



Strategic Transport Forum

24th January 2020

Agenda Item 10: Business Unit Update

Recommendation:

It is recommended that the Forum notes the report

1. Enforcement of Traffic Regulation Orders in Relation to HGVs.

- 1.1. A key issue for some Forum Members, raised at previous meetings of the Forum in the context of the Freight and Logistics work, is the issue of HGV enforcement. It is clear that there is an ambition for Local Authorities to have greater powers over enforcement of HGVs that are violating environment and weight related Traffic Regulation Orders.
- 1.2. To date, this type of moving traffic violation can only be legally enforced through complex, resource-intensive arrangements carried out by Trading Standards or the Police. The absence of these powers for Local Government has resulted in freight management strategies that risk being unable to deliver on all of their ambitions.
- 1.3. Following the Forum discussion, EEH Business Unit undertook further technical discussions with Transport Officers and wider stakeholders. It is proposed that the Programme Director will follow this up with a letter to DfT officials setting out the need for local authorities to have the powers to address this issue.
- 1.4. Specifically, the letter would request that Government enacts powers and provisions available under Part 6 of the Traffic Management Act 2004. This would provide Local Authorities with the civil powers to enforce moving traffic violations, including breach of weight restriction Traffic Regulation Orders. This would bring Local Authorities outside of London in line with the powers available to Greater London Authorities.
- 1.5. If this proposal were accepted by DfT it would enable Local Authorities to explore innovative approaches to the application of technology to streamline processes and providing more robust deterrent measures.
- 1.6. The position being developed via EEH Business Unit also builds on the concerns set out by the Local Government Association earlier last year.

2. Integrated Sustainability Appraisal

- 2.1. The Forum has been clear that economic growth must not be to the detriment of the environment across the Heartland. Concurrently, there is a need to meet our legislative requirements in relation to completing an appraisal given our ambition to become a statutory Sub-national Transport Strategy.
- 2.2. The EEH Business Unit, working with partners, is developing an Integrated Sustainability Appraisal that will encompass a Strategic Environment Assessment, Health Impact Assessment, Equalities Impact Assessment, Community Safety Assessment and Habitats Regulation Assessment.

- 2.3. The Integrated Sustainability Appraisal (ISA) will consider ways in which the Transport Strategy can contribute to improvements in environmental, social and economic conditions. It is also a means of identifying and mitigating any potential adverse effects arising from the Strategy.
- 2.4. The ISA will be one of the technical pieces of work that has to be taken forward in support of the draft Transport Strategy. The EEH Business Unit is securing consultancy support to undertake the ISA. The ISA will be published for consultation alongside the draft Transport Strategy.

3. Baseline Review of Rail

- 3.1. EEH has developed a strong working partnership with Network Rail System Operator, who is providing the Business Unit with technical support to develop and explore regional priorities for the Heartland's rail system.
- 3.2. In November 2019, following a presentation to the Transport Officer Support Group, it was agreed that the System Operator would take forward the work to undertake the Baseline Review of Rail for the region.
- 3.3. This approach will ensure that future service level aspirations can be based on a sound understanding of railway demand/capacity, planned growth and economic analysis.
- 3.4. The Rail Review will be delivered in two phases. Phase 1 will baseline the current offer of the rail system in the Heartland, understand the challenges in terms of line speed and crowding and identify common ambitions through a literature review and is due for completion in May 2020. Phase 2 will be undertaken by Network Rail's economic analysis team. The scope of Phase 2 includes demand forecasting for existing EEH corridors and identifying potential connectivity, frequency and journey time aspirations; essential if this region is to achieve its economic potential, whilst respecting legally binding Co2 targets.
- 3.5. An update on the conclusions of Phase 1 of the project will be provided to the Strategic Transport Forum in May 2020.

4. Transport for Counties

- 4.1. Research on mobility often focuses on urban areas, such as cities and large towns. Historically there has been less research focussed on mobility in traditional county shires. These geographies are characterised by rural areas and market towns, and typically have dispersed populations and relatively high car ownership levels.
- 4.2. The Transport for Counties is a research project which focusses on challenges (and solutions) to mobility in county areas. It is being led by the University of Hertfordshire, sponsored by a number of partners including EEH, the Department for Transport and Local Authorities.
- 4.3. The programme encompasses a series of workshop sessions with industry experts. The workshops, beginning in January 2020, include sessions on: mobility challenges for counties; smart mobility and travel trends; consultation and engagement; and place making.
- 4.4. As a sponsor of the programme the EEH Business Unit will be supporting the development of the Transport for Counties programmes and will be attending all of the workshops.
- 4.5. The Strategic Transport Forum will continue to be updated on the progress and outcomes of the Transport for Counties project.

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