

Runnymede Borough Council

OVERVIEW AND SCRUTINY SELECT COMMITTEE

Thursday 4 February 2021 at 7.30 p.m.

To be held remotely via MS Teams

URGENT SUPPLEMENTARY AGENDA

PART I

The Chairman has agreed that this item be admitted to the Agenda as an item of urgent business for the special circumstances and urgency as set out below:

Special Circumstances

The report was not able to be completed by the time of the despatch of the main agenda for this meeting.

Urgency

To enable the Committee to be informed of the work of Transport For The South East.

7. **TRANSPORT FOR THE SOUTH EAST
(PLANNING POLICY AND ECONOMIC DEVELOPMENT – RACHEL RAYNAUD)**

Synopsis of report:

Transport for the South East (TfSE) is the sub-national transport body for the South East of England. It is responsible for an area from Hampshire /Berkshire in the west to Kent/Medway in the east.

This report provides summary information on the organisation, its structure and purpose and details work the organisation has done to date and plans to undertake in the near future.

Recommendation:

For information.

1. **Context of report**

- 1.1 A presentation on TfSE was given to the Infrastructure and Economic Development Working Party in December 2020. No reports have been submitted as yet on TfSE and its activities.

2. **Report**

- 2.1 Transport for the South East (TfSE) is the sub-national transport body for the South East of England and was established in 2017 to determine what transport infrastructure is needed to boost the region's economy. It is responsible for an area from Hampshire /Berkshire in the west to Kent/Medway in the east.

- 2.2 Its purpose is to:
- Determine what investment is needed to transform the region's transport system and drive economic growth;
 - Increase influence with Government and key stakeholders;
 - Secure investment in pan-regional strategic transport corridors;
 - Deliver sustainable economic growth, while protecting and enhancing the environment, reducing emissions and promoting social inclusion; and
 - Enable genuine long-term planning.
- 2.3 It is worth noting that despite the economic importance of the region to the UK economy, contributing £183 billion per year, the South East has seen continued underinvestment in transport infrastructure with a per capital spend that is significantly below the England average and a third of London's.
- 2.4 TfSE's 2050 vision is underpinned by three strategic goals, which align to the three pillars of sustainable development:
- improve productivity and attract investment to grow our economy and better compete in the global marketplace;
 - improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
 - protect and enhance the South East's unique natural and historic environment.
- 2.5 TfSE is run by a Board comprising 18 representatives including one from Surrey County Council (Cllr Colin Kemp) and a Forum which is an independently chaired advisory group. Surrey authorities are represented on the Forum by Cllr Ayesha Azad (Woking Borough Council). There is also a senior officers' group.

Strategy development

- 2.6 TfSE published an Economic Connectivity Review in July 2018, followed by a Transport Strategy in July 2020. Work on a Future Mobility Strategy is almost complete and just commencing on a Freight, Logistics and International Gateways Strategy. Five Area Studies are also being undertaken, two of which affect Runnymede – the Inner Orbital Area Study (just starting) and the South West Radial Area Study. An officer from Runnymede Borough Council has been invited to join the newly formed Inner Orbital Area Study Forum (IO Forum) to help inform TfSE's work. The IO Forum is a sub-group of the TfSE Transport Forum, plus selected other stakeholders, including representatives from the district and borough authorities within the study area. The role of the Forum will be to provide stakeholder expertise, intelligence and advice to the inner orbital working group (IOWG) and project team.
- 2.7 TfSE also commissioned a study to understand impacts on employment, business activity and travel patterns arising during the last year, using potential scenarios, to underpin the work that will take place in the area studies ensuring they deliver the best outcomes for economic recovery.
- 2.8 At the Forum's most recent meeting on 12 January 2021, a number of issues were considered including the outcome of the rural mobility workshops, work undertaken on carbon assessment including the development of a carbon calculator, challenges and opportunities with the future energy supply in relation to transport, and the content of the Future Mobility Strategy which will focus on packages of interventions that could be introduced in different community types. These interventions will feed into the area studies and the strategic investment plan. Presentations were also provided on zero

emissions opportunities and challenges for buses, and electric vehicle charging – challenges and opportunities.

The Transport Strategy and Strategic Investment Plan

- 2.9 The Transport Strategy publication plans for people and places and not vehicles. It moves away from ‘predict and provide’ to ‘plan and provide’ and identifies a preferred future scenario: ‘A sustainable route to growth’.
- 2.10 This strategy plus the other one mentioned above will inform the development of a Strategic Investment Plan, work on which is due to commence in October 2021 for publication in April 2022.

3. Policy framework implications

- 3.1 The work of TfSE impacts on planning policy and the Council’s priorities in the Corporate Business Plan.

4. Resource implications (where applicable)

- 4.1 None.

5. Legal implications

- 5.1 None.

6. Equality implications

- 6.1 Not applicable. There may be future equalities implications to the strategy work/area studies to be produced and the Strategic Investment Plan. One of TfSE’s three objectives which underpin its vision is to improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

7. Environmental/Sustainability/Biodiversity implications

- 7.1 Not applicable. There may be future environmental implications to the strategy work/area studies to be produced and the Strategic Investment Plan. One of TfSE’s three objectives which underpin its’ vision is to protect and enhance the South East’s unique natural and historic environment.

8. Other implications (where applicable)

- 8.1 None

(For information)

Background papers

Further information on TfSE can be found on their website:
<https://transportforthesoutheast.org.uk/>