

<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	TRANSPORT FOR THE SOUTH EAST		
<b>DATE OF DECISION:</b>	18 JULY 2017		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>	
None	
<b>BRIEF SUMMARY</b>	
Southampton City Council has been invited to join Transport for the South East (TfSE) which is the proposed Sub National Transport Body for the South East of England (SNTBSE). This report seeks to gain Cabinet approval for Southampton City Council to jointly join TfSE with Portsmouth City Council	
<b>RECOMMENDATIONS:</b>	
	(i) Portsmouth City Council and Southampton City Council jointly join TfSE as a single member with a single vote.
	(ii) The success of the joint arrangement should be jointly reviewed with Portsmouth City Council after a year to ensure that the interests of both cities and the wider Solent area is being represented effectively with this proposed approach
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1	TfSE has the potential to be a powerful lobbying voice for the SE in regards to transport infrastructure. The Solent area has a significant infrastructure deficit which is holding back economic growth and productivity. Whilst part of the solution to this is the creation of the Solent Combined Authority, a powerful voice for the wider region on transport funding also has the potential to be a powerful asset for the area. If TfSE is effective it will enable more transport infrastructure resource to come to the region.
2	Having made a joint submission, with Southampton and the Isle of Wight, to the Secretary of State to create the Solent Mayoral Combined Authority it makes sense to jointly link on this body bearing in mind the importance of transport and infrastructure to the agenda for the proposed Solent Mayoral Combined Authority. However, the Isle of Wight have decided that they wished to be an individual member on TfSE and so on this basis it is proposed that Portsmouth and Southampton jointly join TfSE to reflect the desire of the needs of the Solent.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	

3	Not to Join – rejected given the loss of influence over strategic transport developments
4	To Join independently – rejected, given the history of successful collaboration with Portsmouth, particularly in the transport sector, including working through Solent Transport. The scale of the TfSE projects are likely to mean that the issues are Solent based considerations. The opportunity to develop single membership can be reviewed .
<b>DETAIL (Including consultation carried out)</b>	
5	The South East of England is a powerful motor for national prosperity, adding more than £200 billion to the UK economy which, for example, is more than Scotland and Wales combined. Economic growth is dependent on, and underpinned by, the effectiveness of transport networks. The scale of the South East’s economy is reflected in the national and international importance of its transport network. The area includes both of the nation’s busiest airports in Heathrow and Gatwick (alongside smaller airports like Southampton), a string of major ports including Dover, Portsmouth and Southampton, many of the country’s most vital motorways and trunk roads and crucial railway links to London, the rest of Britain and to mainland Europe.
6	Within the South East (SE) region it is felt that the UK can no longer take the South East’s economic success for granted. In parts of the SE region, such as the Solent, the infrastructure deficit is actively holding back the potential contribution to economic growth. Under-investment has left the area’s infrastructure under significant pressure. Urgent investment is now needed in its road, rail and bus network to meet the pressures on growth and to ensure a system that is resilient for travellers and businesses. TfSE is part of the suggested solution to this problem acting as a strong united voice on transport issues within the South East.
7	The Cities and Local Government Devolution Act 2016 makes changes to the Transport Act 2008, creating enabling powers for a Sub National Transport Body (SNTB) to prepare a Transport Strategy. There is a clear expectation that the Transport Strategy prepared by a SNTB will contain the proposals for the promotion and encouragement of sustainable, safe, integrated, efficient and economic transport facilities and services within the area of the SNTB. The key objective underpinning the Transport Strategy should be the promotion of economic growth. The proposal to create TfSE is using these powers.
8	The TfSE initiative is led by south east local authorities including the South East Seven councils (Brighton and Hove; East Sussex; Hampshire; Kent; Medway; Surrey and West Sussex), together with the Solent area authorities (Isle of Wight; Portsmouth; and Southampton) and with the Berkshire local authorities (Bracknell Forest; Reading; Slough; West Berkshire; Windsor and Maidenhead; and Wokingham). It is expected the five Local Enterprise Partnerships (Coast to Capital; Enterprise M3; Solent; South East; and Thames Valley Berkshire) will also have representation.
9	TfSE will speak with a single voice on the area’s transport needs, priorities and investment plans. If it is successful it will directly influence the decisions of national and regional infrastructure providers and operators (for example Network Rail, Highways England, ports, airports). Investment in new infrastructure will unlock the further growth potential of the area, including in

	<p>housing and jobs where lack of transport infrastructure has been a major barrier to further development. Directing this investment from within our own area will be the most effective way to keep us moving and growing. Within the Solent area we have particular growth ambitions and need for growth and so TfSE could help us achieve these significant strategic objectives.</p>
10	<p>A successful integrated transport system must be economically, socially and environmentally sustainable. This is recognised by Government. Its legislation for Sub-National Transport Bodies will move strategic planning of investment from national level to areas like the South East, to ‘those that know their economies and customers best.’ The government’s Industrial Strategy speaks of the need to: ‘build on the particular strengths of different places and address factors that hold places back.’ TfSE will mean that the South East’s priorities can influence major projects in road, rail and other types of infrastructure. TfSE would develop a single integrated transport strategy for the South East to secure investment where it is most needed and to improve services for all. This would build on existing local transport plans and align spending programmes for the area (for example from Network Rail and Highways England). Working with the South East’s travellers and businesses is vital as TfSE’s priority it to bring clear benefits to all who rely on the area’s transport network.</p>
11	<p>With Government agreement it is expected that TfSE will begin full operation from 2018-19. Attached as Appendix 1 is the proposed Constitution of TfSE. The cost of membership of TfSE will be £20,000 for the first year. A meeting of TfSE in the autumn will then agree future funding contributions (with match funding sought from DfT) to enable the developing work programme for TfSE to be pursued.</p>
12	<p>The proposed timetable for the development of TfSE is:</p> <p><b>2017</b></p> <p>Shadow STB established;  Development of the Transport Strategy;  Develop Governance arrangements and draft Proposal to Government;</p> <p><b>2018</b></p> <p>Finalise Governance arrangements, constitution and Proposal to Government  Publish draft Transport Strategy; and  Undertake Transport Strategy consultation</p> <p><b>2019</b></p> <p>Agreement to the Proposal by Government;  Preparation by Government of the Order establishing the STB; and  Parliamentary process and sign-off of the Order.  Transport for the South East established (April)</p>
13	<p>It is proposed that the relevant portfolio holder from one authority will attend supported by the relevant officer from the other authority. Initially it is suggested that the Southampton portfolio holder will be supported by the Portsmouth officer. However, as stated above, there will be a chance for a political discussion about the issues at Solent Transport meetings. This arrangement will mean that the membership costs will be shared between the two authorities but equally that the two authorities only have 1 vote. It is suggested that this approach is reviewed in 12 months' time to check that is</p>

	working appropriately and that the interests of the Solent and the two cities are being adequately represented through this joint arrangement with Portsmouth. This review could consider whether we would wish to maintain the current arrangements, become individual members or withdraw from TfSE. The review would need to be undertaken jointly with Portsmouth City Council.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
14	The membership cost of £20k per annum initially will be jointly shared with Portsmouth City Council. Southampton's contribution of £10k will be met from the approved Environment & Transport Portfolio revenue budget for Transport.
<b><u>Property/Other</u></b>	
15	None
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
16	s.1 Localism Act 2011 (general power of competence)
<b><u>Other Legal Implications:</u></b>	
17	Not applicable
<b>RISK MANAGEMENT IMPLICATIONS</b>	
18	Not applicable
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
19	The City Council is a Local Transport Authority as prescribed in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan
20	The project is compatible with the objectives of the City Council Strategy, specifically the economic growth priority and the outcome of improved infrastructure, noting that this outcome can have a knock on positive impact on other priorities and outcomes.

<b>KEY DECISION?</b>	No	
<b>WARDS/COMMUNITIES AFFECTED:</b>		
<u>SUPPORTING DOCUMENTATION</u>		
<b>Appendices</b>		
1.	Draft Constitution	
<b>Documents In Members' Rooms</b>		
1.	None	
<b>Equality Impact Assessment</b>		
<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>		<b>No</b>
<b>Privacy Impact Assessment</b>		
<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>		<b>No</b>
<b>Other Background Documents</b>		
<b>Other Background documents available for inspection at:</b>		
<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>	
1.	None	