

TRANSPORT EAST FORUM

To be held on 13 March 2018 at 10:00 – 13:00
at West Suffolk House, Western Way, Bury St Edmunds, IP33 3YU
(Conference Room West)

AGENDA

1.	Welcome, Apologies and Introductions Cllr Kevin Bentley, Acting Chairman of Transport East and Deputy Leader & Cabinet Member for Economic Growth, Skills, Infrastructure and Digital Economy, Essex County Council	10:00
2.	Setting up the Governance Nicola Beach, Executive Director Infrastructure and Environment, Essex County Council	10:10
3.	Future Work Programme Alastair Southgate, Transportation Strategy Manager: Infrastructure and Environment, Essex County Council	11.00
4.	Major Roads Network Consultation Alastair Southgate, Transportation Strategy Manager: Infrastructure and Environment, Essex County Council	11.50
5.	AOB	12:20
6.	Meeting Close / Networking Lunch	12:30

For Information: **Report of East of England Transport Summit – 21 December 2017**

Item 2. Appendix A.

East of England Sub-National Transport Forum DRAFT Terms of Reference

1. Purpose

- 1.1. The East of England Sub-National Transport Forum is the local response to the proposals contained with The Cities and Local Government Devolution Act (2016) and reflects the need for a Forum in which strategic issues and proposals can be addressed in a timely and efficient way.
- 1.2. The East of England Sub-National Transport Forum brings together representatives of Local Transport Authorities, District Planning Authorities, Local Enterprise Partnerships, and transport providers with representatives from Government, infrastructure agencies and transport service providers in a collaborative partnership that enables a single co-ordinated conversation.
- 1.3. As such the East of England Sub-National Transport Forum provides a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

2. Strategic Aims

- 2.1. The East of England Sub-National Transport Forum will support the development of a transport network that:
 - is innovative and prepared for future developments.
 - enables housing growth.
 - enables the efficient and effective movement of people and goods to boost economic growth.
 - ensures that growth in the East is sustainable, encompassing all forms of transport including, public transport, walking and cycling.
 - ensures that the East of England is a place where people want to live, work, learn and visit.
 - enables people to live independently and to make the most of opportunities as they arise.

3. Role

- 3.1. The East of England Sub-National Transport Forum will:
 - 3.1.1. Provide the focus for a single conversation on strategic transport and infrastructure related activities.
 - 3.1.2. Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
 - 3.1.3. Enable a more effective and meaningful engagement with the Department for Transport, infrastructure agencies (such as Highways England and Network Rail) and service providers (such as bus and train operating companies), and the East of England's major ports and airports.
 - 3.1.4. Provide the opportunity to share technical expertise and resources across the partners to assist with the development of a coherent and integrated transport network better able to respond to the demands of growth and changing technology.
 - 3.1.5. Oversee the development of a high level transport strategy which;
 - covers the relevant geography of the membership of the Forum,
 - is linked to the delivery of economic growth and prosperity, and
 - has a functional link with spatial planning.

- 3.2. The Forum will enable the partners to realise:
- 3.2.1. More effective engagement with, and influence over decision making at the national level
 - 3.2.2. Greater added value through the sharing of knowledge, skills and resources
 - 3.2.3. More efficient operation of strategic, local and major road networks
 - 3.2.4. Improved resilience of the transport system, particularly during periods of disruption (both planned and unplanned)
 - 3.2.5. More efficient and effective delivery of infrastructure, with schemes delivered faster and at less cost
- 3.3. The role of the East of England Sub-National Transport Forum will be periodically reviewed to ensure that the Forum is best placed to meet the ambitions of its members.

4. Membership of the Forum

- 4.1. The membership of an East of England Sub-national Transport Forum will include “relevant authorities” that together would define the agreed geographic extent of the East of England Sub-national Transport Forum.
- 4.2. The Cities and Local Government Devolution Act (2016) Act outlines that it is for “relevant authorities” to put forward a proposition including considerations of geography, governance and the powers to be exercised by the STB; “relevant authorities” include:
- a Combined Authority;
 - an Integrated Transport Authority;
 - a county council;
 - a unitary council.
- 4.3. One representative per “relevant authority” will be included as a member of the Forum.
- 4.4. One district council representative from each two tier “relevant authority” member geography will be included as a member of the Forum. District representation will be determined locally.
- 4.5. One representative from each Local Enterprise Partnership within the geographical scope of the Forum will be included as members of the Forum.
- 4.6. The members of the Forum are set out in Appendix A to these Terms of Reference.
- 4.7. The Department for Transport will be invited to attend in an observer capacity.
- 4.8. Additional organisations may be invited by the Forum to join as members or observers at any time where their membership and participation is seen as adding value.
- 4.9. Membership of the Forum will be reviewed on a regular basis.

5. Chairman and Deputy Chairman of the Forum

- 5.1. The Chairman of the Forum will be a representative from a “relevant authority” as defined in The Cities and Local Government Devolution Act (2016), who will serve in the role for at least one year but no more than two years. The Chairmanship will be reviewed annually by the Forum.
- 5.2. The Deputy Chairman will be a representative from the wider membership (and does not need to be from a “relevant authority”), who will serve in the role for at least one year but no more than two years.

6. Voting

- 6.1. The non-statutory Forum is a collaborative organisation and with decision making within the Forum delivered by consensus.
- 6.2. Formal arrangements for voting (where required) will be developed as the Forum becomes established, with consideration given to the appropriate allocation of votes necessary to ensure democratic accountability.

7. Forum attendance

- 7.1. It is for each Partner to nominate their representative on the Forum. The expectation is that Local Transport Authorities will be represented by their Leader or the relevant Cabinet member, Local Enterprise Partnerships will be represented by a business focussed member of their governing Board, and district councils by their Leader.
- 7.2. Substitutes will represent members of the Forum if their lead representative is not available.
- 7.3. Individual members of the Forum will be responsible for ensuring their organisation is kept briefed on the work of the Forum.
- 7.4. It is desirable for the Department for Transport and the majority of the Local Transport Authorities be represented at Forum meetings.
- 7.5. Members of the Forum retain their existing accountabilities and responsibilities for transport.
- 7.6. Membership of the Forum:
 - Does not oblige partners to be involved in all activities, projects or proposals
 - Does not preclude any member from working cross-boundary with other Local Transport Authorities or strategic transport organisations.
- 7.7. Local authorities that are not members of the Forum may be invited to participate or request to attend meetings of the Forum.

8. Ways Of Working

- 8.1. Meetings of the Forum will be held quarterly.
- 8.2. Third parties may be invited to participate in meetings of the Forum and invited to be members of project teams established by the Forum
- 8.3. Third parties may request to address the Forum on a specific issue or proposal. The Chairman of the Forum will determine whether to grant the request.
- 8.4. The Forum may decide to establish sub-groups where this is appropriate in order to address specific issues: sub-groups may be either time-limited in their duration or standing sub-groups where the issue is on-going.
- 8.5. The secretariat for meetings of the Forum will be provided by the Local Transport Authority that provides the Chairman for the Forum.

- 8.6. The work of Forum will be support by a transport officer working group. It will be chaired by an appropriate senior officer from the same authority as the Chairman of the Forum.
- 8.7. The meetings of the Forum will be meetings of public record (papers published online) but will not be open public meetings.

9. Wider partnership panel

- 9.1. A wider partnership panel will be established that includes all potential partners and will meet once a year. Membership of the Wider Partnership Panel is appended (Appendix B).
- 9.2. Members of this wider panel can be co-opted onto the Forum based upon requirements identified by the Forum members. Members of the wider panel also be co-opted onto specific sub-groups established by the Forum.
- 9.3. Membership of the Wider Partnership Panel will be subject to revision as required by the Forum membership, or on an annual basis.

10. Senior Officer Group

- 10.1. The work of the Forum will be supported by the Transport East Senior Officer Group. This Group will provide technical and professional advice drawn from the Local Transport Authorities, Local Enterprise Partnerships and district authorities. Infrastructure agencies and transport service providers will be invited to support the work of the Transport East Senior Officer Group as necessary.
- 10.2. Transport East Senior Officer Group officers will be invited to attend Forum meetings in an advisory capacity.
- 10.3. The Transport East Senior Officer Group will maintain an overview of the activities taken forward by the Forum and ensure that the work programme adopted by the Forum is delivered.
- 10.4. Papers will be circulated at least five working days prior to each Forum meeting, and minutes circulated in a timely manner following the Forum meeting.

11. Revision of Terms of Reference

- 11.1. These Terms of Reference will be subject to revision as required by the Forum membership, or on an annual basis.

APPENDIX A.**Membership to Transport East Forum**

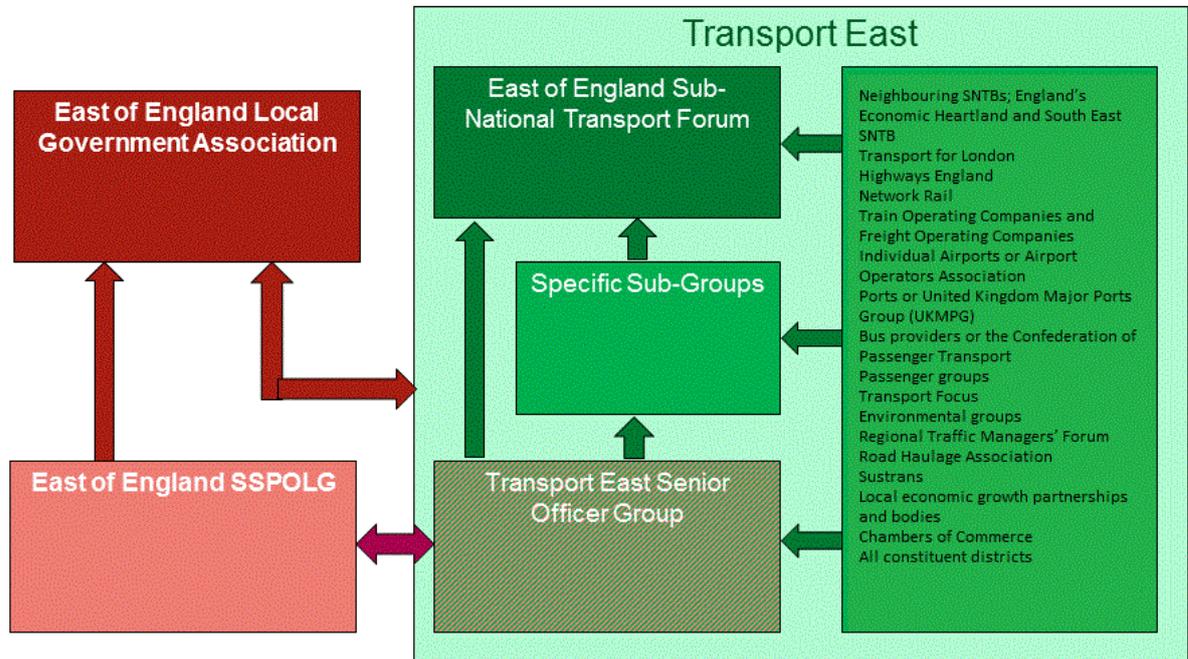
Relevant Authorities	Status	Named Rep	Title
Bedford Borough Council		TBC	
Cambridgeshire and Peterborough Combined Authority		TBC	
Cambridgeshire County Council	TBC	ClIr Steve Count	Leader
Central Bedfordshire Council	Observer	ClIr Nigel Young	Executive Member for Regeneration
Essex County Council	Member	ClIr Kevin Bentley	Deputy Leader, Cabinet Member for Economic Growth; Regeneration & Partnerships
Hertfordshire County Council	TBC	ClIr Derrick Ashley	Portfolio Holder for Environment, Planning & Transport
Luton Borough Council	N/A	No Named Rep	N/A
Norfolk County Council	TBC	ClIr Martin Wilby	Chairman of Environment, Development and Transport Committee
Peterborough City Council		TBC	
Southend-on-sea Borough Council		TBC	
Suffolk County Council	Member	ClIr Jane Storey	Deputy Leader & Cabinet Member for Highways
Thurrock Council	Observer	ClIr Brian Little	Cabinet Member for Transport
District Councils			
Representative of Cambridgeshire District Councils	TBC	ClIr Graham Bull	Leader
Representative of Essex District Councils	Member	ClIr Graham Butland, Braintree DC	Leader
Representative of Hertfordshire District Councils	TBC	ClIr Linda Haysey, East Herts DC	Leader
Representative of Norfolk District Councils	Observer	ClIr Graham Plant, Great Yarmouth BC	Leader
Representative of Suffolk District Councils	Member	ClIr Geoff Holdcroft, Suffolk Coastal DC	Deputy Leader of the Council and Cabinet Member for Economic Development
Local Enterprise Partnerships			
Greater Cambridgeshire and Greater Peterborough		TBC	
Hertfordshire	Observer	Neil Hayes	Executive Director
New Anglia	TBC	Dominic Keen	Board Member
South East	TBC	George Keiffer	Vice Chairman
South East Midlands		TBC	

APPENDIX B.

The Wider Partnership Panel will consist of representatives from some or all of the following organisations;

- Neighbouring SNTBs; England's Economic Heartland and South East SNTB
- Transport for London
- Highways England
- Network Rail
- Train Operating Companies and Freight Operating Companies
- Individual Airports or Airport Operators Association
- Ports or United Kingdom Major Ports Group (UKMPG)
- Bus providers or the Confederation of Passenger Transport
- Passenger groups
- Transport Focus
- Environmental groups
- Regional Traffic Managers' Forum
- Road Haulage Association
- Sustrans
- Local economic growth partnerships and bodies
- Chambers of Commerce
- All constituent districts

Transport East structure map



DRAFT

Transport East Forum

Date: 13 March 2018
Item: 2
Subject: Setting up the Governance of Transport East

Purpose

This paper provides an outline of proposed the governance arrangements for Transport East, as set out in the Terms of Reference.

Recommendation

It is recommended that members, agree to adopt the Terms of Reference (to be reviewed in 12 months) and task officers with establishing an annual programme of meetings for Transport East.

In addition to the above members are asked to:

- a) Note the current nominations to the Forum and consider whether any further representatives be invited to regularly join the meetings of the Forum.
- b) Review the membership of the Wider Partnership Panel and task officers with engaging the relevant organisations.
- c) Recommend that nominations be sought for the Chairman (alongside a commitment to provide secretariat to the Forum) and Vice-Chairman of the Forum.

1. Background

- 1.1 On 21 December 2017, East of England leaders from councils, Local Enterprise Partnerships, transport providers, representatives from Government infrastructure agencies and others responsible for transport services came together to explore the opportunity to form a new non-statutory sub-national transport forum in the East of England. Those attending the Transport Summit agreed to form 'Transport East' with the inaugural meeting to take place in the New Year.

2. Terms of Reference

- 2.1 The draft Terms of Reference set out the governance of the East of England Sub-National Transport Forum (to be referred to in this report as the 'Forum'), supported by an annual Wider Partnership Panel, which together form 'Transport East'. The draft Terms of Reference have been reviewed by the Transport Summit and Transport Officer Sub-Group and amended to reflect feedback.

East of England Sub-National Transport Forum

- 2.2 As agreed at the Summit, the draft Terms of Reference state that the membership of the Forum would include:

- One representative from each "Relevant authority" that together would define the agreed geographic extent of the Transport East; "relevant authorities" include:
 - a Combined Authority
 - an Integrated Transport Authority

- a county council
- a unitary council
- One district representative from each two tier “relevant authority” member geography.
- One representative from each of the Local Enterprise Partnerships within the “relevant authority” member geography.
- The Department for Transport in an observer capacity.

2.3 Invitations to join Transport East were sent out to the organisations as above in January 2018, and confirmed nominations to date are appended to the draft Terms of Reference.

2.4 The draft Terms of Reference allow for additional organisations to be invited by the Forum to join as members or observers at any time where their membership and participation is seen as adding value.

Recommendation: Members are asked to note the current nominations to the Forum and consider whether any further representatives be invited to regularly join the meetings of the Forum.

2.5 The Chairman of the Forum will be a representative from a ‘relevant authority’, who will serve in the role for at least one year but no more than two years. The Chairmanship will be reviewed annually by the Forum. The secretariat for meetings of the Forum will be provided by the organisation that provides the Chairman for the Forum.

Recommendation: It is proposed that nominations be sought for the role of Chairman, alongside a commitment to provide secretariat to the Forum.

2.6 The Deputy Chairman will be a representative from the wider Forum membership (and does not need to be from a “relevant authority”), who will serve in the role for at least one year but no more than two years.

Recommendation: It is proposed that nominations be sought for the role of Chairman

2.7 Transport Forum meetings will be held quarterly, although extraordinary meetings may also be called to ensure the Forum is able to feed into key work streams.

Wider Partnership Panel

2.8 In addition to the Forum, it was agreed that a Wider Partnership Panel be established to engage wider relevant partners. The region has a number of other representative groups, often associated with making the case for investment in transport infrastructure along a discrete corridor or within a defined area.

2.9 It is anticipated that the Wider Partnership Panel meeting be held every 12 months, although this may increase in frequency depending on the requirements of the work programme.

2.10 A list of proposed members is included in the draft Terms of Reference.

Recommendation: It is proposed that members review the membership of the Wider Partnership Panel and task officers with engaging the relevant organisations.

Transport Officer Sub-Group

2.11 A Transport East Senior Officer Group has been established to support the work of Transport East. This Group will provide technical and professional advice drawn from the Local Transport Authorities, Local Enterprise Partnerships and district authorities. The group will be chaired by an appropriate senior officer from the same authority as the Chairman of the Forum.

3. Next Steps

- 3.1 It is recommended that members agree to adopt the Terms of Reference (to be reviewed in 12 months) and task officers with establishing an annual programme of meetings for Transport East.

Transport East Forum

Date: 13 March 2018
Item: 3
Subject: Future work programme
Report by: East of England Transport Sub-Group

Purpose

This paper explores the development of an initial programme of work for the Transport East Forum.

Recommendation

It is recommended that members:

- a) Note and approve, with amendments as necessary, the proposed initial programme of work for the Transport East Forum.
- b) Commit to supporting the development of a Transport Strategy for the East of England.
- c) Approve appropriate funding contributions to cover operating costs incurred by the secretariat

1. Background

- 1.1 The Cities and Local Government Devolution Act (2016) gained Royal Assent on 28 January 2016. The Act provides for local partners to put forward to Government a proposal to establish a statutory Sub-national Transport Body (STB).
- 1.2 Government sees STBs as delivering improved collective transport planning and decision making over areas larger than current transport authorities. It is proposed that local partners forming a statutory Sub-national Transport Body would have direct influence over decisions that are currently within the control of Government and its agencies.
- 1.3 In introducing the concept of Sub-national Transport Bodies, Government Ministers emphasised that they would be able to:
 - develop transport plans for their areas;
 - tackle issues that are currently decided in Whitehall rather than by local councils;
 - consider longer distanced road or rail networks; and,
 - consider transport systems that cross geographical areas such as bus services and integrated ticketing.

2. The role and remit of Transport East

- 2.1 At the Transport East Summit on 21st December 2017 it was agreed that the Transport East Forum acting in a non-statutory capacity could:
 - Make the case for investment in the East of England
 - Develop and promote a joint vision for strategic transport and growth to leverage greater investment.

- Develop and promote a high level transport strategy including clear outcomes linked to the delivery of economic growth and priorities for investment.
- Work collaboratively, including the sharing of best practice, technical expertise and resources.
- Effective engagement with key stakeholders: Ministers, MPs, DfT, other Government Departments, passenger groups etc.
- Engage with other transport providers and funders; Highways England (HE), Network Rail (NR), Train Operating Companies (TOCs), Freight Operating Companies (FOCs,) Ports, Airports, Bus operators, Sustrans and other relevant bodies.
- Co-ordinate transport delivery to benefit journeys through the wider transport system; for example, smart ticketing, co-ordinated transport information, passenger, etc. potentially deliverable via appropriate robust Governance structures.
- Establish shared procurement frameworks potentially deliverable via appropriate robust Governance structures

2.2 The East of England Sub-National Transport Forum will also need to consider:

- The need to ensure that it can effectively influence London, and work collaboratively were appropriate, including through reciprocal arrangements.
- Collaboration with other areas at a strategic level (including other STBs), coordination of cross boundary issues, identification of common goals and priorities for investment where these cross boundaries and have a wider impact.
- The need to continue to support the delivery of local economic plans and local plans.
- The extent of governance and accountability on the transport network in the East of England.

3. Developing a Future Work Programme

3.1 To deliver the role outlined above it is proposed that the Transport East Forum initially focusses on three areas of work:

- Building the evidence base that will underpin the development of a Transport Strategy for the East of England.
- Identify potential areas of collaboration and joint working, between individual members of the Forum, more widely across the Forum geography, with neighbouring transport authorities and STBs, and with other transport providers and funders; Highways England (HE), Network Rail (NR), Train Operating Companies (TOCs), Freight Operating Companies (FOCs,) Ports, Airports, Bus operators, Sustrans and other relevant bodies.
- Develop a common approach; making the case for investment in the East of England.

3.2 Work undertaken by and on behalf of the Transport East Forum will be supported by the East of England Transport Sub-Group led by senior officers from member local authorities (and observer authorities as appropriate) alongside other members of the Sub-Group.

3.3 It is expected that the East of England Transport Sub-Group would be responsible for providing support in kind to carry out the initial phases of the proposed work programme.

3.4 Where additional funding or support is required it will be for the Forum to agree specific work streams it wishes to support and how these are to be funded. Agreement will be sought via a meeting of the Transport East Forum.

4. Developing a Transport East Transport Strategy

4.1 It is a requirement of the Cities and Local Government Devolution Act (2016) that transport forums seeking to become a Sub-National Transport Body must develop a Transport Strategy for their area. While the future statutory status of the East of England Sub-National Transport Forum is yet to be

agreed, a coherent transport strategy is also needed to identify potential areas of collaboration and joint working and to make the case for investment in the East of England.

4.2 Each member transport authority has a Local Transport Plan in place and planning authorities each have Local Plans in place (or are required to do so by March 2018). Local Authorities have also been working with through the Wider South East programme to identify strategic transport investment priorities and Highways England and Network Rail each have their own investment programmes. Much of the evidence required to develop a transport strategy therefore exists already.

4.3 It is proposed that the development of a transport strategy meets the following milestones:

March – June 2018	Collating the evidence base including an analysis of data gaps, to be led by East of England Transport Sub-Group.
June 2018	Initial progress report brought to the meeting of Transport East Forum.
September 2018	Meeting of the Transport East Forum to: <ul style="list-style-type: none"> • Receive a presentation on the strategic evidence base. • Agree the strategic aims of the Transport East. <p>The Transport Sub-Group to identify external support required to progress with the transport strategy and seek funding approval from the Forum should this be necessary.</p>
September 2018 - March 2019	Refining of the evidence base to support the identification of a broad approach to transport provision and the initial infrastructure requirement necessary for the delivery of the strategic aims identified by the East of England Sub-National Transport Forum.
December 2018	Strategy progress report to be brought to the meeting of the East of England Sub-National Transport Forum.
March 2019	Meeting of the Transport East Forum to: <ul style="list-style-type: none"> • Approve the evidence base and broad approach to future transport provision that will underpin the transport strategy. • Agree the initial list of infrastructure requirements necessary to deliver the strategic aims of the East of England Sub-National Transport Forum. <p>The Transport Sub-Group will identify external support required to progress with the transport strategy and seek funding approval from the Forum should this be necessary</p>
March 2019 – September 2019	Developing the draft transport strategy including the identification of a programme of strategic infrastructure investment priorities linked to the delivery of the strategy.
June 2019	Strategy progress report to be brought to the meeting of the East of England Sub-National Transport Forum.
September 2019	Meeting of the Transport East Forum to: <ul style="list-style-type: none"> • Approve of the draft transport strategy • Approve of the programme of strategic infrastructure investment priorities linked to the delivery of the strategy

	The Transport Sub-Group will identify external support required to progress with the transport strategy and seek funding approval from the Forum should this be necessary
--	---

4.4 The Forum should also identify potential areas of collaboration and joint working necessary to make the case for investment in the East of England and develop an engagement plan to support the delivery of the transport strategy.

5. Programme of collaboration and joint working

5.1 It is proposed that the East of England Transport Sub-Group identifies current and future opportunities for improved collaboration and joint working and reports to a future meeting of the East of England Sub-National Transport Forum.

6. Developing strategic relationships

6.1 It is proposed that each of the remaining meetings in 2018 should be devoted in part to extended discussions with Highways England, Network Rail and Train Operating Companies, and Transport for London:

- Network Rail and representative Train Operating Companies will be invited to the June 2018 meeting of the Forum to discuss their plans for the development of the rail network and rail services. The Office of Rail and Road is expected to publish its Control Period 6 (CP6) 2019-24 “Draft Determination” in June 2018.
- Highways England will be invited to a future meeting of the Forum to discuss their plans for the development of the trunk road network at a time appropriate to the Roads Investment Strategy 2 (RIS2) process.
- The Greater London Authority and Transport for London will be invited to a future meeting of the Forum timed to discuss the emerging London Plan and Mayor’s Transport Strategy. This discussion will build upon the work done by the East of England LGA and the Wider South East to identify strategic transport corridor investments necessary to support the draft London Plan.

7. Funding

7.1 The Transport East Forum work programme will be supported by the East of England Transport Sub-Group who will provide support in kind to manage projects identified as priorities by the Forum.

7.2 Where projects require additional support or input, it will be for the Forum to agree the specific work streams it wishes to support and how these are to be funded.

7.3 It is expected that the constituent members of STBs would be responsible for covering operating costs incurred by the secretariat. It is assumed that each member of the Forum will contribute towards the operating costs. As an indication, members of the former Regional Transport Forum each contributed between £3,000 and £6,000 per annum.

7.4 It is proposed that an initial annual contribution of £5,000 per Member payable from 1st April 2018 is considered by the Forum and that this payment is kept under review.

7.5 The forum is also asked to consider appropriate financial contributions from Observer local authorities and private sector bodies.

Transport East Forum

Date: 13 March 2018
Item: 4
Subject: Major Roads Network
Report by: East of England Transport Sub-Group

Purpose

This report describes the Government's proposals to create a Major Road Network, considers the key issues involved and sets out suggested responses to the Department of Transport's (DfT) consultation.

Recommendation

It is recommended that members:

- a) Review the suggested responses to the questions outlined in the DfT consultation as set out in section 3 and agree a Forum response.

1. Transport Investment Strategy

- 1.1 In July 2017 the Government published a Transport Investment Strategy setting out the priorities and approach for future transport investment decisions. This can be downloaded from the following link: <https://www.gov.uk/government/publications/transport-investment-strategy>
- 1.2 The Transport Investment Strategy included proposals to create a Major Road Network (MRN) and **Appendix A** is a relevant extract.
- 1.3 The Strategy indicates that:
 - the MRN would form a middle tier of the busiest and most economically important local authority A roads, sitting between the national Strategic Road Network and the rest of the local road network; and,
 - a proportion of the National Roads Fund will be allocated to the MRN.
- 1.4 The Strategy also sets out how decision-making structures are changing and indicates that through the approach to devolution the Government will seek to strike the right balance between securing local involvement and ownership of decisions, whilst improving the overall coherence of the transport networks.
- 1.5 Sub-national Transport Bodies (STBs) will be critical in determining regional priorities for investment, although their precise role and function will vary by region to reflect local and cross-regional transport and economic growth needs. However, STBs will all fulfil a similar strategic role and the Government considers they should have the following core functions, to:
 - prepare a pan-regional transport strategy to support economic growth and development in the region;
 - provide, based on their strategy, advice to the Secretary of State about the development and prioritisation of transport investments in their region;
 - co-ordinate the carrying out of transport functions that are exercisable by its constituent

- authorities, such as the implementation of smart ticketing initiatives; and,
- potentially, to play a role in the investment and oversight of performance on major roads in their region (that are not part of the national network maintained by Highways England).

2. Proposals for the Creation of a Major Road Network Consultation

2.1 In December 2017 the Department for Transport published a consultation document on “Proposals for the Creation of a Major Road Network”. This can be downloaded from the following link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/670527/major-road-network-consultation.pdf

2.2 The consultation document includes an “Indicative Major Road Network” and for convenience **Appendix B** shows an extract for the East of England.

2.3 This consultation seeks views on three major themes:

- How to define the network;
- The investment planning process; and
- A set of eligibility and investment assessment criteria.

2.4 The Government’s intention is that the MRN will:

- Form a consistent, coherent network, alongside the SRN, to allow better coordination of road investment.
- Provide funding certainty to roads in the network through use of the National Roads Fund, and raise standards and performance across the new network.
- Provide clear roles for local and regional partners, who will support the Government to develop and deliver MRN schemes.

MRN Objectives

2.5 The Government has five central policy objectives in creating a MRN network. These are:

- Reduce congestion – alleviating local and regional congestion, reducing traffic jams and bottlenecks.
- Support economic growth and rebalancing – supporting the delivery of the Industrial Strategy, contributing to a positive economic impact that is felt across the regions.
- Support housing delivery – unlocking land for new housing developments.
- Support all road users – recognising the needs of all users, including cyclists, pedestrians and disabled people.
- Support the Strategic Road Network (SRN) – complementing and supporting the existing SRN by creating a more resilient road network in England.

MRN Funding

2.6 From 2020/21 the Government has guaranteed that all revenue raised from Vehicle Excise Duty (VED) in England will be allocated to a new National Roads Fund (NRF) and invested directly back into the road network, providing stable funding that will allow levels of investment to be maintained.

2.7 The Government proposes to allocate a portion of the NRF to improvements to the MRN.

3. MRN Consultation Response

3.1 The DfT consultation sets out a series of questions and the suggested responses are set out in the following sections:

Core Principles

Question 1: Do you agree with the proposed core principles for the MRN outlined in this document?

The MRN Core principles are summarised below:

- Increased Certainty of Funding
- A Consistent Network
- A Coordinated Investment Programme
- Clear Local, Regional & National Roles
- A Focus on Enhancement & Major Renewals
- Strengthening Links with the Strategic Road Network

It is suggested that Transport East agrees with the proposed core principles for the MRN and in particular:

- The MRN must be consistent across England and defined via a set of criteria and centrally agreed, with the final decision on inclusions resting with the Secretary of State;
- Local Authorities will remain responsible for the roads included in the MRN;
- MRN funding needs to bring about improvements in standards and performance across the network, with investments focusing on enhancements or major renewal schemes.
- Routine maintenance of the MRN will remain the responsibility of individual highways authorities with separate funding through existing arrangements.

Defining the MRN

Question 2: To what extent do you agree or disagree with the quantitative criteria outlined and their proposed application?

It is suggested that Transport East disagrees with the quantitative criteria and in particular:

- The criteria focus solely on traffic flow levels;
- There is a need to consider the role and function of roads that are put forward for inclusion in the MRN, particularly those that serve sparsely populated communities in rural areas; and
- planned economic and housing growth issues should be considered given the timescales involved in developing major improvements.

It is also suggested that Transport East welcomes the inclusion of roads in the MRN that were de-trunked between 2001 and 2009.

Question 3: To what extent do you agree or disagree with the qualitative criteria outlined and their application?

It is suggested that Transport East agrees that:

- the MRN cannot be defined by quantitative criteria alone as this would fail to recognise local and regional characteristics and would produce a series of fragmented road links across the country;

- The MRN must be consistent and coherent across the country when considered alongside the SRN;
- major conurbations, airports, ports and other significant economic centres are connected via the MRN.

It is noted that the proposals include connecting all towns/cities with a population greater than 50,000 and in specific circumstances connecting to economic centres with a population below this threshold. It is suggested that Transport East disagrees with the qualitative criteria as there are some inconsistencies in how this has been applied across the country and shown in the definition of the Indicative Major Road Network, particularly in the rural areas.

Question 4: Have both the quantitative and qualitative criteria proposed in the consultation document identified all sections of road you feel should be included in the MRN?

For the reasons outlined in the previous questions, it is suggested that the Transport East response states that the Indicative Major Road Network does not identify all sections of road that should be included in the MRN.

Transport East is asked to consider whether a list of missing sections across the area should be contained within the Transport East response or whether Transport East should refer to local responses containing this detail?

Question 5: Have the quantitative or qualitative criteria proposed in the consultation identified sections of road you feel should not be included in the MRN?

Transport East is asked to consider whether a list of road sections that should not be included in the MRN should be contained within the Transport East response or whether Transport East should refer to local responses containing this detail?

Question 6: Do you agree with the proposal for how the MRN should be reviewed in future years?

It is suggested that Transport East agrees with the DfT statement that “*We propose to review the MRN every five years to coincide with the existing RIS timetable. This will involve updating and reviewing the data that are used and engagement with all bodies involved in the delivery of the MRN programme.*”

Investment Planning

Question 7: To what extent do you agree or disagree with the roles outlined for local, regional and national bodies?

It is suggested that Transport East notes the roles outlined for local, regional and national bodies, but would make the following points:

- There is no formal Sub-National Transport Body in the East of England, although Transport East may develop as a STB at some time in the future;
- Transport East will need to be provided with advance funding to develop a Regional Evidence Base;
- Local Authorities will need advance funding to work up potential schemes to Strategic Outline Business Case (SOBC) level as scheme development represents a significant amount of work that cannot be funded from existing budgets;
- There should be a consistent evidence base approach across the MRN Programme;
- Highways England (HE) should be involved;
- initial scheme proposals for investment should be put forward by Local Authorities

for inclusion in the Regional Evidence Base;

- Local Authorities should be responsible for the continued development of schemes included in the MRN Investment Programme.

Question 8: What additional responsibilities, if any, should be included? Please state at which level these roles should be allocated.

There is no formal Sub-National Transport Body in the East of England, although Transport East may develop as a STB at some time in the future. Roles and responsibilities will need to evolve as STB structures develop.

Question 9: Do you agree with our proposals to agree regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist?

It is suggested that Transport East:

- agrees with the DfT's proposals for regional groupings to support the investment planning of the MRN in areas where no sub-national transport bodies (STBs) exist; but,
- is concerned that there is a disparity in regional groups across England and that this may disproportionately affect the levels of investment in the MRN in the east of England.

Question 10: Are there any other factors, or evidence, that should be included within the scope of the Regional Evidence Bases?

It is suggested that Transport East highlights the importance of improvements to the MRN which support economic and housing growth.

Question 11: Do you agree with the role that has been outlined for Highways England?

It is suggested that Transport East recognises:

- Highways England's experience in road investment planning; and
- the need to ensure a seamless transition between the SRN and MRN

While Transport East broadly accepts the role that Highways England could have in the MRN Programme, this appears to focus on advising Government and Transport East believes this should not be independent of or in isolation from Local Highway Authorities who are responsible for the MRN. It is also unclear how Highways England will be funded to carry out this role.

Eligibility & Investment Assessment

Question 12: Do you agree with the cost thresholds outlined?

It is noted that the DfT consultation states that:

"We propose that only proposals for contributions of £20 million or over will be considered for MRN funding. As we want this fund to benefit all areas of the country and produce an improvement for users across the network we would expect that most funding requests would not exceed £50 million. Where there is a strong case we would be willing to consider scheme proposals requiring higher contributions, up to a maximum of £100 million."

It is suggested that Transport East notes that DfT should consider a lower threshold where effective schemes can be delivered for less than £20m. The £100m threshold, while

understandable, means that the largest schemes will require funding from an alternative source.

Question 13: Do you agree with the eligibility criteria outlined?

It is suggested that Transport East agrees with the eligibility criteria; however, for the avoidance of doubt it should be clear that structural renewals could include carriageway renewals in addition to the renewal of single point assets. .

Question 14: Do you agree with the investment assessment criteria outlined?

It is suggested that Transport East agrees with the investment assessment criteria.

Question 15: In addition to the eligibility and investment assessment criteria described what, if any, additional criteria should be included in the proposal? Please be as detailed as possible.

No further comment.

Other Considerations

Question 16: Is there anything further you would like added to the MRN proposals?

No further comment

Development of a Major Road Network

The 4,400 miles of the Strategic Road Network carry one third of England's road traffic on 2% of its road network by length. Local authority roads comprise the remaining 98% of the road network (184,100 miles), ranging from country lanes and residential streets to major arterial routes. The busiest 4,400 miles of the local road network carry around 16% of all traffic.

As described in paragraphs 4.24-4.32, the Government's roads reform for the national Strategic Road Network (SRN) has successfully put in place a focused, fit-for-purpose network operator in Highways England, planning and funding certainty through the Roads Investment Strategy process, and a rigorous performance regime, independently monitored. This has been accompanied by a big increase in investment in the SRN, to over £15bn in the period 2015-21.

The Government has also substantially boosted investment in the local road network, providing £6bn for maintenance alone up to 2021, up from £3.7bn a decade ago. However, no equivalent to the SRN roads reform has been applied to arrangements for any part of the local road network.

In October 2016 the Rees Jeffreys Road Fund³⁸ made the case that the busiest and most strategically important local authority A roads also deserve special recognition because of their importance to the economic wellbeing of regions and the country as a whole. The Government accepts the case for giving greater attention to these roads. Later this year we will consult on proposals for creating a 'Major Road Network' ('MRN'): a designated network reaching all parts of the country.

The MRN would cover our busiest and most economically important local authority A roads. This MRN would form a middle tier of roads sitting between the national SRN and the rest of the local road network. As part of this consultation we will make proposals to allocate a proportion of the National Roads Fund to the MRN.

We want the dedicated level of funding and management attention going into the Major Roads Network to strongly support delivery of economic plans and the government's Industrial Strategy at the local and regional level, delivering economic growth, supporting economic agglomeration and unlocking new housing development, alongside additional maintenance to address issues with these roads. We will therefore consult on how best to arrange the management of the MRN at the regional level, including providing a key role for sub-national transport bodies such as Transport for the North, Midlands Connect, and England's Economic Heartland in tandem with local authorities. We will also consult on arrangements for those areas where sub-national transport bodies are not formed.

We do not plan for sub-national transport bodies to become network operators or highway authorities, and in all cases, highway authority responsibility for MRN roads would remain with the existing local authorities.

³⁸ David Quarmby and Phil Carey, 2016. 'A Major Road Network for England: A Rees Jeffreys Road Fund Study'.

Appendix B

Extract from the DfT's consultation on the Proposed Major Road Network

Source: <http://maps.dft.gov.uk/major-road-network-consultation/>



For Information.

Report of the East of England Transport Summit

Report by: Transport Sub-group

Purpose

This report provides an update on the progress made towards establishing an East of England Sub-National Transport forum (Transport East) and a summary of the outcomes from the East of England Transport Summit on 21 December 2017.

1. Introduction

- 1.1. Interest in an East of England sub-national transport forum has been growing following an informal preliminary meeting on 13 September 2017 where elected members discussed the possibility of setting up an East of England sub-national transport board/forum.
- 1.2. In order to broaden these discussions an East of England Transport Summit was held on 21 December to which all councils in the East of England, Local Enterprise Partnerships and strategic partners were invited.
- 1.3. The report below provides an outline of the key discussions and outcomes of the Summit. Speaker presentations (**Appendix A**) and attendance list (**Appendix B**) are attached.

2. Context - Sub-national Transport Bodies (STB)

- 2.1 The Cities and Local Government Devolution Act (2016) gained Royal Assent on 28 January 2016. The Act provides for local partners to put forward to Government a proposal to establish a statutory Sub-national Transport Body (STB).
- 2.2 Government sees STBs as delivering improved collective transport planning and decision making over areas larger than current transport authorities. It is proposed that local partners forming a statutory Sub-national Transport Body would have direct influence over decisions that are currently within the control of Government and its agencies.
- 2.3 In introducing the concept of Sub-national Transport Bodies, Government Ministers emphasised that they would be able to:
 - develop transport plans for their areas,
 - tackle issues that are currently decided in Whitehall rather than by local councils,
 - consider longer distance road or rail networks, and
 - consider transport systems that cross geographical areas such as bus services and integrated ticketing.

- 2.4 The Department for Transport (DfT) has also stressed the importance of Sub-national Transport Bodies reflecting “transport corridors”; i.e. reflecting natural patterns of movement and trade. DfT feels that this focus on transport corridors will assist in the development of a coherent Transport Strategy.

3. Why set up an East of England Sub-National Transport Forum?

- 3.1. At the summit leaders, elected members, senior officers and wider partners discussed the rationale and drivers for establishing a sub-national transport body. The key points highlighted that:

- A joint narrative and vision is very important for influencing national funding and influencing decisions.
- There are joint strategic needs, demands and functions that flow from local needs and aspirations which would be better served through Transport East.
- There is a surplus of plans, such as housing and economic strategies, which would be more effective if better linked.
- Partnership working with the transport industry, network rail, airports and ports can be effectively coordinated by Transport East so that government receives agreed messages.
- Transport East can progress quickly by working with partners and taskforces in the region that already have a lot of the evidence base ready to use on strategic schemes/projects.
- The work of Transport East would be strengthened by the number of very influential MPs in the region.

4. What are the key issues, opportunities and challenges?

- Identifying and justifying scale and the functions most appropriate to the forum.
- Defining the collective vision for the region.
- Radial corridors are essential to understanding how our geography functions, but there is a need to combine this with improved East and West connectivity.
- Spatial Planning and Housing Growth are also issues. For example, thoughts on transport need to be linked with new communities. The link between housing, economic growth and transport is thus crucial.
- Strategic transport planning does not need to just respond to large infrastructure projects; managing and making more effective use of the network is important, and local issues should also be within the remit of the Transport East.
- There should be strong district and wider partner representation.
- This area has different transport issues to other areas, for example rurality.
- Funding and resources necessary to support the forum need to be resolved.
- The role of LEPs, CA, GCGP, Highways England and other strategic partners is key.
- Transport for London is a key partner as most movements are to and from London. Routes through London need to be considered and they should be in this conversation.
- East West is what is missing across the country, and if there is one key message it is that East West connectivity is a core issue. East West Rail for example is being developed but housing is being planned elsewhere with no connection. An STB can start to join these things up and make this work for the region.

5. Decisions

- 5.1. Delegates at the Transport Summit agreed:

- a) To establish a non-statutory sub-national transport forum for the East of England, to be known as Transport East.
- b) Relevant authorities from all East of England area to be invited.
- c) The option for observer status to be incorporated into the terms of reference.
- d) LEP representatives will be invited to become members of the forum at the earliest possible opportunity.
- e) The East of England LGA will write to districts to ask them to agree locally a district representative for each county area.
- f) The emerging forum should include the chambers of commerce.
- g) Appropriate representative non-voting members will be invited to participate at the earliest opportunity.
- h) The membership of the forum will be periodically reviewed.
- i) The outline roles and remit of the non-statutory forum as agreed at the summit.
- j) The forum will continue to explore the issues and benefits of moving to a statutory status in line with legislation.

5.2. The updated membership (Appendix C) and Draft Terms of Reference (Appendix D) are attached with amendments as agreed at the summit.

6. Conclusions and Next steps

6.1. The next meeting of Transport East will take place in February/March 2018.

6.2. An East of England Parliamentary Reception will take place on 28 February 2018, which could provide a platform launching an East of England Sub-National Transport Forum and promoting collaboration across the region with Ministers, MPs and wider partners.
