BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB **DATE:** 14 November 2019

CONTACT OFFICER: Josie Wragg, Chief Executive, Slough Borough Council, lead officer to the BLTB

PART I

Item 11: Transport for the South East – draft Transport Strategy consultation proposed response

Purpose of Report

1. To report on the [Transport for the South East draft Transport Strategy consultation](#)[1] and recommend a response. The consultation started on 10 October 2019 and runs until 10 January 2020.

Recommendation

2. The three goals around which the TfSE draft Transport Strategy is based align well with the objectives of Strategic Economic Plan and the locally-agreed Berkshire Local Industrial Strategy (BLIS).

3. You are therefore asked to endorse the response to the consultation, set out in Appendices 1 & 2.

Other Implications

Financial

4. The Berkshire Local Transport Body (BLTB) contributed £20,000 in 2017/18 and £58,000 in 2018/19 to Transport for the South East (TfSE). Each of the other (county) councils (having one vote each, the same as BLTB) was asked to contribute the same share.

5. In its role as Accountable Body (AB) for the BLTB, Slough Borough Council (SBC) collected contributions from BLTB members and passed the subscriptions to East Sussex County Council, the AB for TfSE.

6. A separate paper will be presented to seek agreement on the future, ongoing financial contribution from BLTB to TfSE.

Risk Management

7. There are limited risks for BLTB associated with TfSE's draft Transport Strategy consultation process. It is a public process, and it is open to anyone and everyone to respond.

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[1] https://transportforthesoutheast.org.uk/transport-strategy/

8.   Slough Borough Council will provide legal support for the BLTB, should any questions arise.

Supporting Information

9.   On 10 October 2019, TfSE launched a consultation on its draft Transport Strategy. TfSE's mission statement is:

   "*By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.*"

10.   The purpose of the consultation is to seek the views of a wide range of stakeholders on the draft Transport Strategy. The aim is to ensure buy-in to the vision of the future set out in the Transport Strategy. The Transport Strategy, and supporting evidence are being made available to the public and all consultees, along with a consultation questionnaire. The consultation exercise is being publicised online, in the press and on social media, and is being supplemented by a series of engagement events.

11.   At the end of the consultation period, Transport for the South East will produce a consultation report on the draft Transport Strategy, which will summarise an analysis of the responses and how the final version of the Transport Strategy should evolve to reflect feedback provided.

12.   Following consideration of all feedback, the draft Transport Strategy will be revised, and a final version will be approved by the Shadow Partnership Board and published in spring 2020. This Strategy will be reviewed updated every five years, thereafter.

13.   TfSE is planning to commission a set of studies to explore some of the themes outlined in the Strategy, including some that focus on corridors and journeys in the South East. These are likely to include (but not be limited to) the following:

   • Areas focussed studies, which will focus on groups of corridors:
        : South Central Area; South East Area; and South West Area; Inner
          Orbital Area; Outer Orbital Area;
   • Freight Strategy and Action Plan;
   • Future Mobility Strategy;
   • Mobility as a Service; and
   • Smart and Integrated Ticketing.

Conclusion

14.   Thames Valley Berkshire LEP supports TfSE as the Sub National Transport Body for the South East and the need to speak with one voice on strategic transport priorities.

15.   The three goals around which the TfSE draft Transport Strategy is based:

  - the **economic** imperative, to improve productivity and attract investment to grow our economy and better compete in a global marketplace
  - the **societal** benefits of improving health, safety, wellbeing, quality of life and access of opportunities for everyone
  - the **environmental** necessity to protect and enhance the South East's unique natural and historic environment

   align strongly with the objectives of both the Strategic Economic Plan (SEP) and the locally agreed Berkshire Local Industrial Strategy (BLIS).

16.   Once ratified by the BLTB, any agreed response to the consultation will need to be ratified by the LEP Board and LEP Forum.

Background Papers

17.   TfSE's Economic Connectivity Review identifies the role of strategic transport in supporting the South East and UK economy, makes the case for transport investment to increase productivity and identifies the severe impacts of not investing; and provides a platform from which to bring key partners together for the ongoing development of the Transport Strategy.

APPENDIX 1 – RESPONSE TO CONSULTATION ON THE TRANSPORT STRATEGY FOR THE SOUTH EAST

1.   The LEP Strategic Economic Plan (SEP) 2014 and the emerging Berkshire Local Industrial Strategy (BLIS) both identify that good transport links are vital for continuing economic growth and the quality of people's lives.

2.   The same can be said for the wider South East, which is a powerful motor for national prosperity, adding more than £200 billion to the UK economy. It is home to 7.5 million people (9% of the UK total) and 4 million workers (13% of the UK workforce), employed by 330,000 companies. The TfSE Economic Connectivity Review (July 2018) identified the role of strategic transport connectivity in enabling economic growth through:
   • improving business to business connectivity
   • improving access to international gateways
   • growing labour market catchments
   • enabling development and
   • supporting deprived communities
   All these outputs closely align with the SEP and BLIS priorities.

3.   It is within this context that Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the area more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. TfSE's ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.

4.   The TfSE draft Transport Strategy is predicated on a "decide and provide" model rather than the traditional "predict and provide" standard. This means actively choosing a preferred future, with preferred transport outcomes as opposed to responding to existing trends and forecasts. It focuses on three strategic and sustainable goals:

   - **Economy**: Improve productivity and attract investment to grow our economy and better compete in the global marketplace.
   - **Environment**: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
   - **Society**: Protect and enhance the South East's unique natural and historic environment.

   This focus will help guide future TfSE policy development and investment decisions in the short, medium, and long-term. This Transport Strategy will be

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followed by several area studies which will identify the interventions needed to deliver the strategy.

5. The key principles that TfSE have applied in the development of their strategy resonate strongly with the emerging BLIS:
   - supporting sustainable economic growth, but not at any cost;
   - achieving environmental sustainability;
   - planning for successful places;
   - putting the user at the heart of the transport system; and
   - planning regionally for the short, medium and long term

6. The detailed Transport Strategy correctly highlights that radial routes in the South East predominantly run to/from London and that East-West links are limited. Further, TfSE rightly assess that even those routes that run to/from London and have had significant investment in recent years – such as the Great Western Mainline – are expected to come under increasing pressure as usage demand grows.

7. TfSE plan to commission further work around key route corridors across the South East – TVB LEP would strongly recommend that these studies include some of the major TVB road corridors, in particular the A33, A34, A329/A322 (M4 to M3) and the A4.

8. TVB LEP also welcomes the attempt by TfSE to engage with a future Journeys scenario. Whilst TfSE's Vision is set to 2050 we appreciate the difficulties of predicting the future. However, TVB is ideally placed to be part of this assessment – as the acknowledged home of the UK's digital technologies sector many of our local businesses are already engaged in piloting the future.

9. Additionally, with the coming of Crossrail to our area we support developments like smart ticketing to integrate journeys across a wide area and improve the experience of passengers.

10. Finally, TfSE needs to stay aligned with the South East's travellers and businesses to establish a credible and achievable Transport Strategy which will bring clear benefits to all who rely on the area's transport network. By supporting the economy of the South East, TfSE must:
   - Build on the advantages of the South East for inward investment
   - Promote access to international markets for trade
   - Enhance the role of the South East as a pivot for the wider national transport system
   - Facilitate the development of a more sustainable approach to connectivity in the South East

Appendix 2

TVB LEP response to Transport for the South East draft Transport Strategy consultation - November 2019

Draft Transport Strategy: consultation questionnaire

Have your say

If you would like to be added to our email database to receive regular updates from Transport for the South East, please tick the box below and supply your email address.

Please provide your email:
bill@thamesvalleyberkshire.co.uk

About you

Q1. Are you providing your own response or responding on behalf of an organisation/group? Please select one of the options below.

Responding on behalf of organisation/group (Please respond to **Questions 3 and 4**)

Q2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 5.

Name	Bill Hicks
Postcode	RG41 3PG

Q3. If you are responding on behalf of an organisation or group, please provide the following details.

Organisation name	Thames Valley Berkshire LEP
Your name	Bill Hicks
Your role	Head of Infrastrcuture

Q4. Which category of organisation or group are you representing? Please select all the boxes that apply.

Local Government (includes county councils, district councils, parish and town councils and local partnerships)

Q5. Please confirm that you have read the draft Transport Strategy before completing this questionnaire? Please select as appropriate.

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I have read the full draft Transport Strategy

Our Approach

Q6. Rather than the traditional transport planning approach of 'predict and provide' based on responding to trends and forecasts, we have adopted a 'decide and provide' approach to identify a preferred future for the South East in 2050. Please see Paragraphs 1.16 to 1.20 of the draft Transport Strategy for further information. To what extent do you agree or disagree with the use of this 'decide and provide' approach? Please select one option.

Strongly agree

Q7. The draft Transport Strategy advocates the evolution of transport policy away from one based on 'planning for vehicles' to one based on 'planning for people' and 'planning for places'. Please see Paragraphs 1.21 to 1.25, and Figure 1.3, of the draft Transport Strategy for further information. To what extent do you agree or disagree that transport policy across the South East should evolve in this way? Please select one option.

Strongly agree

Q8. In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: 'Sustainable Route to Growth'. How important do you feel the key features of our 'Sustainable Route to Growth' scenario are for the future of the South East? Please select one option for each feature.

	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
The South East is less reliant on London and has developed its own successful economic hubs	X					
The benefits of emerging technology are being harnessed	X					
Land-use and transport planning are better integrated	X					
A shift away from private cars towards more sustainable travel modes	X					

Q8. In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: 'Sustainable Route to Growth'. How important do you feel the key features of our 'Sustainable Route to Growth' scenario are for the future of the South East? Please select one option for each feature.

Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'		X	
The transport system delivers a cleaner, safer environment	X		

Our Area

Q10. Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East. To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East's transport system? Please select one option.

Strongly agree

Q11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included. Please describe these below.

Although clearly referenced in the report, we would want to emphasize to TfSE the economic importance of London Heathrow Airport to our sub region (Berkshire) and reiterate that whilst technically not in the TfSE area, it is key for TfSE to maintain a dialogue with its relevant partners to stay informed of developments on and off airport. Additionally, we continue to look towards TfSE to support the progress on the Western Rail Link to Heathrow, which not only has a compelling economic/business case, but which also stands alone as a major carbon-reducing sustainable transport scheme.

Our Vision, Goals and Priorities

Q12. Our vision is that: 'By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. 'A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and give our residents and visitors the highest quality of life.' To what extent do you support or oppose our vision for the South East? Please select one option.

Strongly support

Q13. Do you have any further comments on our vision? Please provide these below.

These same principles are writ large in the emerging Berkshire Local Industrial Strategy - in particular a commitment to responsible economic growth. Further, the urgency with which carbon emissions need to be reduced means that we must respond to the environmental implications of our growth processes. This is challenging. Most obviously, whilst we must harness the

Q13. Do you have any further comments on our vision? Please provide these below.

advantages associated with proximity to Heathrow Airport, we need to do this in a way that delivers environmental gains as well as economic benefits.

Q14. The draft Transport Strategy sets out three strategic goals that underpin our vision. These goals will help to translate the vision into more targeted and tangible actions. Please see Paragraphs 3.3 to 3.7 for more details on our vision and goals. To what extent do you agree or disagree with the goals set out within the draft Transport Strategy? Please select one option for each goal.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Improve productivity and attract investment to grow our economy and better compete in the global marketplace	X					
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone	X					
Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together	X					

Q15. Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in Paragraphs 3.8 to 3.10 of the draft Transport Strategy. To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve? Please select one option for each row.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Better connectivity between our major economic hubs, international gateways and their markets	X					
More reliable journeys between the South East's major economic hubs and international gateways	X					
A more resilient transport network to incidents, extreme weather and the impacts of a changing climate						
Helping our partners meet future housing, employment and regeneration needs sustainably	X					
Use of digital technology to manage transport demand, encourage shared and efficient use of transport	X					

Q15. Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in Paragraphs 3.8 to 3.10 of the draft Transport Strategy. To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve? Please select one option for each row.

A network that promotes active travel and active lifestyles	X
Improved air quality through initiatives to reduce congestion and encourage shifts to public transport	X
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers	X
A seamless, integrated transport network with passengers at its heart	X
A safely planned, delivered and operated transport network	X
A reduction in carbon emissions to net zero by 2050	X
A reduction in the need to travel, particularly by private car	X
A transport network that protects and enhances our natural, built and historic environments	X
Use of the principle of 'biodiversity net gain' in all transport initiatives	X
Minimisation of transport's consumption of resources and energy	X

Q16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.

Per earlier comments.

Q17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information). To what extent do you support or oppose these principles? Please tick one box for each principle.

	Strongly support	Tend to support	Neither support / oppose	Tend to oppose	Strongly oppose	Don't know
Supporting sustainable economic growth, but not at any cost	X					

Q17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information). To what extent do you support or oppose these principles? Please tick one box for each principle.

Achieving environmental sustainability	X
Planning for successful places	X
Putting the user at the heart of the transport system	X
Planning regionally for the short, medium and long-term	X

Our Strategy

Q18. Six key journey types are identified within Chapter 4 of the draft Transport Strategy. We identify the key challenges and opportunities for each of the six journey types, and indicate the types of schemes and policy responses that will be needed to address these challenges. Subsequent area studies will be used to identify comprehensive packages of initiatives. We are not seeking detailed feedback on individual schemes at this stage, but we want to make sure we have identified the key challenges and the broad types of responses that will be needed for each of the movement types. To what extent do you agree or disagree that the key challenges relating to each of the journey types have been correctly identified? Please select one option for each journey type.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	X					
Orbital and coastal journeys	X					
Inter-urban journeys	X					
Local journeys	X					
International gateways and freight journeys	X					
Future journeys	X					

Q20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type? Please select one option for each journey type.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	X					
Orbital and coastal journeys	X					
Inter-urban journeys	X					
Local journeys	X					
International gateways	X					

Q20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type? Please select one option for each journey type.

and freight journeys	
Future journeys	X

Implementation

Q22. In Chapter 5 of the draft Transport Strategy, a number of performance indicators are set out that will be used to monitor progress of the Strategy. To what extent do you agree or disagree with these performance indicators? Please select one option for each performance indicator group.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic performance indicators	X					
Social performance indicators	X					
Environmental performance indicators	X					

Q23. Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East's role and future funding challenges. Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or future funding challenges? Please describe these below.

TVB LEP welcome TfSE's plan to commission further work around key route corridors across the South East and strongly recommend that these corridor studies include some of the major TVB road corridors, in particular the A33, A34, A329/A322 (M4 to M3) and the A4.

Integrated Sustainability Appraisal

Q24. To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy? Please select one option only.

Strongly agree

Q25. Do you have any additional comments regarding the Integrated Sustainability Appraisal? Please describe these below.

No.

Overall views

Q26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment? Please select one option only.

Strongly agree

Q27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East? Please describe these below.

TVB LEP is aiming to publish its finalised Local Industrial Strategy in the coming month. Along with the other five LEPs in TfSE we would recommend that the focus and outputs from the five LISs be as intrinsically incorporated into the TfSE Transport Strategy as possible.