

1. What benefits could Transport East provide with enabled powers for the sub-national transport body?

*** Mandatory**

TDC Response: Tendring District Council welcomes Transport East's proposal to extend their Sub-national Transport Body (STB) powers.

2. What are your views on the proposed powers in the draft STB proposal? How do you see each category of powers benefiting your organisation?

Please provide your response to each category below

What are your views on the proposed powers for General Functions and becoming a statutory consultee?

These powers consolidate TE's role in providing integrated, strategic advice through a statutory regional transport strategy on the need for transport investment in the region and the wider benefits this investment would bring.

Partners, including national delivery agencies, would be required to pay due regard to the advice and government would be able to hold TE to account more effectively. TE would have equal status to other agencies, able to engage as an equal partner and embed transport improvements as key facilitators of wider public outcomes.

Specific powers sought:

- Statutory regional transport strategy: Secretary of State (SoS) must take regard when determining national policy, and the constituent authorities would exercise transport functions with a view to implementing the integrated regional transport strategy.
- Stronger weight given to formal advice to SoS on the exercise of transport functions in the area.
- Improve efficiency and effectiveness through the coordination of transport functions that are exercisable by different constituent authorities.
- To make other proposals to the SoS about the role and functions of TE

*** Mandatory**

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for General Functions and becoming a statutory consultee would benefit your organisation?

Please add your comments below

*** Mandatory**

TDC Response: As a statutory consultee, Tendring District Council would have a stronger voice in key transport policy decisions, ensuring local priorities are considered and implemented. This role would enhance local accountability, ensure transport strategies reflect the community's needs, and help prioritise projects that offer the greatest benefits to the District's residents, including the potential of Essex devolution.

Enhanced collaboration with other authorities and national agencies would foster partnerships, leading to more effective transport solutions. Access to shared resources and expertise through Transport East would support the Council in developing and implementing transport projects.

Specific projects in Tendring District include the Rapid Transport System (RTS) in support of the Tendring Colchester Borders Garden Community (TCBGC), the delivery of the A1331 link road, the widening of the A120, and development at Bathside Bay which supports the Harwich/Felixstowe port expansion.

Overall, these powers would empower Tendring District Council to play a more active role in shaping transport policies and investments, leading to better outcomes for the community.

What are your views on the proposed powers for Rail?

Through the government's programme of rail reform and beyond, these powers would strengthen TE's work with its local authorities and government to ensure both passenger and freight services deliver for the East, as part of an integrated transport network.

Enabling powers will ensure the TE Transport Strategy outcomes are embedded in the investment plans of Great British Railways (GBR), and formally inform the specification of new government-owned franchises in the East.

GBR and government would benefit from a formal single voice from authorities in the East.

Transport East is seeking powers to work with local authorities and rail bodies to:

- Be a statutory partner to SoS in defining franchise specifications for services within our region (based on our Transport Strategy / Strategic Investment Programme) and their integration with other modes.
- Be a statutory partner to SoS in defining rail infrastructure priorities within our region (based on our Transport Strategy / Strategic Investment Programme) and their integration with other infrastructure.
- Work with the department and GBR, through the Office of Road and Rail (ORR) to ensure performance standards are met.

*** Mandatory**

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for Rail would benefit your organisation?

Please add your comments below

*** Mandatory**

TDC Response: With fourteen railway stations within the District, Tendring is uniquely impacted by key decisions on rail infrastructure compared with other Essex councils. Despite having numerous passenger stations and the Harwich International Port, we believe there is significant room for improvement in the frequency and duration of rail services in our area.

By leveraging the proposed powers for Rail, our Council could play a pivotal role in making impactful recommendations to Transport East. This, in turn, would amplify

our influence on the Department for Transport (DfT) and other relevant bodies, ultimately leading to enhanced rail services that benefit our community and support local and regional economic growth.

What are your views on the proposed powers for Highways?

These powers offer the opportunity of significantly greater coordination between national agencies, regional partners and local transport authorities with an empowered STB operating as the lynchpin. The local authority input to strategic operational issues and strategic investment would be coordinated through TE resulting in better route management, improved coordination and greater integration between national, regional and local routes to improve traffic flows, journey times and increase user safety.

To strengthen regional connections and project delivery TE to seek powers to:

- Work as a statutory partner to the SoS in defining the objectives and priorities for strategic road investment in the region.
- Have a role in setting the funding requirements for the Major Road Network at a regional level, as a partner to Local Transport Authorities.
- Work with the SoS and ORR develop a performance measurement framework to ensure National Highways have taken appropriate consideration of regional transport priorities.
- Enter into agreements with local authorities to construct or improve SRN, MRN, local road, highways, cycleways, footpaths.
- Acquire land to enable construction / improvement of new highways or mitigate adverse effects, including rights over land.

* **Mandatory**

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for Highways would benefit your organisation?

Please add your comments below

*** Mandatory**

TDC Response: With several strategic road projects currently underway or about to commence, Tendring District Council would seek assurances that these priorities will be given the same level of importance by Transport East. As a rural authority, it is crucial that the protection and enhancement of bridleways and public rights of way remain a top priority.

What are your views on the proposed powers for Ticketing Schemes?

Concurrent powers to design, implement and manage region wide multi-modal smart ticketing schemes that are integrated with local or cross-boundary schemes. With the aim of increasing access to opportunities for education, training, employment, leisure, health etc.

*** Mandatory**

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for Ticketing Schemes would benefit your organisation?

Please add your comments below

*** Mandatory**

TDC Response: A more coherent ticketing system could significantly benefit the Tendring District by more effectively connecting Tendring's rural villages with the rail network. While a joined-up approach to ticketing is broadly beneficial, it is particularly crucial for remote communities. The proposed powers for Ticketing Schemes could support the creation of a seamless, multi-modal transport solution that integrates rural areas with major rail lines.

This integration would enhance accessibility, reduce travel times, and provide more convenient travel options for residents. Ensuring that rural villages are better connected to the transport network can support local economies, improve quality of life, and promote sustainable transport solutions across the region.

What are your views on the proposed powers for Capital Grants?

Local authorities could use these powers at TE level to receive funds from government and invest in strategic transport initiatives that cross boundaries and/or require a sponsor body.

- Ability to hold, make and receive capital grant funding to enable the delivery of the regional transport strategy.
- Ability to pay capital grants (concurrently with constituent authorities) for the provision of public transport facilities (Transport Act 1968 S56(2))

* **Mandatory**

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for Capital Grants would benefit your organisation?

Please add your comments below

* **Mandatory**

TDC Response: Tendring District Council would support proposals that deliver greater investment in local and regional transport infrastructure, providing that such investment benefits all communities – and not just the most urban settlements with the greatest populations.

What are your views on the proposed powers for Buses?

Local transport authorities could opt to work through TE to deliver specific strategic or cross-boundary bus or passenger transport services within an integrated network, through franchising or larger Enhanced Partnerships. Specific concurrent powers with LTAs as set out in the Transport Act 1985, s63 and the Bus Services Act 2017, s113, s139.

Above is dependent on sufficient funding being available to ensure bus operations are viable and potential structural changes that supports cross-subsidisation of rural routes. Proposals may need to be refined once the Better Bus Bill passes into legislation.

* Mandatory

Strongly Support

Support

Neither support or do not support

Do not support

Strongly do not support

Don't know

How do you feel the proposed powers for Buses would benefit your organisation?

Please add your comments below

* Mandatory

TDC Response: As a predominantly rural District, Tendring has long struggled with inadequate access to public transport compared to other areas in the southeast and London. One of the key drivers for this inequity is the lack of affordability for both private and public transport. While the District benefits from good railway connections, buses and other 'last mile' transport infrastructure falls significantly behind in terms of availability and cost.

The proposed powers for Buses could greatly benefit the Tendring District by allowing a greater influence in addressing these disparities. These powers could support the development of a comprehensive strategy to enhance bus services and last-mile connectivity. This would ensure that all residents, especially those in remote areas, have reliable and efficient public transport options. Improved bus services would not only bridge the current transport gaps but also support local and regional economies, reduce isolation, and promote greater use of sustainable travel.

Benefits could also be realised to support transport links for young people who may not have access to a private car. This could take the form of subsidised travel for younger people, which would also dovetail with the Council's aspirations to improve skills and education for all residents in the District.

3. What other functions do you think a STB should have and why?

Please provide answer in text box below

* **Mandatory**

TDC Response: N/A

4. How could these enabled powers aligning with opportunities for transport within the emerging local government devolution environment?

If this is applicable to your organisation, please provide answer in text box below. If it is not applicable, please skip this question.

TDC Response: Essex County Council is spearheading the devolution efforts for the Greater Essex Authorities. Although it is not yet clear what form this will take, collaborating in parallel to achieve these ambitions will be highly beneficial for all involved. Working together will lead to a more cohesive and effective approach to devolution, ultimately enhancing the prosperity and well-being of our communities. Ensuring that powers are aligned between Transport East and any new Strategic Authority at the Greater Essex level will be important to ensure that strategic infrastructure planning is coherent at this level.

5. Any other comments

Please provide answer in text box below

TDC Response: While the consultation highlights many benefits, Tendring District Council would welcome further information on the estimated additional costs

associated with these proposals and details on how they will be funded. Additionally, if Transport East is to gain greater powers and influence, it is crucial to understand the scrutiny and accountability processes that will be implemented.

Transport East must not become an unelected body without accountability, or an simply an additional layer of bureaucracy that causes delays and increases costs in delivering key infrastructure and services. Therefore, greater clarity is required on the mechanisms for tracking effectiveness and benefits realisation, which have not been fully detailed in this consultation.