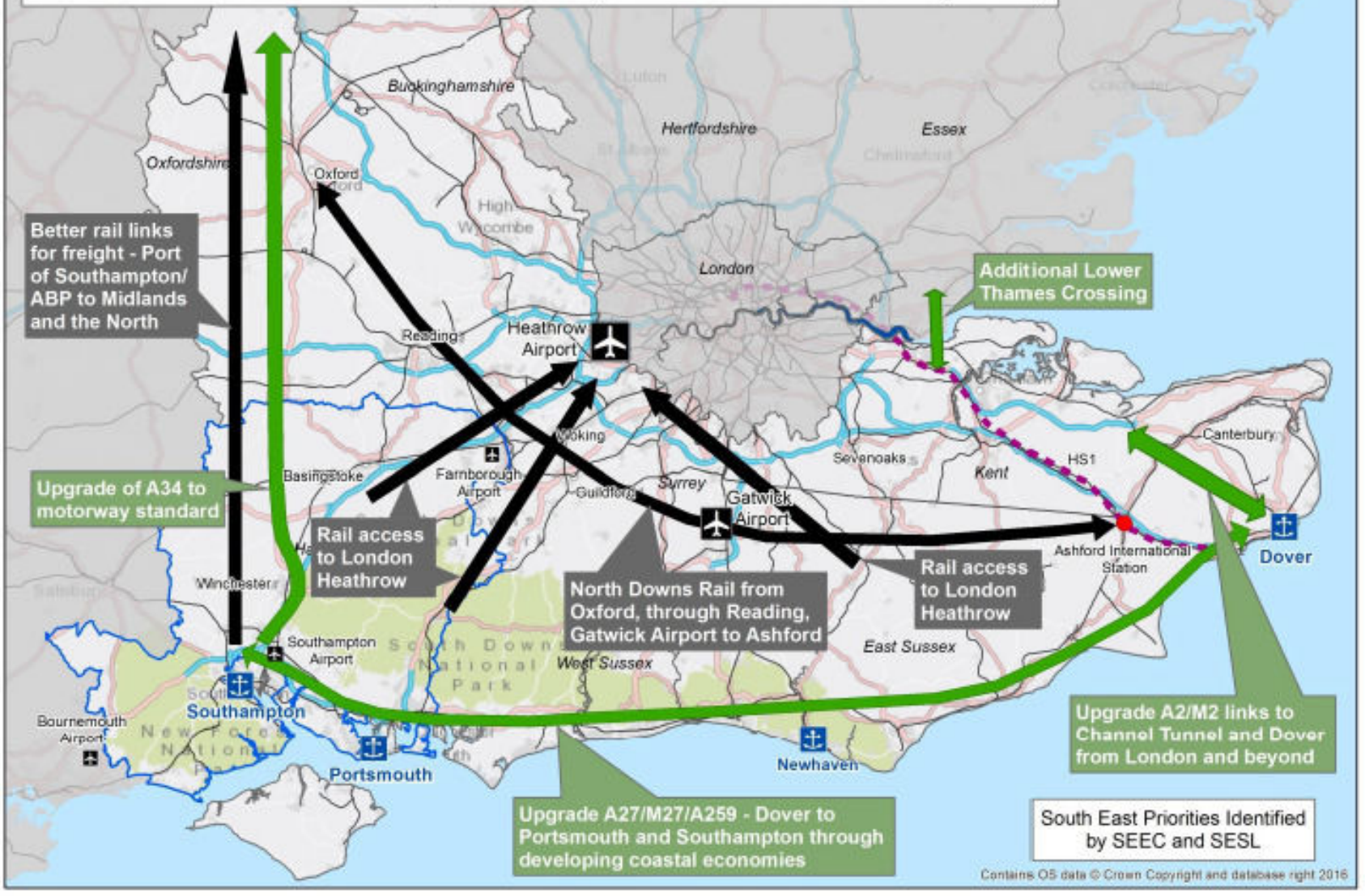
Strategic Priorities

- promote **economic growth** by enhancing, managing and maintaining integrated transport networks, infrastructure and services to maximise their efficiency and improve their resilience;
- promote **social inclusion** by improving connectivity and increasing the accessibility of the transport network;
- protect our **environment** by investing in and promoting the use of sustainable forms of transport which minimise emissions, noise and the consumption of resources.

STB - Transport Strategy

Priority	Transport Objectives
Economy	improve surface access to international gateways;
	improve the reliability and resilience of the strategic networks
	promote efficient and sustainable means of freight distribution
	improve rail services and access to stations;
	promote regional interventions required for development and regeneration;
Social	improve access to jobs, services and leisure activities
	improve safety and reduce the number of people killed and seriously injured;
Environment	promote greater use of sustainable modes of transport
	reduce greenhouse gas emissions, local air pollution and noise from transport

South East road and rail requirements (NIC discussion January 2017)

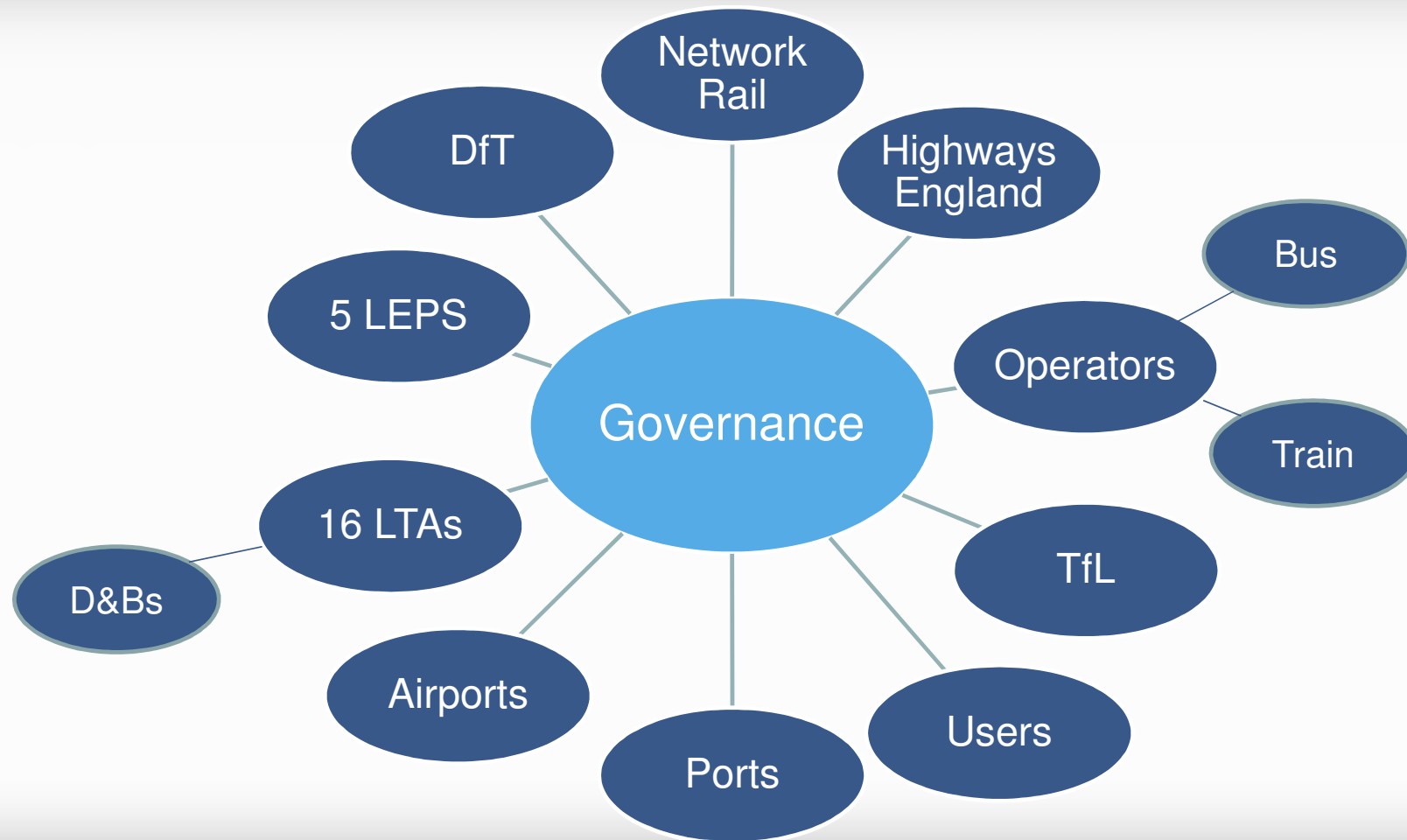


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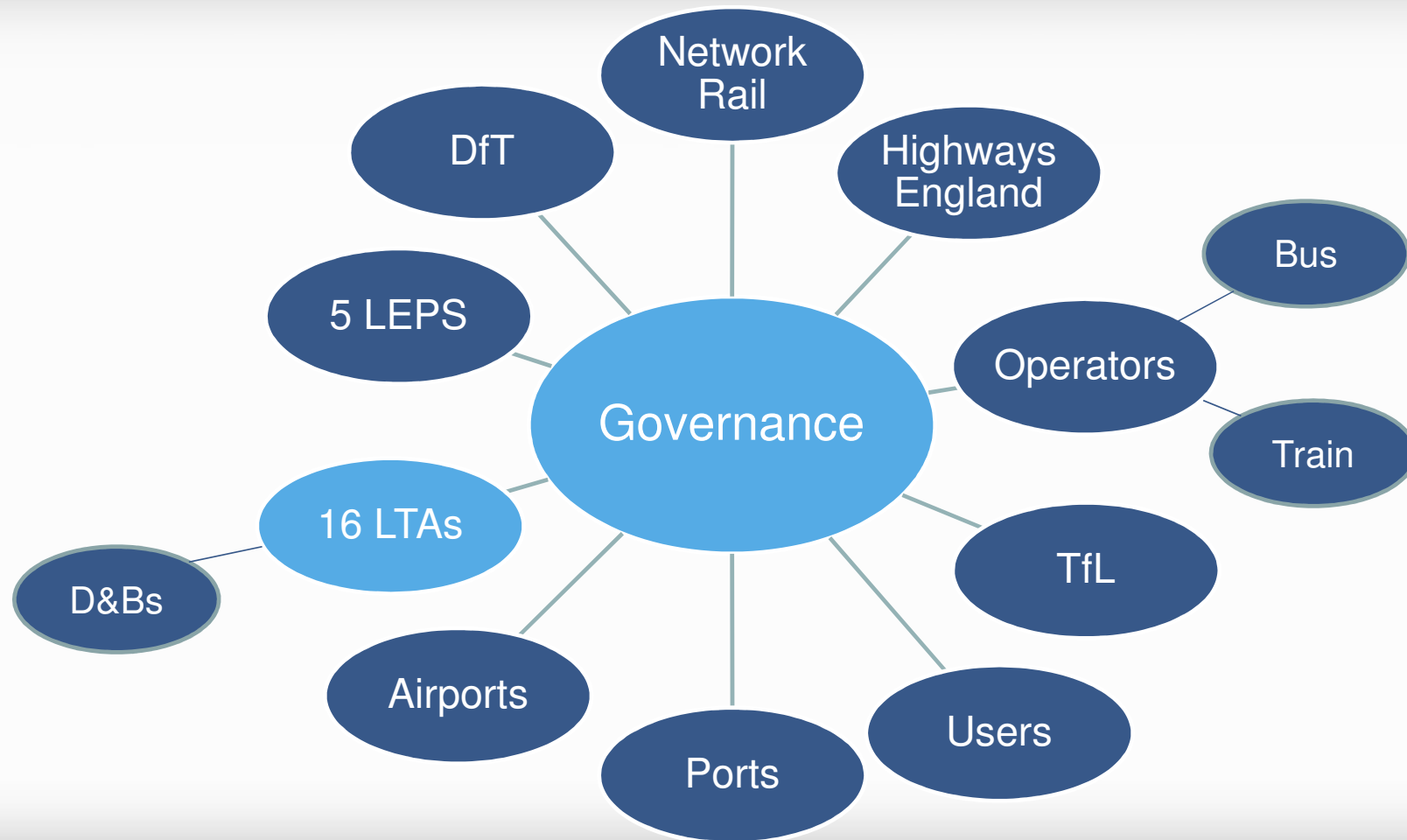
STB - Transport Strategy

- Better road and rail access to ports and airports
- Improved cross-country orbital and radial road and rail routes linking South East economic areas
- Reducing delays and bottlenecks on strategic road corridors such as the M25, M2, M3, M4, M20, A2, A3, A21, A27, A34, A259

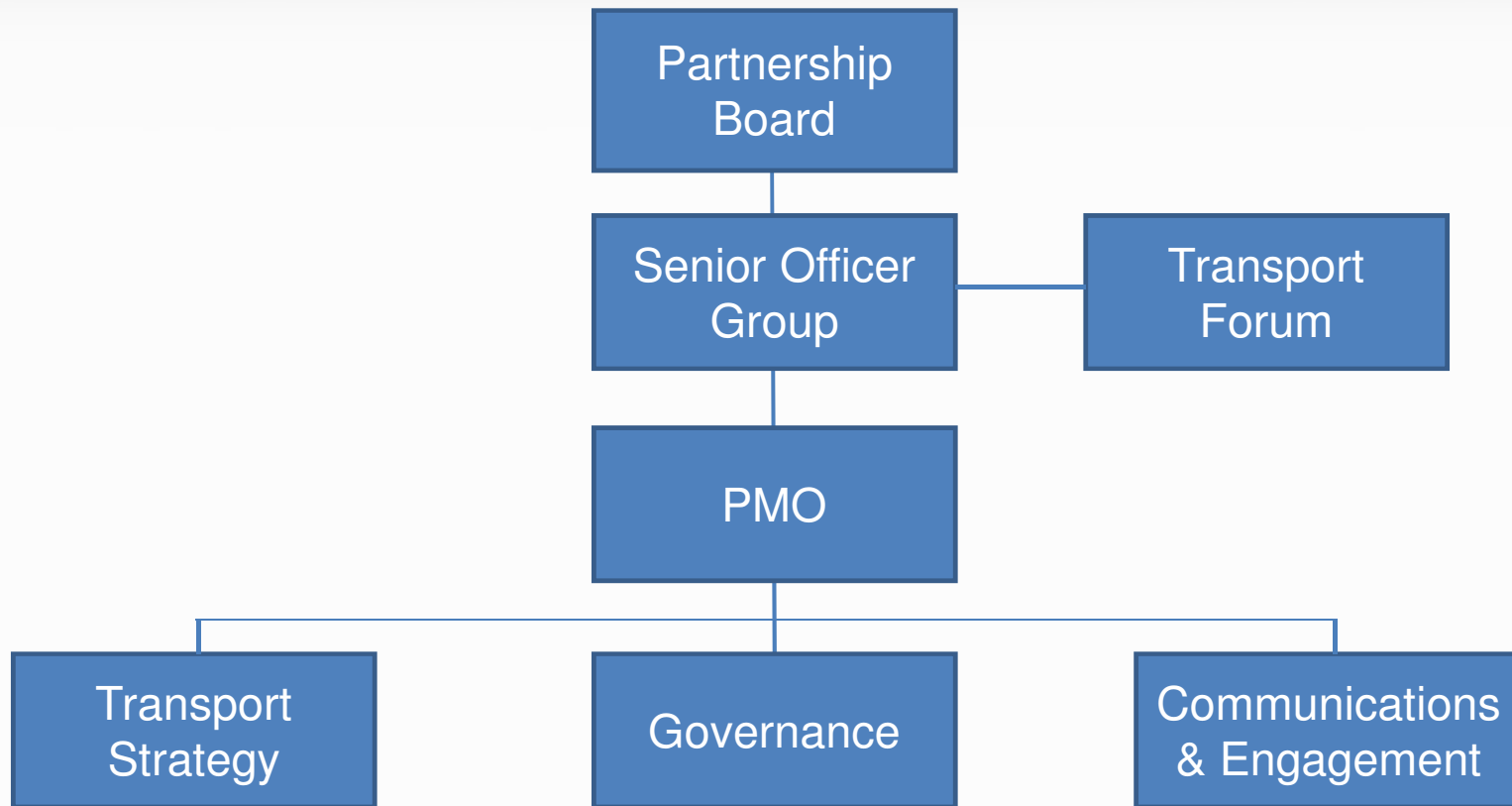
STB Governance



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STB Governance



STB – Governance

Partnership Board Decision making body for TfSE

Voting Members

- SE7 Leaders
- Berkshire Local Transport Body
- Southampton, Portsmouth and Isle of Wight
- LEPs
- Independent Chair of Transport Forum

Non-Voting Members (co-opted)

- Department for Transport
- Transport for London
- Highways England
- Network Rail
- Non-unitary representation (B&Ds)

Senior Officer Group Supports Partnership Board

Membership:

- Senior Officers from SE7 Authorities
- Southampton, Portsmouth & Isle of Wight (one representative or 3)
- Berkshire Local Transport Body (one representative)
- 5 LEP Directors/Senior Officers

Transport Forum

Engagement with broader group of Stakeholders

Membership:

- Independent Chair
- LEPs (employer reps)
- LTAs
- Operators
- User Groups
- Ports
- Airports
- DfT
- TfL
- Non unitary representatives (B&Ds)

STB – Governance

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Communications and Engagement

- Script & Q&A
- Further engagement with LEPs
- Working Groups
 - Transport Strategy
 - Governance
 - Communications and Engagement

Key contacts

Rupert Clubb

Director Communities Economy & Transport

East Sussex County Council

rupert.clubb@eastsussex.gov.uk

Mark Valleley

East Sussex County Council

mark.valleley@eastsussex.gov.uk

Rachel Ford

Surrey County Council

rachel.ford@surreycc.gov.uk

STB - Transport Strategy

Page 26

