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| <b>Subject:</b>         | <b>Transport for The South East (TfSE) – Sub-National Transport Body update Report</b> |   |                          |
| <b>Date of Meeting:</b> | <b>17<sup>th</sup> April 2018</b>  |   |                          |
| <b>Report of:</b>       | <b>Chair, Greater Brighton Officer Programme Board</b>                                 |   |                          |
| <b>Contact Officer:</b> | <b>Name:</b>   | <b>Mark Prior</b>                           | <b>Tel: 01273 292905</b> |
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| <b>LA(s) Affected:</b>  | <b>All</b>   |   |                          |

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The report is to provide members of the Greater Brighton Economic Board ('The Board') with an update on the progress, constitutional arrangements and work plan of Transport for The South East, the emerging Sub National Transport Body for the South East Region.
- 1.2 This builds on the earlier November 2016 Report that set out the early development and context for the creation of Sub National Transport Bodies and proposal to create a 'shadow' body, Transport for The South East (TfSE). This shadow body is made up of constituent local authorities, LEPs and partners seeking to work collaboratively and with a single voice to secure a strategic transport strategy, delivery of major strategic transport infrastructure and economic advantage by attracting greater levels of central Government funding to the region. This also follows a Rail South Report in July 2017 that further updated the Board on initial TfSE progress.

**2. RECOMMENDATIONS:**

- 2.1 That the Board note TfSE progress to date and endorse Local Authority TfSE Shadow Board Members to continue to represent and champion the interests of the Greater Brighton City Region in its various Business Plans and activities.
- 2.2 That the Board supports Brighton & Hove City Council and City Region partners to submit a bid to the Transforming Cities Fund on behalf of the Board.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Since its inaugural meeting in June 2017, the Shadow Partnership Board has agreed its constitutional arrangements, membership, financial arrangements as well as a Business Plan including a timeline to achieve Statutory Body status by Spring 2020 alongside other emerging Sub National Transport Bodies (STB's) including Midlands Connect and England's Economic Heartlands. Transport for The North is due to achieve Statutory Body Status in April 2018.

- 3.2 Within the Greater Brighton City Region representation on the TfSE Shadow Board is from Leaders or lead members of Brighton & Hove City Council, West Sussex County Council, East Sussex County Council and Coast to Capital LEP as well as representation from Mid Sussex District Council on behalf of all boroughs and districts in the TfSE region.
- 3.3 Following discussions between the Chair of the Shadow Partnership Board and Secretary of State for Transport, TfSE, alongside other advanced emerging STB's, has been acknowledged and recognised as representing the region on strategic transport matters and therefore identified in specific consultations and matters of significance in relation to Transport.
- 3.4 A number of important work streams impacting Greater Brighton are being managed by, or are in development within TfSE Officer Working Groups and consultancy support. This includes responses to recent DfT consultations on the Strategic Road Network, Road Investment Strategy 2 priorities, proposals for a Major Road Network of important 'A' roads with new dedicated funding (Appendices 1 & 2) and early development of the Strategic Transport Strategy through the delivery of an Economic Connectivity Review pulling in wider development plans and important corridors for the Greater Brighton City and wider Region. For this latest work stream TfSE is being supported by consultants SDG and has been and will be further contacting respective Counties, Districts and LEPs through the Summer to ascertain and confirm development plans, key links, destinations and corridors that are essential in supporting and maintaining economic activity that underpin strategic transport provision.

#### Transforming Cities Fund

- 3.5 Greater Brighton will be seeking TfSE support on other consultations and its own bid opportunities including the recently announced Transforming Cities Fund that is more relevant to city regions seeking to address key transport and productivity challenges at a high level. The government have made £840 million of funding available from the original £1.7bn for improving intra-city transport in the largest urban areas with workday populations over 200,000.
- 3.6 Department for Transport are expecting bidding city regions to consider local stakeholder and private funding to maximise the value of the investment in the area. Whilst the initial sift will look at evidence of support from organisations such as local employers, research institutions, transport providers and housebuilders, shortlisted city regions will be able to strengthen their proposals if additional funding can be raised through local contributions or private investment.
- 3.7 The Fund seeks to provide significant investment in packages of projects to improve key intra-urban corridors, improving access to jobs and improvements in productivity. The bid guidance suggests that packages could invest in interlinked schemes such as new bus corridors, cycling and walking infrastructure, integrated ticketing and live journey information, or integrated ticketing and live journey information. For Greater Brighton, there may be opportunities to consider how the city region can become a test bed for new transport technologies that optimise existing transport network capacity and link the

development of resilient energy infrastructure to support future transport technologies.

- 3.8 The Fund will take the form of a two stage process, with phase 1 bids due by 08 June. Initial consideration suggests that the Greater Brighton City Region would meet the bid criteria so it is proposed that officers and partners develop a bid for submission.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 TfSE provides an opportunity to support and deliver economic growth plans across the region through the development of a long- term strategic programme to identify a comprehensive package of transport measures to make the South East more competitive. It would complement the work of the LEPs and support delivery of Local Plans.

- 4.2 Through representation of members and senior officials on the Shadow TfSE Shadow Board from B&H City Council, WSCC, C2C LEP and Districts within the Greater Brighton City Region, TfSE will be able to influence the prioritisation of investment by the major national agencies such as Highways England and Network Rail to more directly influence the priorities and programmes of these agencies, as well as Central Government, so helping to secure delivery of longstanding transport infrastructure ambitions in a way that has not been possible in the past.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Before progressing a proposal for an STB, the Constituent Authorities must undertake a consultation on the boundary proposals and it is proposed that the Shadow Board leads on this.
- 5.2 Public consultation is also required on the STB's Transport Strategy prior to publication. Early development of an Economic Connectivity Review will involve consulting respective Highway and Planning Authorities and C2C LEP within the GBCR.

#### **6. CONCLUSION**

- 6.1 The TfSE Shadow Board will further support aims of the Greater Brighton City Region by delivering greater levels of investment in strategic transport infrastructure and policy provision for the South East region through the influencing of national decisions and securing significant levels of funding at a wider regional level.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 It is anticipated that Sub National Transport Bodies will provide opportunities for additional funding for the Greater Brighton and wider South East Region through

influencing major spending decisions of Central Government Departments and Agencies on strategic transport infrastructure and policy, as well as further funding applications and the development of joint funding bids to deliver strategic priorities.

- 7.2 A £0.020m contribution was allocated by constituent Local Authorities in 2017/18 and a further £0.030m from B&H and £0.050m from County Councils in 2018/19 from existing revenue budgets to assist with workstreams. Any future costs to the Councils associated to membership and business of the STB will be considered as part of the annual budget setting process of the Shadow Board.
- 7.3 The Department for Transport have also allocated a £0.100m contribution to TfSE under Section 31 of the Local Government Act for 2017/18 to aid development of its Transport Strategy as detailed in the report.

*Finance Officer Consulted: Rob Allen*

*Date: 29/03/2018*

#### Legal Implications:

- 7.4 The Cities and Local Government Devolution Act 2016 allows the Secretary of State to make Regulations to establish a STB as a corporate body for any area in England outside Greater London.
- 7.5 Regulations can only be made if the Secretary of State considers that establishing a STB would facilitate the development and implementation of transport strategies for the area and that the effect of these strategies would be to promote economic growth in that area. The constituent authorities of the proposed STB are required to submit a proposal to the Secretary of State and to consent to the Regulations being made.
- 7.6 Before making a proposal the constituent authorities must undertake consultation. The membership, voting, executive arrangements and the functions of the executive body of the STB would be set out in the Regulations made by the Secretary of State.

*Lawyer Consulted: Elizabeth Culbert*

*Date: 30.03.18*

#### Equalities Implications:

- 7.7 There are no specific Equalities issues in the formation of a Shadow Sub National Transport Body.

#### Sustainability Implications:

- 7.8 It is envisaged that greater opportunities for creating more sustainable strategic journeys can be achieved across the Greater Brighton City Region through the joint arrangements within TfSE utilising the enhanced partnerships with all legislative bodies, operators, local authorities, businesses and key stakeholders.

- 7.9 The preparation of a regional Transport Strategy, informed by the interests of the GBCR will further allow sustainability issues to feature and be raised at a strategic level.

Any Other Significant Implications:

- 7.10 None.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. TfSE Response to DfT's Consultation on Major Road Network (MRN) Proposals
- .2. TfSE Response to DfT's Consultation on Highways England Strategic Road Network (RIS2) Proposals.

