

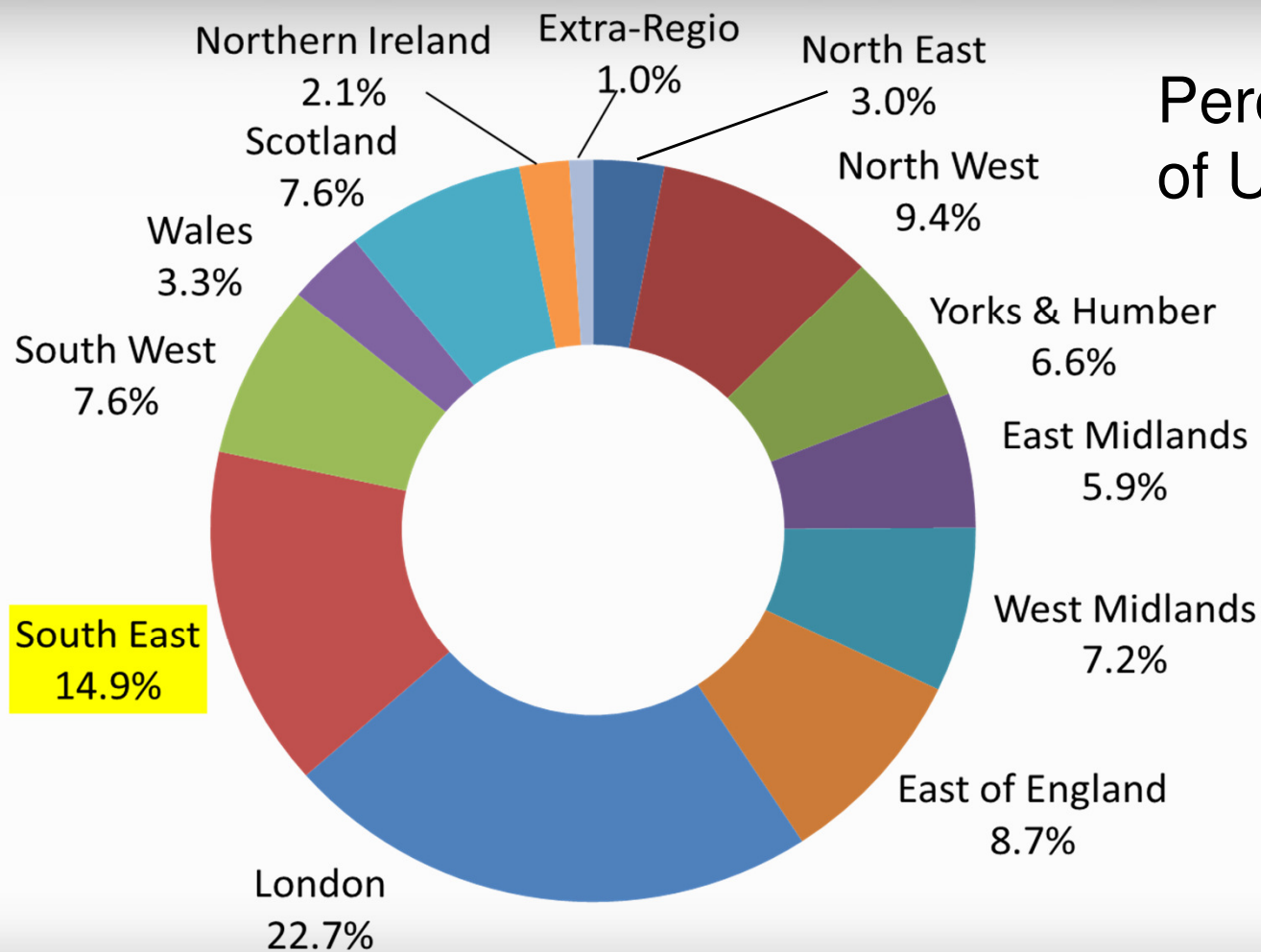
Sub-National Transport Body for the South East

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?



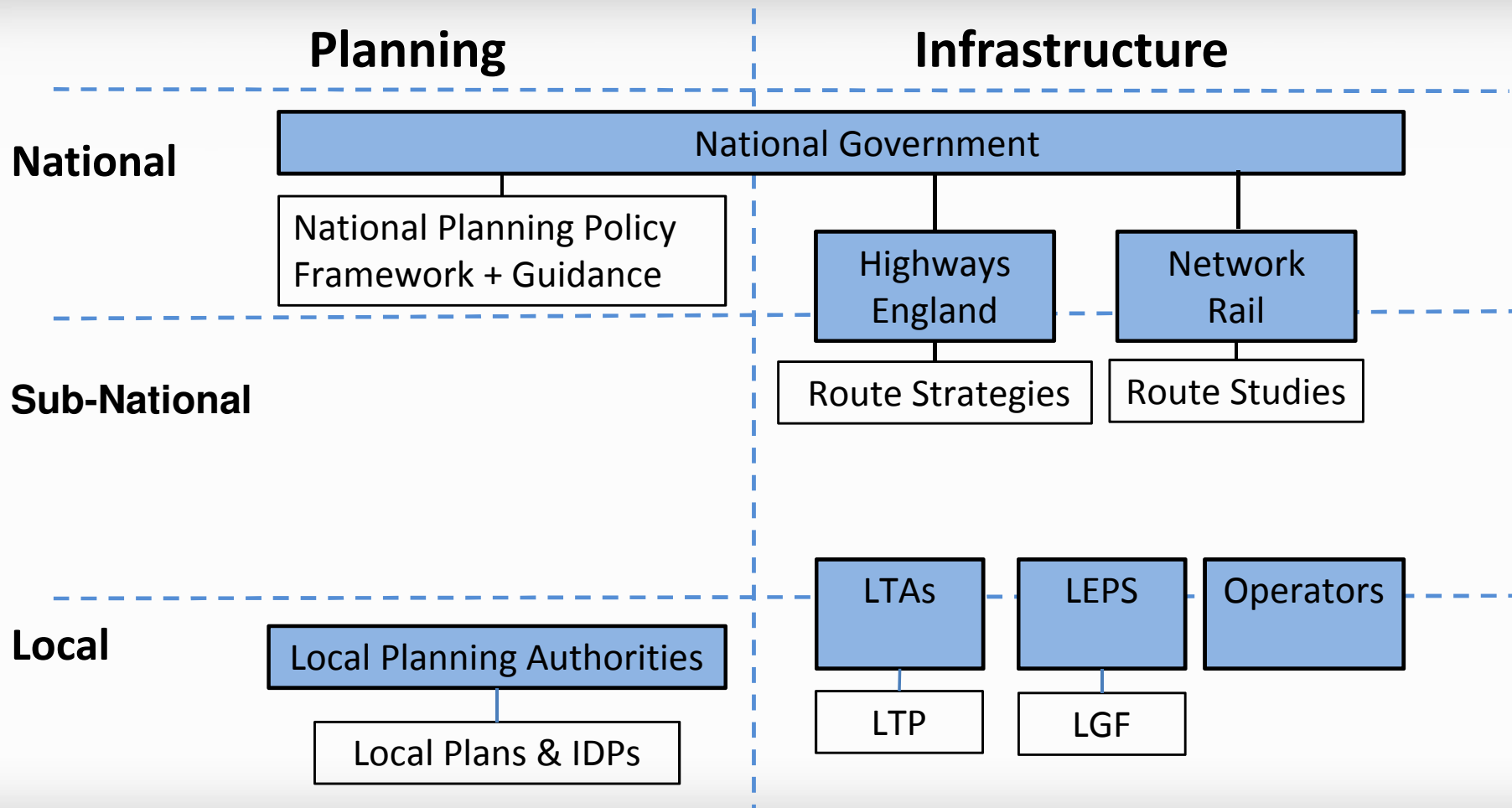
Percentage Share of UK GVA 2015

Source: ONS

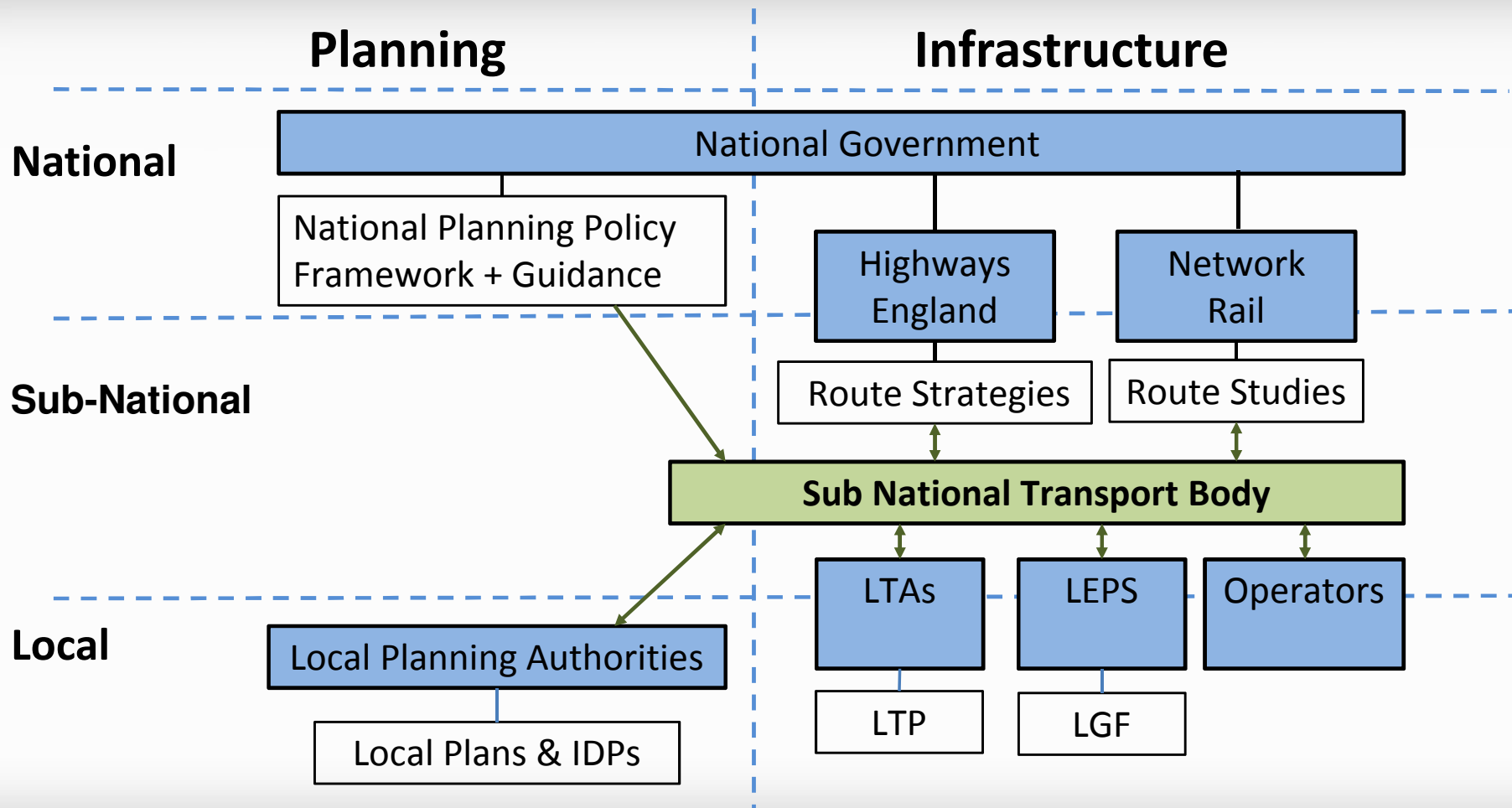
Why have an STB in the South East?



Why have an STB in the South East?



Why have an STB in the South East?



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

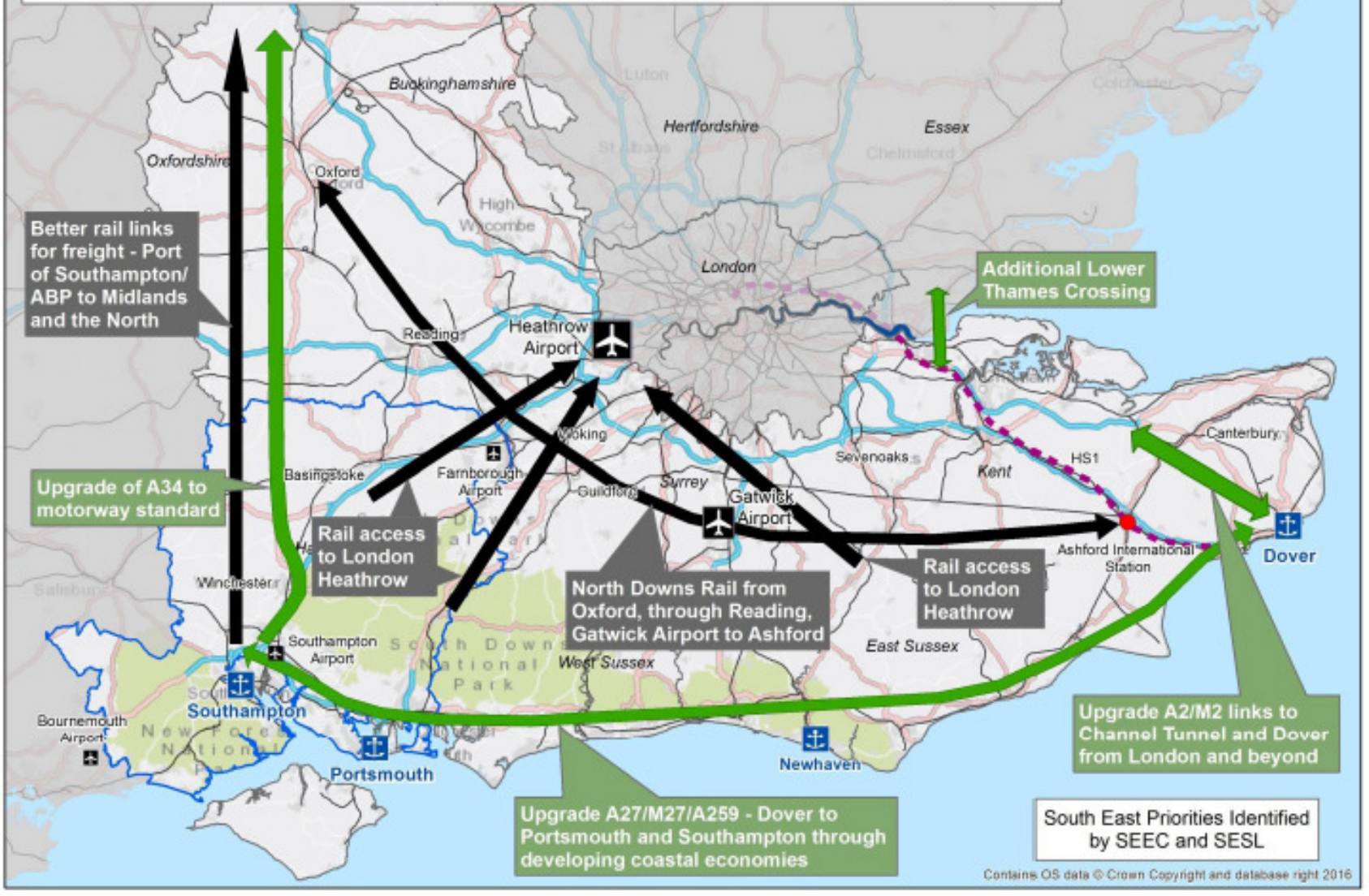
Strategic Priorities

- 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

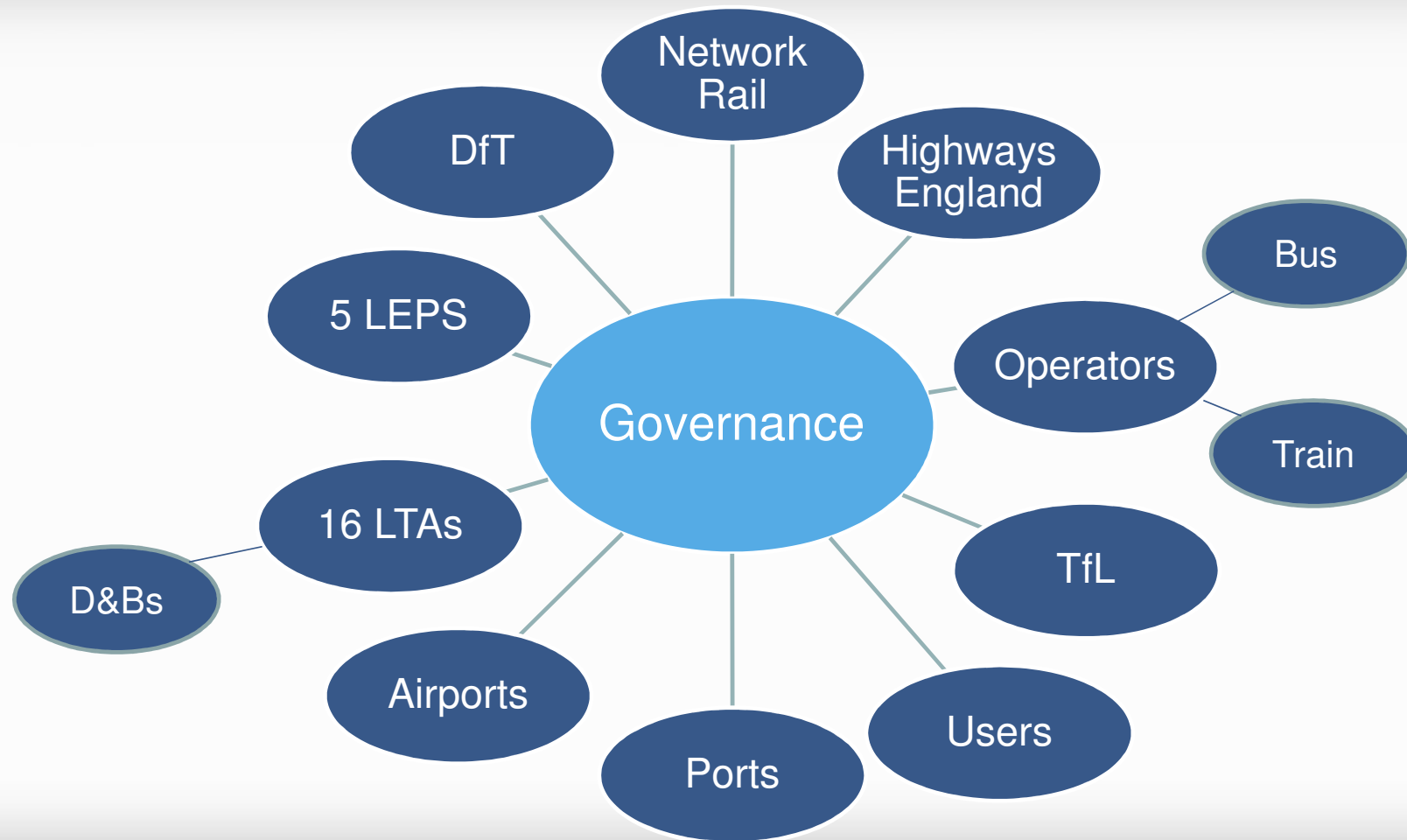
South East road and rail requirements (NIC discussion January 2017)



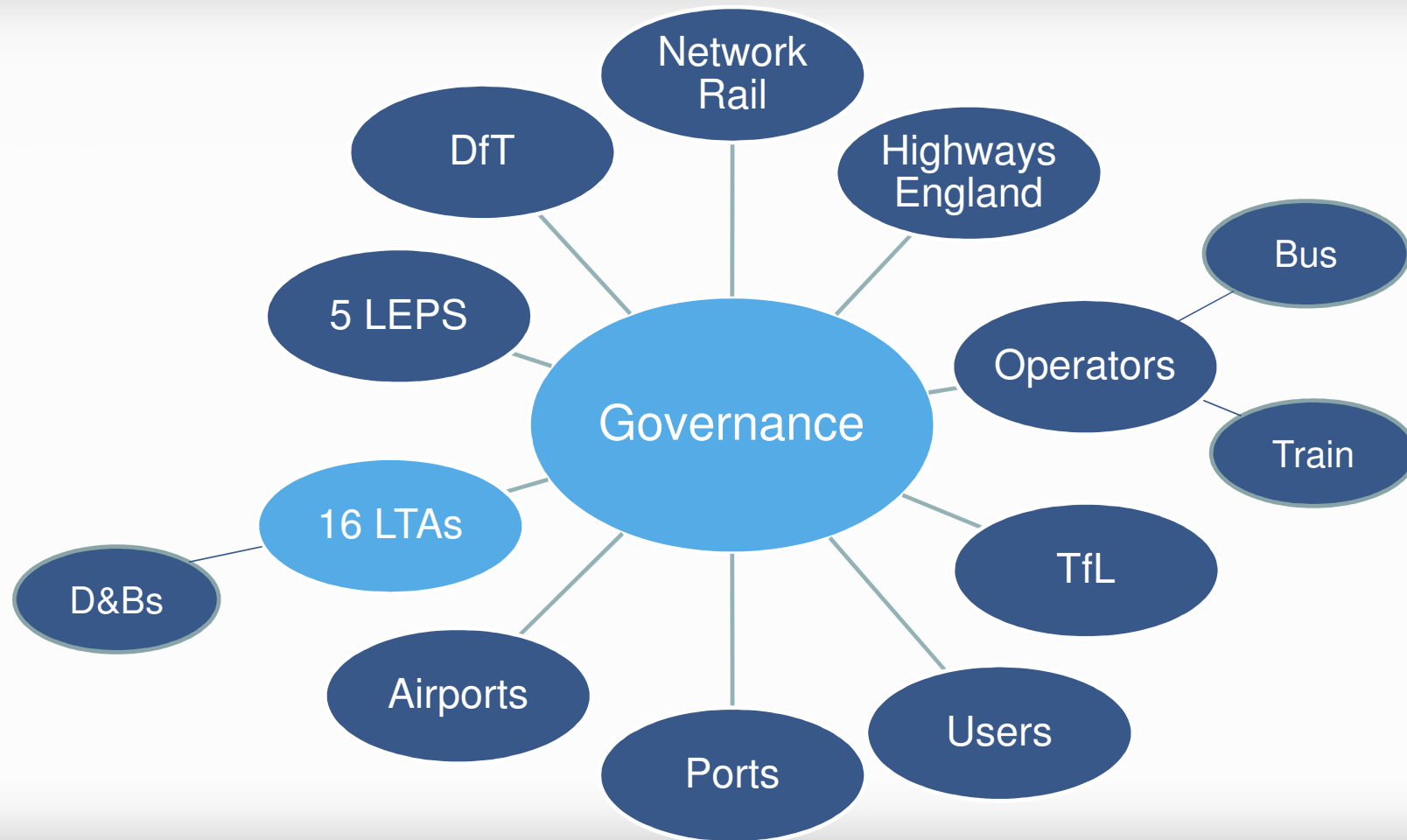
STB - Transport Strategy

- 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

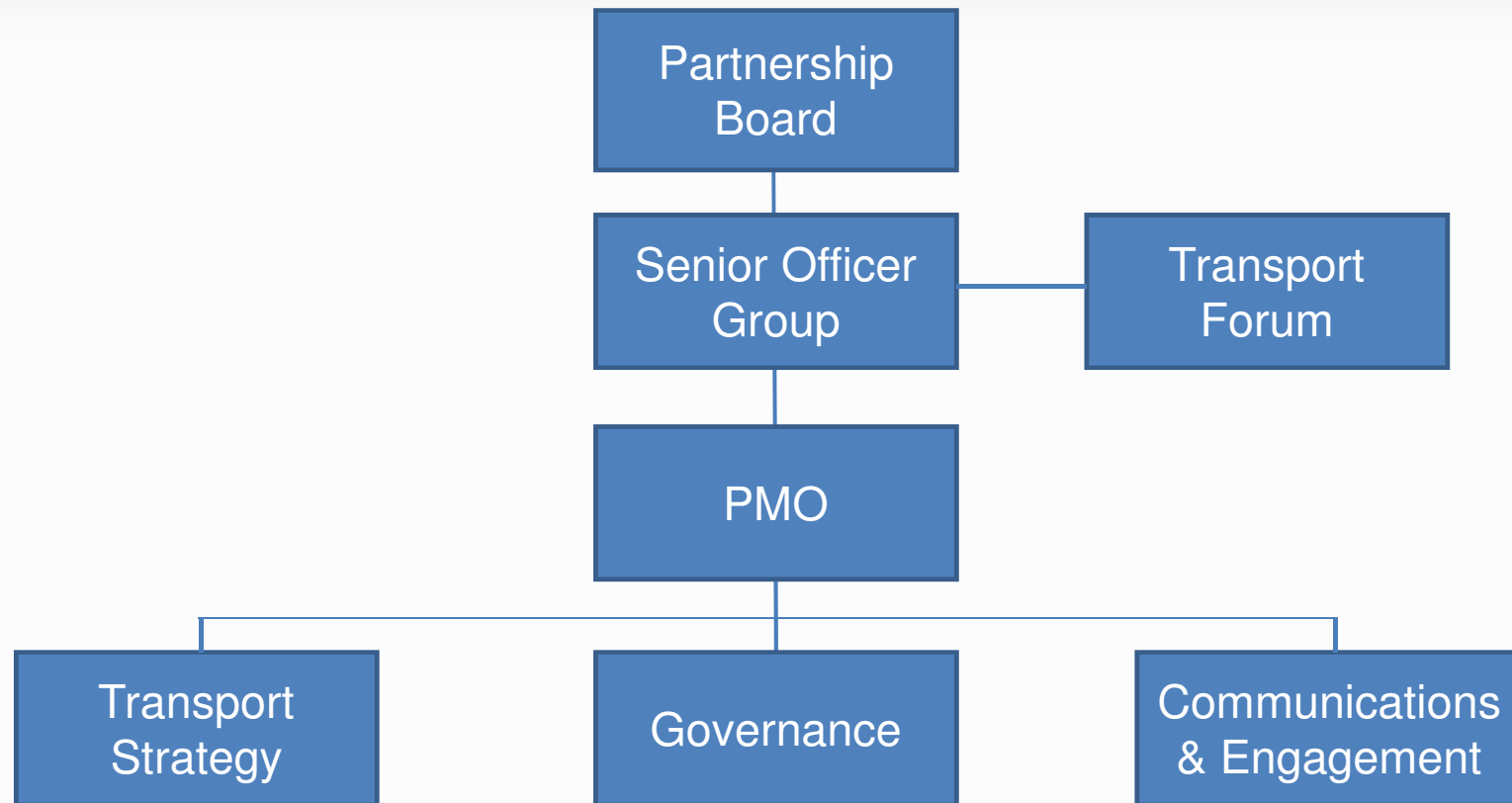
STB Governance



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STB – Governance

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)

STB – Governance

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

STB – Governance

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

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STB - Transport Strategy

