

**WG STB Strategic Transport Plan (2020-2025)  
Engagement Report - Sept 2020**

**Introduction**

- 1.1 The Board on the 18<sup>th</sup> June 2020 approved publication of the draft Strategic Transport Plan (2020-2025) (STP) to enable a six-week public engagement process to commence.
- 1.2 The purpose of this report is to provide a high-level summary of the representations received during the public engagement process and to outline the proposed actions required to enable the STB to approve the STP later in the year.
- 1.3 Officers had intended to seek approval of the STP at September's board meeting. However, when reviewing the breath of representations received from stakeholders and members of the public it is considered necessary for more time be spent considering these and reviewing the content of the draft document
- 1.4 As part of the longer-term engagement strategy outlined in the STP, it was planned to set up 4 Strategic Corridor Partnership Groups, which would oversee the production of the 4 strategic travel corridor plans; including both the identification and phasing of scheme priorities up to 2050. The STP is required as the basis for developing our longer-term strategy and set the parameters for these Groups. The meetings were planned to commence in October, after Board approval of the STP. As the STP is now planned for December, these meetings will now move to the new year.
- 1.4 It is now considered appropriate for the formal approval process to be delayed and for the board to consider the STP at their meeting in December 2020.

**Strategic Transport Plan (2020-2025)**

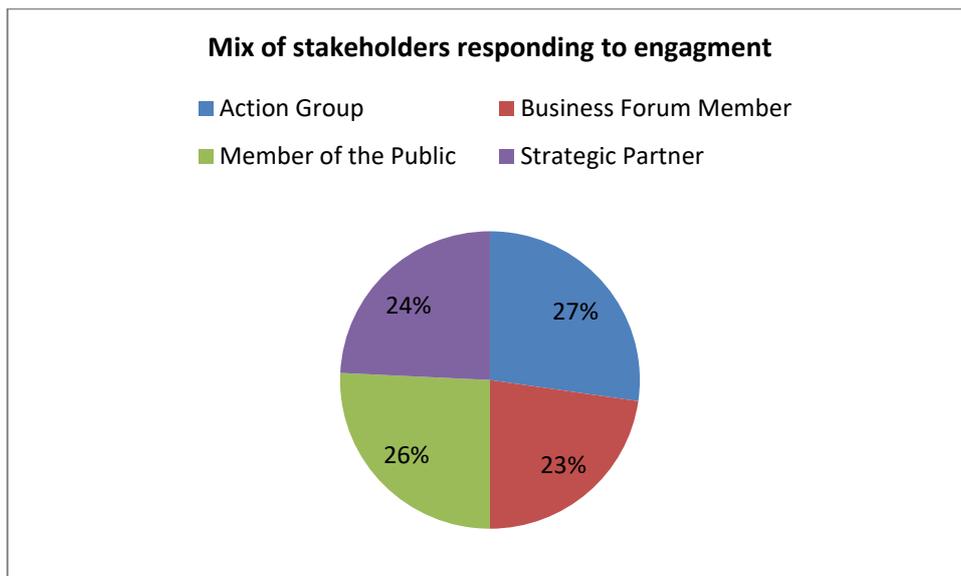
- 1.5 The draft STP approved in June 2020 covers a 5-year time frame and reflects existing scheme priorities and funding commitments. The STP sets out the role and function of the Western Gateway STB. It also identifies a set of objectives focussed around long-term Economic, Social and Environmental outcomes. Seven spatial strategies have been outlined. This includes three urban hubs and four strategic corridors.

**Public Engagement Process**

1.6 Listening and understanding the views of stakeholders is an essential part of any plan-making process. Following approval by the board to commence the public engagement, all stakeholders that had previously expressed an interest in the work of the STB (including members of the Transport and Business Forum and Strategic Corridor Partners) were contacted directly to inform them of the public engagement. The draft STP was also published on the STB web page. The engagement process lasted 6 weeks and closed on the 31st of July 2020.

**Summary of engagement**

1.7 A total of 63 representations were received. Each representation was classified under one of four stakeholder groupings. Figure 1 illustrates the percentage of responses received from each stakeholder group. The almost even split between the different groups highlights the scale of interest from stakeholders and suggests that there is widespread interest in the work of the STB.



1.8 Notable stakeholders commenting on the draft plan included:

STBs	Peninsula Transport Transport for the South East
Neighbouring local authorities	Hampshire County Council Somerset County Council Worcestershire County Council

LEPs	Dorset LEP Heart of the South West LEP Swindon and Wiltshire LEP Thames Valley Berkshire LEP
Public Transport Operators	Bournemouth Transport Ltd (Yellow Buses) First West of England Go South Coast South Western Railways Stagecoach
Transport Asset Managers	Bristol Airport Bristol Port Company Canals and Rivers Trust Highways England Portland Port
Transport User Groups	Bristol Transport Board Bristol Walking Alliance Road Haulage Association South West Transport Network Transport Focus Transport for New Homes

1.9 In respect of CV19, the decision was taken to not undertake widespread promotion of the engagement process. This lack of publicity has generated some negative feedback from some stakeholders. Notable stakeholders that did not provide comments on the draft STP include:

- Midlands Connect STB
- Western Gateway (Powerhouse)
- Transport for Wales or any Welsh local authorities
- Great Western Railway
- Cross-country
- Network Rail
- Bournemouth Airport

1.10 As the draft STP engagement ran concurrently with the draft rail strategy engagement, the gaps from the rail industry are understandable. However, the lack of engagement from Powerhouse and any of the Welsh authorities is more of a concern as this suggests the engagement approach taken failed.

This is an issue to be resolved as there is an expectation from stakeholders to outline how the STB and Powerhouse will work together.

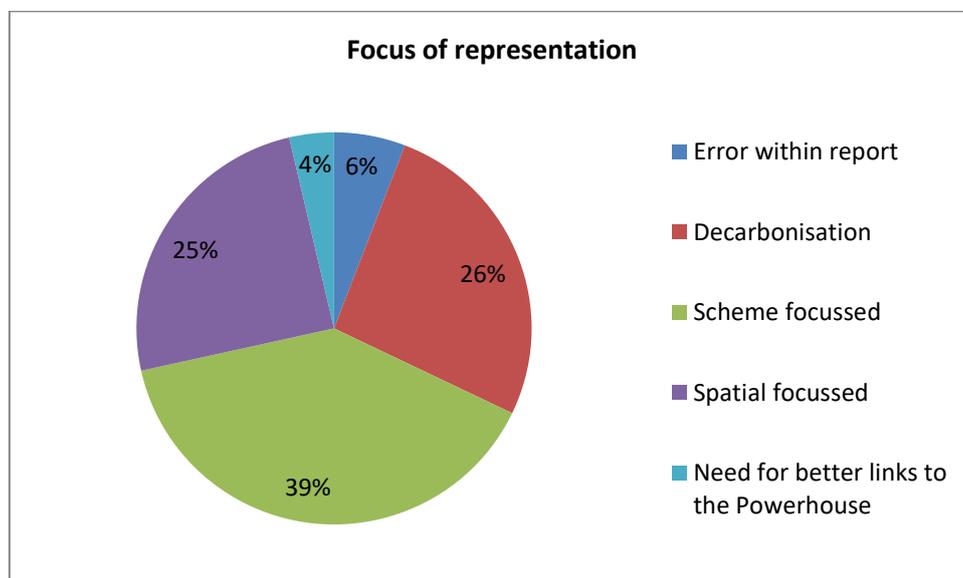
### Focus of representations received

1.11 As to be expected a considerable variety of issues were raised within the feedback received from stakeholders. This varied from positive feedback on how the strategy could be enhanced to specific concerns regarding some of the schemes being promoted.

1.12 To assist with understanding the feedback provided representations were classified using five strategic headings:

1. Error within report
2. Decarbonisation
3. Scheme focussed
4. Spatial focussed
5. Need for better links to the Powerhouse

1.13 The majority of the representations received covered multiple points, and these were captured when reviewing the feedback received. Figure 2 illustrates the focus of this feedback.



1.14 90% of the comments received focussed on three themes: **transport decarbonisation; the prioritised schemes or local issues identified within the plan**. Some of the feedback was very clear in terms of the plan needing to be updated to fully reflect the commitments made by each of the STBs members to address Climate Change. Despite many of the strategy outcomes focussing on the need to minimise carbon emissions from the transport

network, there remains significant scope for improvement within the document.

1.15 When reflecting on the feedback received the following headlines stand out:

- The plan does not reflect the Governments' decarbonising priorities or the impacts of CV19 – it still reflects a “predict and provide” approach to managing travel demand
- There remains too much focus on highway investment (this was the most popular comment received)
- There are some very specific comments on schemes – Large Local Major priorities - A46 / A350
- There is a need to highlight the strengths of neighbouring areas within the strategy
- A significant amount of detail has been provided by bus/coach operators and Passenger Transport action groups

### **Emerging themes from representations received**

1.16 Three emerging themes need to be addressed before the STP can move towards being approved.

- **Theme 1 – Policy Review – ensure the plan reflects current thinking -** There are issues with the document not keeping pace with carbon reduction pledges made by its members, the Government and the impacts of CV19.
- **Theme 2 – Scheme Review – there is a need to be far clearer on the links between scheme priorities and expected strategy outcomes -** There are issues with the logic between long-term strategy outcomes and short-term scheme priorities.
- **Theme 3 – Document Review – there is a need to review the structure/content of the document -** There are noticeable gaps in the existing document concerning different transport modes. There is a need to include a summary of each strategic transport mode to outline its role in delivering the strategy outcomes - similar to the approach taken for rail in the existing draft document. In addition, the role of digital technology such as fast broadband and 5G mobile technology to reduce travel should be further referenced. There may be some benefit in reviewing how the Hubs and Corridors are presented to ensure consistency and clarity regarding roles and responsibilities for delivery and strategy development. The absence of rural areas is also an issue that needs to be addressed.

## Next steps & actions

1.17 Based on the representations received, the following actions have been identified to finalise the STP. Due to the scale of changes proposed and restrictions on local authority officer capacity it is recommended that additional consultancy support be used to ensure the STP is robustly reviewed before being formally considered by the board in December 2020.

## Policy Review

Lead Officer / Consultant	<ul style="list-style-type: none"> <li>Review DfT Decarbonisation Strategy – highlight relevant sections for the STP and reflect the emerging views of the National STB liaison group</li> <li>Review STB response to DfT Decarbonisation Strategy – highlight relevant sections for STP</li> <li>Review emerging thinking on the impacts of CV19</li> </ul>
Transport Officer Group	<ul style="list-style-type: none"> <li>Review &amp; summarise local responses to the DfT Decarbonisation Strategy</li> <li>Review &amp; summarise local commitments (where relevant) in response to declared Climate Emergency</li> <li>Summarise impacts and emerging thoughts on the impacts of CV19 – this will be difficult due to the impacts still evolving</li> </ul>
Programme Management Team	<ul style="list-style-type: none"> <li>Form two new local authority Task and Finish groups to peer review proposed changes to the draft document. These groups will focus on Decarbonisation and CV19</li> </ul>

## Scheme Review

Lead Officer / Consultant	<ul style="list-style-type: none"> <li>Review the logic of the draft STP – is there a golden thread between promoted schemes and expected outcomes?</li> <li>Review all schemes to confirm they are suitability strategic</li> </ul>
Transport Officer Group	<ul style="list-style-type: none"> <li>More information is required on each scheme priority - i.e. a summary, status, lead authority and how it supports the strategy</li> <li>For SRN / MRN / LLM priorities more information is required on the added value of the schemes being promoted i.e. benefits to other transport users. There is no suggestion of reviewing existing priorities, but more information is required on the added benefits of schemes where these supports the strategy outcomes</li> </ul>

## Document Review

Lead Officer / Consultant	<ul style="list-style-type: none"> <li>• Review outcomes of STB Port Access Study &amp; Rail Strategy Phase 2 and ensure key points are captured.</li> <li>• Produce profiles of each mode of transport including its role in supporting delivery of the wider strategy outcomes</li> <li>• Review document to be explicit about what the strategy represents i.e. existing commitments and how it links to Local Transport Plans + Powerhouse aspirations</li> <li>• Review the existing content with the additional information provided through the engagement process</li> <li>• Review how the Hubs and Corridors are presented and review how rural areas are represented</li> </ul>
Designer	<ul style="list-style-type: none"> <li>• Review maps and update where required</li> <li>• Reformat document once all changes are known</li> </ul>

1.18 It is proposed to respond directly to all stakeholders that have provided representations with a clear message that ‘the STB is listening and wants to deliver for our stakeholders’. This message will also outline the approval process and any key messages the board may wish to convey.

1.19 It is proposed to send a communication out to the Strategic Partnership Corridor group stakeholders post this Board meeting to explain the reason for postponing the first meeting until the new calendar year.

## Approval Process

1.20 In light of the scale of feedback received it is proposed that the approval process be delayed ensuring the content of the STP best reflects the feedback provided through the engagement process.

## Strategic Corridor Partnership Groups

2.1 At the Board meeting in June it was agreed to set up 4 Strategic Partnership Corridor Groups, to oversee the production of a strategic travel corridor plan which includes both the identification and phasing of scheme priorities up to 2050. Once completed the multi-modal corridor plan will form part of a Long-Term Strategic Transport Plan which is used to inform future Government investment decisions post 2025

2.2 4 Corridors were set out in the STP, and it was agreed with Members that each corridor would be assigned a lead authority and a member of the Senior Officer Group would act as chair for the Corridors.

- South East to South Wales – David Carter – WECA
- South East to South West – Julian McLaughlin – BCP Council/ Jack Wiltshire – Dorset Council
- Midlands to South West – Colin Chick Gloucestershire County Council
- Midlands to South Coast – Parvis Khansari – Wiltshire Council

**2.3** Communication to Group stakeholders will be sent to ensure they are aware of the reasoning. In addition to this Communication, the group members will be sent a term of reference for the group. This is to ensure that stakeholders are aware and primed for their roles and responsibilities and to establish clear governance and ways of working between these groups, the Programme Team, Senior Officer Group and this Board. The Terms of Reference is included as an appendix in this paper.

### **Consultation, communication and engagement**

3.1 The Board and Senior Officer Group have been consulted following the conclusion of the public engagement process. This was to ensure they were fully aware of all representations received and emerging proposals to address the issues raised by stakeholders.

### **Equalities Implications**

4.1 No adverse impact on any protected groups.

### **Legal considerations**

5.1 The Western Gateway STB remains an informal non-statutory partnership.

### **Financial considerations**

6.1 During 2019/20 a budget of £10,000 for consultancy support was allocated to assist with the production of the corridor and hub narratives included within the plan.

6.2 It is now proposed that a further budget of £10,000 is allocated from the 2020/21 budget for consultancy support to enable the successful review and update of the STP. This is in addition to additional officer costs linked to the plan production. These will be covered under costs linked to the Programme Management team.

### **Conclusion**

7.1 It is proposed that approval of the draft Strategic Transport Plan (2020-2025) be delayed until December 2020 and that the Strategic Partnership Groups

are postponed until the new calendar year to allow for their base strategic guidance to be approved at Decembers Board This will ensure the next steps outlined within this report are actioned.

- 7.2 To enable this consultancy support will be required to provide additional officer capacity.

**Contact Officer**

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## APPENDIX

### Western Gateway Sub-National Body Strategic Partnership Transport Corridor Groups

**Purpose:** The purpose of this Group is to produce the production of a strategic travel corridor plan which includes both the identification and phasing of scheme priorities up to 2050. Once completed the multi-modal corridor plan will form part of a Long-Term Strategic Transport Plan which is used to inform future Government investment decisions post 2025

#### The objectives of this forum include but are not limited to:

- Working under the direction of Strategic Transport Corridor Lead, this is a task and finish group, which specifically focuses on delivering a Transport Corridor Strategy document. This group is not accountable for oversight of any subsequent delivery.
- **It will conduct this by:**
  - Identifying priorities which are capable of being delivered, economically and commercially viable and in keeping with the Western Gateway STB and Government policies on clean and sustainable development and growth
  - Providing technical expertise, local knowledge, insight into known issues
  - Representing their organisations views in the group
- **Group members are accountable for ensuring that:**
  - They have sufficient knowledge on their organisation's priorities
  - Understand local issues
  - Have decision making ability on behalf of their organisation to recommend, approve, raise and resolve issues on behalf of their organisation
  - Ensuring that any communications are factual and authorised by the Programme Lead
  - Supporting communications, meetings and engagement as required with their organisations
- **This Group will:**
  - Adhere to the governance and controls as set out in the Western Gateway STB's constitution and the Programme Team.
  - Ensure it provides monthly updates on progress to the Western Gateway Programme Team, Senior Officers Group and Board
  - Ensure it is effectively resourced and resource has sufficient authority to act on their organisation's behalf
  - Develop and review programme plan
  - Support effective communications and risk management
  - Highlight any potential conflicts or dependencies
  - Ensure its works with other corridor groups, organisations that will be impacted by the transport corridor, government organisations such as the DfT, Highways England and Local Government organisations.
- **This Group is not:**
  - Accountable for non-transport related strategy
  - Oversight of Delivery

#### Standard Meeting Agenda includes but is not limited to:

- Actions due for this meeting /approval of previous minutes
- Strategy for Corridor
- Spotlights – usually on emerging evidence base
- Communications plan and stakeholder management plans

#### Input:

- Understanding of both their organisations priorities and issues
- Technical expertise to inform, support and review external commissions to inform robust evidence base
- Actions log

#### Outputs:

- Recommendations to Western Gateway Programme Team
- Communications
- Action information requests made by the Programme Lead

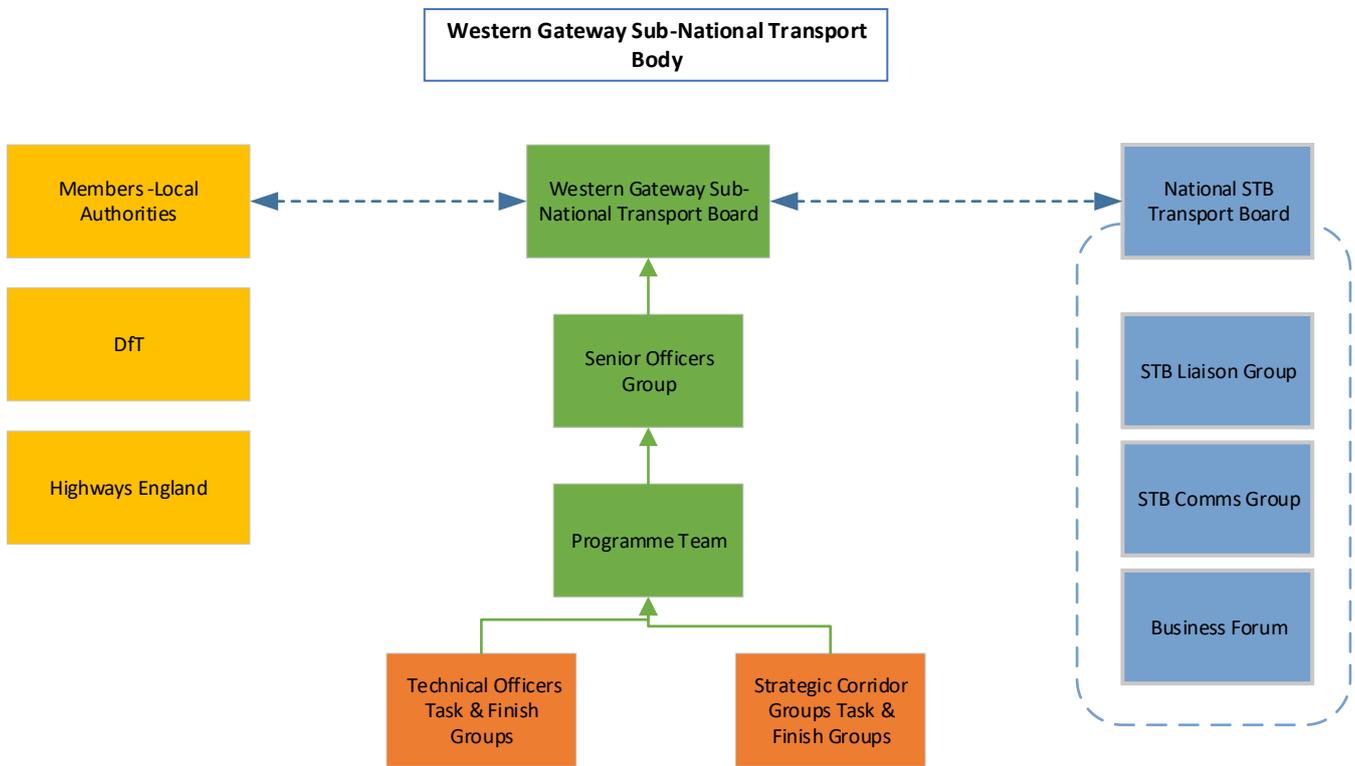
#### Meeting Governance:

- Meeting escalates to **Western Gateway Sub-National Programme Team**

**Attendees:**

Name	Role in Forum	Accountability description
<ul style="list-style-type: none"> <li>• South East to South Wales – David Carter – WECA</li> <li>• South East to South West – Julian McLaughlin – BCP Council/ Jack Wiltshire – Dorset Council</li> <li>• Midlands to South West – Colin Chick Gloucestershire County Council</li> <li>• Midlands to South Coast – Parvis Khansari – Wiltshire Council</li> </ul>	Strategic Corridor Programme Lead	<p>Leads meetings, ensures meeting purpose and outcomes are clearly articulated.</p> <p>Represents Senior Officers and STB Liaison group interests and ensures programme is delivered on time.</p> <p>Communicates effectively with STB and SOG</p>
<ul style="list-style-type: none"> <li>• South East to Wales &amp; Midlands to South West – Ben Watts – Gloucestershire County Council</li> <li>• South East to South West &amp; Midlands to South Coast – Ewan Wilson – BCP Council</li> </ul>	Technical Leads	<p>Oversee delivery, provide technical recommendations and expertise</p> <p>Evaluate tenders and commercial value</p>
Arina Salhotra – Sphere Marketing	Comms Officer	Production and oversight of comms plan, consultation support, media support, liaison with other STB comms officers, liaison with Members comms officers
Sarah Beatrice - WECA	Programme Secretariat	Production of Actions log, STB minutes, circulation agenda, minutes, supporting projects and programme team as required
TBC	Organisational Representatives	<p>Represent their organisations views in the group</p> <p>Provide communications to their organisation</p> <p>Raise and help to resolve any issues or blockers to delivery of the Groups objectives</p>

**Western Gateway STB – Governance Structure organogram**



- Accountabilities**
- Provide resource, funding, delivery for strategy
  - Guidance and support
  - Ensures in line with own policy and strategy

- Accountabilities**
- Run STB
  - Oversight of Portfolio
  - Stakeholder engagement & collaboration
  - Ensures policies and strategy's are in line with partners and are deliverable for Members
  - Bids for funding as required
  - Production of regional strategy
  - Accountable to Members

- Accountabilities**
- Co-ordinates national STB group
  - Seeks synergies and economies of scale in developing strategy
  - Represents STB position to Government