

**Transport for the South East
Shadow Partnership Board**

Agenda

16 July 2020, 13:00 – 16:00

Zoom webinar - Public joining details

Meeting ID: 882 4129 5256

Password: 198824

Join via this link

<https://us02web.zoom.us/j/88241295256?pwd=VW5PaWxxOVNhSkdRZVhpbDZmU2RFdz09>

Or via telephone

0203 901 7895; or 0131 460 1196

Or download the 'Zoom' app from the app store

Shadow Partnership Board Members

Cllr Keith Glazier, Leader, East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport, Kent County Council	Cllr Tony Page, Deputy Leader, Reading Borough Council (representing Berkshire Local Transport Body)
Richard Leonard, Head of Network Development, Highways England	Cllr Anne Pissaridou, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
TBC, Representative from Protected Landscapes	Cllr Lynne Stagg, Cabinet Member for Traffic & Transportation, Portsmouth City Council	Cllr Colin Kemp, Deputy Leader, Surrey County Council
Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure, West Sussex County Council	Cllr Alan Jarrett, Portfolio Holder for Business Management, Medway Council	Geoff French, Interim Chair, TfSE Transport Forum
Martin Harris, Coast to Capital LEP	Alex Williams, Director of City Planning, Transport for London	Ross McNally, Enterprise M3 LEP
Cllr David Monk, Leader, Folkestone & Hythe District Council	Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils	

Apologies: Cllr Rob Humby, Executive Member for Environment and Transport, Hampshire County Council; John Halsall, Route Managing Director for South East, Network Rail; Cllr Steve Leggett, Cabinet Member for Green City & Place, Southampton City Council

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Minutes from last meeting	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Governance – Paper 1 (Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)	Rupert Clubb
5	Statements from the public	Cllr Keith Glazier
6	Lead Officer’s Report – Paper 2	Rupert Clubb
7	Covid-19 Response – Paper 3 Progress update - presentation	Mark Valleley
8	Transport Strategy Development – Paper 4	Mark Valleley
9	Proposal to Government – Paper 5	Cllr Tony Page
10	Technical Programme Update – Paper 6 (Area Studies; Freight, Logistics and International Gateways Strategy; Future Mobility Strategy)	Rob Dickin / Sarah Valentine
11	Financial Update – Paper 7	Rachel Ford
12	Communications & Stakeholder Engagement – Paper 8	Russell Spink / Lucy Dixon-Thompson
13	Transport Forum – Paper 9	Geoff French
14	Responses to Consultations – see Paper 10	Rupert Clubb
15	AOB	All
16	Date of Next Meeting Thursday 22 October 2020, 13:00 – 16:00 (Venue TBC)	

Officers in Attendance

Secretariat

Rupert Clubb	Lead Officer	Transport for the South East
Mark Valleley	Technical Manager	Transport for the South East
Rachel Ford	Programme Manager	Transport for the South East
Rob Dickin	Transport Strategy Manager	Transport for the South East
Sarah Valentine	Transport Strategy Manager	Transport for the South East
Benn White	Project Officer	Transport for the South East
Russell Spink	Communications Manager	Transport for the South East
Jasmin Barnicoat	Executive Officer	Transport for the South East
Lucy Dixon-Thompson	Stakeholder & Engagement Manager	Transport for the South East

Additional Attendees

Joseph Ratcliffe	Transport Strategy Manager	Kent County Council
Ruth Du-Lieu	Assistant Director Frontline Services	Medway Council
Mark Prior	Assistant Director, City Transport	Brighton and Hove City Council
Matt Davey	Director of Highways and Transport	West Sussex County Council
Tristan Samuels	Director of Regeneration	Portsmouth City Council
Colin Rowland	Assistant Chief Executive and Director of Strategy	Isle of Wight Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Bill Hicks	Head of Infrastructure	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Jonathan Sharrock	Chief Executive	Coast to Capital LEP
Pete Boustred	Strategic Transport Manager	Southampton City Council
Lucy Monie	Operations Group Manager	Surrey County Council
Alice Darley	Senior Network Strategy Manager (South)	Highways England
Savio DeCruz	Service Lead Major Infrastructure Projects	Slough Borough Council
Mike Smith	Strategy and Planning Director South	Network Rail
Martin Randall	Director for the Economy	Adur & Worthing Councils
Steven Bishop	Associate Director	Steer
Carly Freeston	Regions, Cities and Devolution	Department for Transport
Pam Turton	Assistant Director	Portsmouth City Council

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**TfSE Shadow Partnership Board
23 April 2020
Minutes**

Shadow Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport Kent County Council	Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure West Sussex County Council
Cllr David Monk, Leader, Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Cllr Lynne Stagg Cabinet Member for Environment and Transport Portsmouth City Council	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)
Martin Harris, Business Representative – Transport Sponsor, Coast 2 Capital LEP, (jointly representing LEPs)	Margaret Paren, Chair, South Downs National Park (Representing protected landscapes)	Geoff French CBE Interim Chair Transport Forum
Cllr Rob Humby, Deputy Leader, Hampshire County Council	Cllr Colin Kemp, Deputy Leader, Surrey County Council	Cllr Adrian Gulvin (sub for Cllr Alan Jarrett), Portfolio Holder Resources, Medway Council
Ross McNally, Director, Enterprise M3 LEP (jointly representing LEPs)	Alice Darley (sub for Liz Garlinge), Regional Network Strategy (South), Highways England	Alex Williams, Director of City Planning, Transport for London
Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils (jointly representing District and Borough Councils)	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council	Cllr Anne Pissaridou, Chair of the Environment, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Jacqui Rayment, Cabinet Member for Place and Transport, Southampton City Council	Mike Smith (sub for John Halsall), Strategy & Planning Director London and South, Network Rail	

Apologies:

Liz Garlinge, Network Planning Director, Highways England
John Halsall, Managing Director, Southern Region, Network Rail
Cllr Alan Jarrett, Leader, Medway Council

Observers:

Rupert Clubb, Transport for the South East
 Mark Valleley, Transport for the South East
 Rachel Ford, Transport for the South East
 Rob Dickin, Transport for the South East
 Sarah Valentine, Transport for the South East
 Benn White, Transport for the South East
 Russell Spink, Transport for the South East
 Jasmin Barnicoat, Transport for the South East
 Lucy Dixon-Thompson, Transport for the South East

Mark Prior, Brighton and Hove City Council
 Tristan Samuels, Portsmouth City Council
 Keith Willcox, Hampshire County Council
 Bill Hicks, Berkshire Local Transport Body / Berkshire Thames Valley LEP
 Pete Boustred, Southampton City Council
 Joseph Ratcliffe, Kent County Council
 Alex Pringle, SDNPA
 Kevin Travers, Enterprise M3 LEP
 Savio De Cruz, Berkshire Local Transport Body / Slough Borough Council
 Paul Millin, Surrey County Council

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier (KG) welcomed Shadow Partnership Board members to the virtual meeting and noted apologies. 1.2 Cllr Glazier welcomed the members of the public who were also in attendance.	
2. Declarations of interest	
None.	
3. Minutes from Previous Meeting	
3.1 The minutes of the previous meeting were agreed.	
4. Statements from the public	
None.	
5. Transport Strategy Development	
5.1 Lucy Dixon-Thompson (LDT) introduced this item. 5.2 LDT updated the Board on the final outcome of the draft transport strategy consultation including; number of responses, respondent type and percentage of questionnaire respondents who supported and strongly supported some of the key elements in the strategy. 5.3 LDT outlined the top themes that emerged from the questionnaire,	

<p>written responses, constituent authority and LEP responses and separately the themes raised from the Friends of the Earth campaign.</p> <p>5.4 LDT outlined some of the key drafting changes including the wording of the net zero carbon commitment and a new paragraph recognising the potential impacts of the Covid-19 pandemic.</p> <p>5.5 The Integrated Sustainability Appraisal was also subject to public consultation and after analysis of comments received, some amendments have been made to this document.</p> <p>5.6 The Board discussed the strategy and highlighted the need to ensure it is flexible and recognises the impact of the current pandemic. It is important that the comments in the foreword around Covid-19 are strengthened and an explanation included around how TfSE can be an important part of the region's recovery. Although the possibility of producing an additional paper identifying the effects of the pandemic was discussed, it was recognised that this will be addressed and analysed in more detail within the area studies.</p> <p>5.7 Some minor wording amendments will also be made as requested including a mention of Reading's AQMA into the strategy text.</p> <p>5.8 The Board agreed that TfSE has made impressive progress with the transport strategy work and that it is important to continue this momentum.</p> <p>5.9 Cllr Glazier proposed an additional recommendation giving the Lead Officer delegated authority to make further minor drafting changes to the draft Transport Strategy in consultation with the Chair.</p> <p>5.10 The recommendations were agreed by all Shadow Partnership Board members subject to strengthening the narrative around the impact of the Covid-19 pandemic and other minor textual amendments.</p> <p>RECOMMENDATIONS: The Shadow Partnership Board is recommended to:</p> <ol style="list-style-type: none"> (1) Note the results of the public consultation set out in the Consultation Report; (2) Agree the proposed responses to the main issues raised by those responding to the consultation; and (3) Agree the proposed drafting changes to the draft Transport Strategy, Integrated Sustainability Appraisal and maps, charts and diagrams (4) Agree that the Lead Officer be given delegated authority to make further minor amendments to the Transport Strategy in consultation with the Chair. 	<p style="text-align: center;">MV</p> <p style="text-align: center;">MV</p>
<p>6. Finance report</p>	
<p>6.1 Rachel Ford (RF) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>6.2 RF outlined the final position for the 2019/20 revenue budget and explained that although the carry forward figure seems high in Appendix 1, a large proportion of this carry forward is already committed for activities</p>	

<p>including completing the Transport Strategy, one Area Study and the Future Mobility Strategy.</p> <p>6.3 Confirmation of grant funding for 2020/21 has still not been received from the DfT so three scenarios have been created which cover the potential for a £1m grant through to a zero DfT grant allocation. The scenarios demonstrate the differing levels of technical programme that could be completed depending on the amount of grant funding available. TfSE will commence the financial year under the zero grant scenario and will provide a further update to the Board in July.</p> <p>6.4 Rupert Clubb (RC) explained that staff in the TfSE team were recruited from September 2018 on 2-year fixed term contracts so they are due to begin expiring from September 2020. However, once staff have been in contract for two years, they become eligible for full employment rights, including redundancy costs. As such, consideration should be given to converting the fixed term contracts to permanent contracts. RC recommended that he should have delegated authority to extend staff contracts as appropriate.</p> <p>6.5 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The Shadow Partnership Board is recommended to:</p> <ol style="list-style-type: none"> (1) Sign off the final accounts for 2019/20; (2) Note the budget scenarios for 2020/21 depending on contribution from the Department for Transport; and (3) Agree that authority will be delegated to the Lead Officer for Transport for the South East to extend staff contracts beyond the initial two-year fixed term basis. 	
<p>FOR INFORMATION <i>(Papers were only discussed if there was a question, a recommendation to agree or an additional statement to make)</i></p>	
<p>7. Lead Officer's Report</p>	
<p>7.1 The recommendation was agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Shadow Partnership Board are recommended to note the activities of Transport for the South East in January – April 2020.</p>	
<p>8. Developing the Proposal to Government</p>	
<p>8.1 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> (1) Note recent discussions and feedback from the Department for Transport; and</p>	

<p>(2) Note the proposed approach for the submission of the Proposal to Government.</p>	
9. Update on Technical Programme	
<p>9.1 In response to concerns raised regarding the timing of the Area Studies given the current COVID-19 situation, Sarah Valentine (SV) confirmed that the early steps in the Area Studies focus on reviewing data and identifying the gap between the present situation and TfSE's vision for 2050. Therefore, there will be the opportunity to consider how the transport needs of the region may have changed as a result of the COVID-19 response.</p> <p>9.2 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>(1) Note the progress on the procurement process to secure a provider to undertake the five Area Studies;</p> <p>(2) Note that a contract for the development of the Future Mobility Strategy has been awarded; and</p> <p>(3) Note the progress on the scoping work for the Freight, Logistics and Gateways Strategy.</p>	
10. RIS2, MRN and LLM Update	
<p>10.1 Queries were raised as to whether the current COVID-19 situation will alter the Government's position with MRN, LLM and RIS schemes. Local Authorities are facing budgetary pressures and so need to determine whether they make provision for the development and delivery of schemes in their budgets. SV explained that she is in regular contact with DfT officials regarding the schemes submitted by TfSE. SV will liaise with the DfT on these issues and feed back to scheme promoters on the outcome of those discussions.</p> <p>10.2 Cllr Kemp queried the position with a scheme on the A22 in Surrey. The scheme is not currently on the priority list and SV will liaise directly with Cllr Kemp and Surrey County Council on this.</p> <p>10.3 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i></p> <p>The members of the Shadow Partnership Board are recommended to note the implications for the TfSE area of the recent announcement on the second Roads Investment Strategy, Major Road Network (MRN) and Large Local Major (LLM) schemes in the TfSE area.</p>	SV
11. Communication and Stakeholder Engagement	
<p>11.1 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p>	

<p>(1) Note and agree the proposed Communications and Engagement Strategy 2020/21; and</p> <p>(2) Note the engagement and communication activity that has been undertaken in the past 3 months.</p>	
12. Annual Report	
<p>12.1 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>(1) Approve the proposed Annual Report 2019-20; and</p> <p>(2) Note the high-level summary of the proposed Business Plan 2020-21, a final version of which will be put to the board for approval in July 2020.</p>	
13. Transport Forum	
<p>13.1 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>(1) Note the recent meeting of the Transport Forum;</p> <p>(2) Note and consider the comments received on the Transport Strategy and future area studies; and</p> <p>(3) Note and consider the suggestions and proposed future programme of the Transport Forum.</p>	
14. Consultation responses	
<p>14.1 The recommendation was agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i></p> <p>The members of the Shadow Partnership Board are recommended to endorse the draft response to Highways England's Lower Thames Crossing Supplementary Consultation.</p>	
15. AOB	
<p>15.1 KG confirmed that Margaret Paren, the board representative for national parks and protected landscapes is leaving her position and therefore stepping down from the Shadow Partnership Board. KG and RC thanked Margaret for her contribution and support to TfSE and wished her well for the future.</p> <p>15.2 Cllr Colin Kemp gave an update of the Heathrow Transport Forum meetings he attends on behalf of TfSE. It was confirmed that Heathrow Airport are contesting the decision from the Appeals Court. In addition, the Airport are bringing forward a new area access strategy in relation to just the two current runways. The Airport would like to collaborate with all partners on this new strategy, including TfSE.</p> <p>15.3 The Board agreed the Chair should review any further amendments made to the transport strategy, however the Lead Officer will have delegated authority to make decisions around staffing arrangements as is</p>	

standard practice within local authorities.	
16. Date of Next Meeting	
16.1 The next Shadow Partnership Board meeting will take place on Thursday 16 July 2020, venue to be confirmed.	

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Report to: **Shadow Partnership Board – Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Shadow Governance Arrangements**

Purpose of report: **To agree the appointment of the Chair, Vice-Chair and co-opted Board members for Transport for the South East in its shadow form**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Nominate and elect a Chair and Vice-Chair for the period of one year;**
 - (2) Agree to co-opt for a period of one year to the Shadow Partnership Board:**
 - a. The Interim Chair of the Transport Forum;**
 - b. Two people nominated collectively by the Local Enterprise Partnerships;**
 - c. A person nominated by the National Parks and other protected landscape designations;**
 - d. Two people nominated by the district and borough authorities; and**
 - e. A representative from Highways England, Network Rail and Transport for London.**
 - (3) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives, the Interim Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes;**
 - (4) Appoint for a period of one year an Interim Chair for the Transport Forum; and**
 - (5) Agree to extend the membership of the governance member sub-group.**
-

1. Introduction

1.1 The Shadow Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017. The constitution set out proposals for the structure and composition of the Shadow Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

2. Appointment of the Chair

2.1 The Shadow Partnership Board is recommended to nominate and elect a Chair and Vice-Chair.

2.2 As agreed in the constitution for the Shadow Partnership Board, the Chair and Vice Chair's term of office will be for a period of one year, when they are either reappointed or another member elected.

2.3 The Chair presides at Shadow Partnership Board meetings if they are present. In their absence, the Vice-Chair presides. If both are absent, the secretariat will start the meeting and the Shadow Partnership Board will appoint, from amongst its members, an Acting Chair for the meeting in question.

3. Co-opting additional Shadow Partnership Board members

3.1 The constitution for the Shadow Partnership Board allows for persons who are not members of the constituent authorities to be co-opted onto the Shadow Partnership Board, and affords the Shadow Partnership Board the power to allow them voting rights.

3.2 In June 2017, it was agreed that a number of organisations should be co-opted to the Shadow Partnership Board. These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision-making process.

3.3 The proposed arrangements for co-opted members reflect the structures for the Shadow Partnership Board as set out in the constitution. If agreed by members, they would reflect a continuation of the arrangements in place for the last 12 months. It is proposed that the Shadow Partnership Board give consideration to co-opting the following organisations and representatives:

- The Interim Chair of the Transport Forum – the Transport Forum has been in operation since September 2017 and brings together representatives from user groups, operators (bus, airport, ports, train and ferry), government agencies, Local Enterprise Partnerships (LEP), business members, district and borough authorities and the potential supply chain to provide advice and guidance to the Shadow Partnership Board. The Forum is independently chaired by Geoff French.
 - It is recommended that the Shadow Partnership Board co-opt Geoff French as the Chair of the Transport Forum with allocated voting rights.
- Two people collectively nominated by the LEPs – TfSE covers five LEP areas, namely Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire LEPs. LEPs are partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth. The LEPs support TfSE in ensuring that economic growth is promoted and is central to the development of the Transport Strategy.
 - It is proposed that two LEP Board members are co-opted to the Shadow Partnership Board to collectively represent the five LEPs. It is recommended that voting rights of one vote be allocated to each of the two LEP representatives.
 - Currently this role is undertaken by Ross McNally from Enterprise M3 LEP and Martin Harris from Coast to Capital LEP.

- District and borough (non-unitary) authorities – it is proposed that the collective views of the district and borough authorities should be represented on the Shadow Partnership Board through two co-opted Board members.
 - The positions on the Shadow Partnership Board are currently filled by Cllr Daniel Humphreys, Leader, Worthing Borough Council, and Cllr David Monk, Leader, Folkestone and Hythe District Council.
 - As agreed at the Shadow Partnership Board in July 2018, it is proposed that the district and borough representative should be allocated voting rights.
 - In addition to the two district and borough authorities represented on the Board, all five county areas are represented on the Transport Forum.

- National Parks and other protected landscape designations – the environmental impact of the Transport Strategy and proposed interventions will need to be considered by the Board. It is recommended that a representative from the South Downs National Park be co-opted to the Shadow Partnership Board to represent the collective interests of the National Parks and other environmental and protected landscape designations. Margaret Paren, Chair of the South Downs National Park has filled this role for the last three years but has recently stood down from her position. It is proposed that the newly appointed Chair of the South Downs National Park is co-opted to the Shadow Partnership Board. The election process for the new Chair of the National Park will conclude shortly before the meeting of the Shadow Partnership Board and an update will be provided to Board members at the meeting.
 - As agreed at the Shadow Partnership Board in July 2018, it is proposed that the representative for the National Parks and protected landscape designations should be allocated voting rights.

3.4 In June 2019 the Shadow Partnership Board agreed to co-opt the following organisations, on a non-voting basis:

- Network Rail – as a statutory body, TfSE will have a key role in influencing strategic investment decisions in the rail network. Engagement with Network Rail at the Shadow Partnership Board will support this objective and it is proposed that John Halsall, Managing Director (Southern region), is co-opted to the Board.
- Highways England – this arrangement would be similar to the one proposed for Network Rail and would support the aim of TfSE to influence investment on the strategic road network through the Road Investment Strategy (RIS) programme. It is proposed that Richard Leonard, Head of Network Development, is co-opted to the Board.
- Transport for London – the relationship between the TfSE area and London is an important aspect of our economy, particularly in relation to transporting people and goods. It is proposed that Alex Williams, Director of City Planning, Transport for London, is co-opted to the Board.

4. Governance – Member Sub-Group

4.1 Transport for the South East was established in June 2017 and it was agreed that East Sussex County Council would act as the accountable body for TfSE during its shadow operation. During the last three years the processes and procedures for TfSE have followed those of the lead authority, but as TfSE moves towards statutory status this will need to be reviewed.

4.2 In June 2019, the Shadow Partnership Board agreed to establish a member sub-group to lead on governance issues and to lead on the development of the proposal to Government. The membership of this group is:

- Cllr Tony Page, Reading Borough Council, representing Berkshire Local Transport Board – Chair of the member sub-group
- Cllr Rob Humby, Hampshire County Council
- Cllr Michael Payne, Kent County Council
- Cllr Ian Ward, Isle of Wight Council
- Ross McNally, Enterprise M3 LEP, representing Local Enterprise Partnerships
- Geoff French, Chair of the Transport Forum.

4.3 As agreed at the Shadow Partnership Board in December 2019, the remit of the member sub-group has been expanded to focus on the development of governance models, structures and procedures for a statutory body. As such, the member sub-group will continue to meet following the submission of the proposal to Government in September.

4.4 It is proposed that the membership of the member sub-group should be expanded to include one further constituent authority representative. The group originally had representation from Brighton and Hove City Council (BHCC), but this ended when Cllr Gill Mitchell left the Board. It is proposed that Cllr Pissaridou, BHCC, is invited to join the member sub-group.

5. Conclusions and recommendations

5.1 The local transport authority members of the Shadow Partnership Board are recommended to agree the arrangements set out in this report for the election of the Chair and Vice-Chair of the Shadow Partnership Board, Chair of the Transport Forum, the appointment of the co-opted Board members and the allocation of voting rights.

5.2 Members of the Shadow Partnership Board are also recommended to agree that membership of the Governance Member Sub-Group is extended to include Cllr Pissaridou from Brighton and Hove City Council.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Rachel Ford

Tel. No. 07763 579818

Email: rachel.ford@eastsussex.gov.uk

Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Lead Officer's Report**

Purpose of report: **To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to note the activities of Transport for the South East between April – July 2020.

1. Introduction

1.1 No one could have predicted how challenging the last few months would have been, not only for individuals but for local government, the economy and transport. We are only just starting to understand what the possible short and long-term impacts of this pandemic may be. I am pleased the team have commissioned Steer to carry out some work to try to better understand the possible impact of Covid-19 on future travel behaviour before we commence work on the area studies.

1.2 Although there was uncertainty at the beginning of lockdown, we have quickly come to realise the value our transport strategy and area studies will have to the recovery effort from this pandemic. This is why we have continued to press ahead with finalising the strategy for publication, securing consent letters from constituent authorities and preparing the DfT for the submission of our proposal to Government and transport strategy in September 2020.

2. Engagement activity

2.1 Stakeholder engagement has continued to take place in the past few months and some really important collaborations with key sectors are starting to take shape.

2.2 The Chair has also met virtually with all constituent authority board members, leaders and chief executives over the past month.

2.3 More information on all of the engagement activity carried out over the past few months can be found in the Communications and Engagement Update, Paper 8.

3. Joint STB work

3.1 In June I chaired another meeting of all STBs where we continued to develop our joint working and messaging, specifically focussing on the roles and responsibilities for STBs that we are aiming to agree with DfT. This work sets out that each STB will require different operational structures and powers to deliver their strategies, but highlights areas of commonality including the need for long term funding certainty. It

has been proposed that the seven STB chairs should meet over the summer, prior to a joint meeting between STB chairs and the DfT Ministerial team.

3.2 This was my final meeting as Chair as I have now handed over to Peter Molyneux from Transport for the North to lead the Joint STB meetings for the next year.

4. Other

4.1 At the Shadow Partnership Board meeting in April, I was granted delegated authority to extend staff contracts subject to receipt of DfT grant funding. Due to the lack of confirmed funding from DfT this has been delayed, but I hope to be able to progress with this over the summer. I have continued to seek updates from the DfT about progress on our grant award for 2020/21.

4.2 As outlined at the last Shadow Partnership Board meeting, there have been some personnel changes at the Department for Transport and I can confirm that Carly Freeston is the Deputy Director: London, South and Housing as Ruth Harper is now on maternity leave. I met virtually with Carly and she confirmed her strong support for TfSE and she continues to press ministers for grant funding approval.

5. Conclusions and recommendations

5.1 I am pleased the team have continued, at pace, to ensure the work programme remains on track and that we will be able to make a valued contribution to the pandemic recovery.

5.2 The Shadow Partnership Board is recommended to note the activities undertaken by TfSE.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Jasmin Barnicoat
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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Covid-19 Recovery Impact Assessment**

Purpose of report: **To provide an update on the work that has been initiated to develop a range of potential recovery trajectories from the Covid-19 pandemic and test their impact on future travel behaviour.**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to note the progress with the work that is being undertaken to assess the potential impacts of the Covid-19 pandemic on future travel behaviour in the Transport for the South East area.

1. Introduction

1.1 The purpose of this report is to set out the scope of work that has been initiated to assess the potential impact of the Covid-19 pandemic on future travel behaviour, employment and economic growth in the Transport for the South East area. This additional technical work is needed to ensure that the forthcoming area studies can take into account these potential impacts. A presentation will be given at the meeting to provide members with an update on progress with the work.

2. Background

2.1 On 23 April 2020, a draft final version of the Transport Strategy for the South East was presented to the Shadow Partnership Board. The members of the Board identified a number of additional amendments that they wished to see made to the transport strategy. These included the need to strengthen the text relating to the potential impact of the Covid-19 pandemic on the transport strategy. Although the draft final strategy makes reference to the potential impacts of Covid-19 on future travel behaviour, members of the Board felt that more clarity was needed on exactly how these impacts would be taken into account during the forthcoming area studies.

3. Covid-19 impact assessment work

3.1 Following the April 2020 Shadow Partnership Board, Steer were instructed to initiate work to identify the potential impact of the Covid-19 pandemic on future travel behaviour in the Transport for the South East area. This additional work was instructed under the existing contract for the development of the transport strategy.

The cost of the work is £30,000 and is being funded from the overall budget allocation for the transport strategy development work.

3.2 In outline, the work seeks to answer a number of questions about what may happen as lockdown is eased in the future including:

- If social distancing continues reducing public transport capacity, how will the system cope?
- How long will public transport operators require subsidy?
- How much will car travel increase if people are afraid of public transport?
- How will continued home working affect transport demand?
- What happens if lockdowns have to be re-imposed?

3.3 The work involves developing a number of short term (3 - 4 year) future scenarios and using the South East England Land Use Model (SEELUM) that was used to help develop the transport strategy, to test their possible impacts on travel behaviour. The results of this modelling work will then be fed into the forthcoming area studies to ensure they can take account of the short-term effects of Covid-19 on travel behaviour and identify how these could be managed.

3.4 Steer have identified four potential scenarios that describe different trajectories out of lockdown. These are based on differing assumptions about the possible timing of the arrival of a vaccine and/or a treatment and their effectiveness in tackling the virus. The four scenarios and an indicative timeline over which they could develop are set out in Figure 1 in Appendix 1. They provided the main input into a workshop held in early June with key stakeholders to identify potential responses to the different pathways out of lockdown. Those participating in the workshop were asked to discuss the likely impact the different pathways would have on key issues including:

- how Government guidance on lockdown might evolve, particularly in relation to travel;
- when the furlough scheme is likely to end;
- public transport capacity;
- reductions in office and workplace capacity;
- people's preference for different modes of transport;
- the continuation of working from home;
- measures that might be available to overcome negative impacts and lock in the positive impacts of lockdown.

3.5 The SEELUM transport and land use model was used to test the impact of these changes, although some modification to the model were necessary to enable it to more accurately model the recovery including the impact of homeworking and the furlough scheme. This modelling work is due to be completed at the end of July 2020 and it is anticipated it will be of use to the constituent authorities and Local Economic Partnerships in their own recovery planning.

3.6 A presentation will be given at the Shadow Partnership Board meeting on 16 July 2020 to update members on the progress with the work. Members of the Shadow Partnership Board are recommended to note the progress with this work and the content of the presentation that will be given at the meeting.

4. Conclusions and recommendations

4.1 Following the Shadow Partnership Board meeting in April 2020 work has been initiated on the potential impacts of the Covid-19 pandemic on travel behaviour in the Transport for the South East area. This is in response to the comments made at the April 2020 Board meeting about the need to take account of these impacts in moving forward with the transport strategy. A workshop has been held with key stakeholders to help develop a number of response scenarios and the SEELUM model is being used to model the impact of these scenarios on travel behaviour, business activity and employment patterns. The outputs of this work will be available for the area studies to enable the shorter-term impacts of the release from lockdown to be taken into account when assessing the need for different transport interventions.

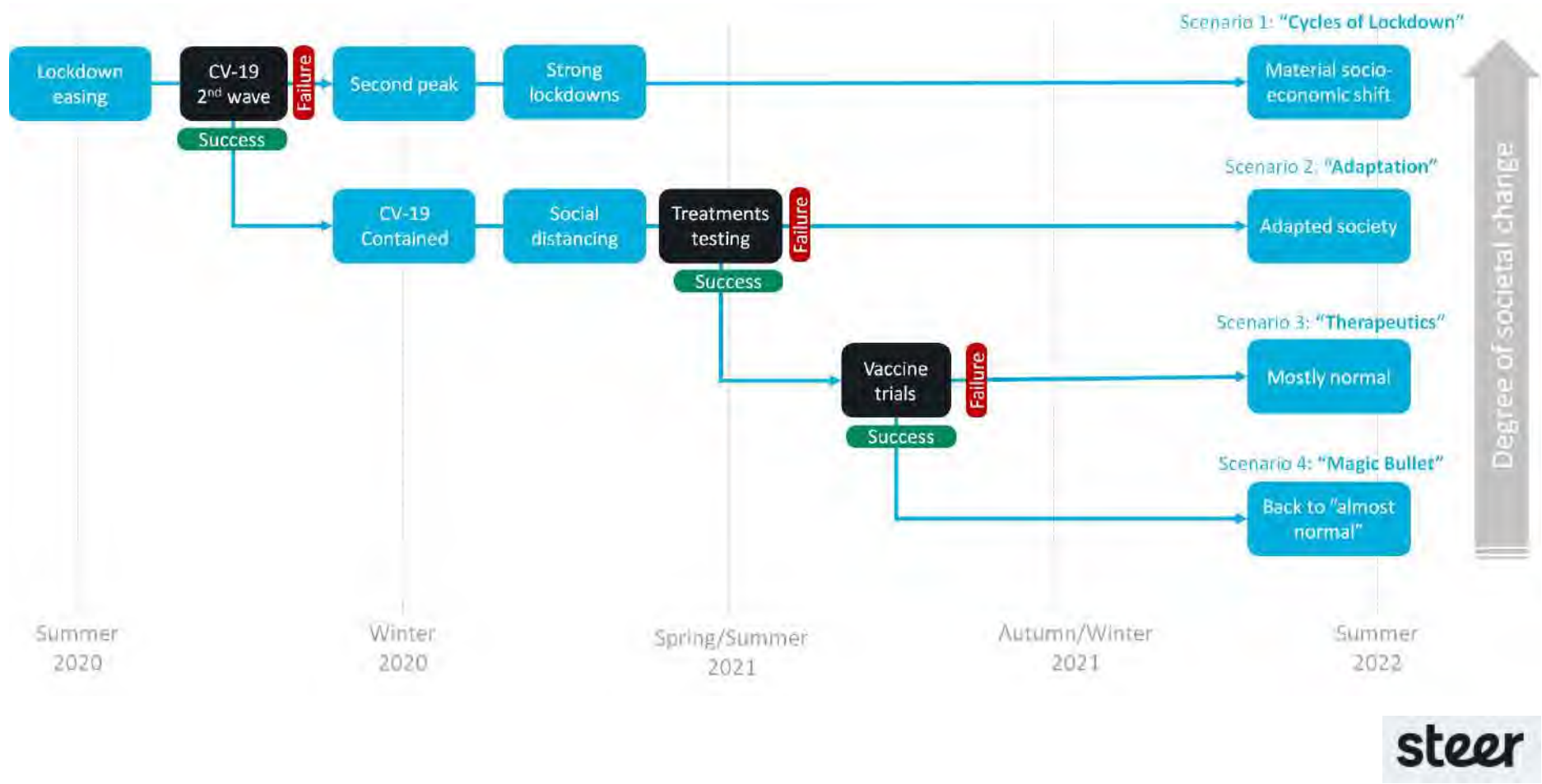
4.2 Members of the Shadow Partnership Board are recommended to note the progress with this work which is due to be completed at the end of July 2020 and the content of the presentation on progress, which will be given at the meeting.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 1 – Four potential scenarios following the lifting of lockdown



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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Developing a Transport Strategy for the South East**

Purpose of report: **To agree the final version of the Transport Strategy for the South East**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note the further amendments that have been made to the strategy;**
 - (2) Note the outcomes of the approval processes that have been pursued by Hampshire County Council and Kent County Council; and**
 - (3) Agree the final version of the transport strategy and integrated sustainability appraisal, subject to the subsequent endorsement of Kent County Council and Hampshire County Council.**
-

1. Introduction

1.1 On 23 April 2020, a draft final version of the Transport Strategy for the South East and its accompanying integrated sustainability appraisal, were presented the Shadow Partnership Board. Members of the Board agreed to the proposed changes presented at that meeting and also identified a number of additional amendments that they wished to see. In addition, both Hampshire and Kent County Councils wished to seek the formal agreement of their authorities before giving final approval to the transport strategy and its supporting integrated sustainability appraisal. The purpose of this report is to seek approval for the final version of the transport strategy and integrated sustainability appraisal.

2. Amendments to the draft transport strategy

2.1 At the Shadow Partnership Board meeting on 23 April 2020, members of the Shadow Partnership Board identified a number of additional amendments that they wished to see to the transport strategy. These included the need to strengthen the text relating to the potential impact of the Covid-19 pandemic on the transport strategy and a number of other minor amendments.

2.2 Although the draft final strategy makes reference to the potential impacts of Covid-19 on future travel behaviour, members of the Board felt that more clarity was needed on exactly how these impacts would be taken into account during the

forthcoming area studies. Following the Shadow Partnership Board meeting, technical work has been initiated to identify the potential impacts the Covid-19 pandemic could have on travel behaviour in the South East over the next four to five years. Paper 2 on the agenda provides a progress update on that work. Additional text has been added to the final version of the transport strategy to refer to this further technical work, the results of which will be fed into the forthcoming area studies.

2.3 The members of the Shadow Partnership Board also identified a number of other additional amendments that they wished to see added to the final version of the strategy. These included a request that reference is made to Reading's Air Quality Action Plan in the list of authorities having such arrangements in place. A request was also made that references to "the Medway towns" in the strategy be amended to refer to "Medway".

2.4 Following the Shadow Partnership Board Meeting on 23 April the amendments set out above have been made. The strategy document has also been intensively proof-read which has identified the need for additional minor corrections to be made. These minor corrections were approved by the Lead Officer and the Chair of the Shadow Partnership Board under the delegated authority given to them for this purpose at the last Board meeting.

2.5 A final version of the transport strategy document is contained in Appendix 1, with a final version of the integrated sustainability appraisal contained in Appendix 2. Copies of the appendices to the integrated sustainability report are available on request. Members of the Shadow Partnership Board are recommended to agree both of these documents. A high level summary of the transport strategy has also been produced for use during communication and engagement activities. This is presented under Paper 8 on the agenda.

3. Constituent authority approvals

3.1 All of the constituent authorities submitted responses to the three month public consultation on the transport strategy that ran from October 2019 to January 2020. The individual comments received have been incorporated into the final version of the strategy, as appropriate. In addition, both Hampshire and Kent County Councils wished to give their authority's approval to the final version of the strategy. Hampshire County Council sought the approval of their Cabinet on 14 July 2020 and of their full County Council on 16 July 2020. Kent County Council are also seeking their authority's approval. It is proposed that the Leader of the Council makes a decision to approve the transport strategy. However, due to the call in protocol for scrutiny, this decision will not be implementable until 17 July 2020. Should the Shadow Partnership Board agree the final version of the transport strategy, this will still be subject to the endorsement of both Kent and Hampshire County Councils.

4. Next steps

4.1 Should the Shadow Partnership Board agree the transport strategy, the intention is to submit it to central government alongside our proposal to government for statutory status. Further information about the campaign plan for the summer and autumn period to support this activity is set out in Paper 8.

5. Conclusions and recommendations

5.1 Following the Shadow Partnership Board meeting on 23 April 2020, further amendments have been made to the strategy to take account of the comments received. The main change is to refer to the additional work that has been initiated to try and anticipate the possible effects of the Covid-19 pandemic on travel behaviour, which will feed into the forthcoming area studies. The Shadow Partnership Board are recommended to agree the transport strategy and integrated sustainability appraisal, subject to the endorsement of Kent County Council and Hampshire County Council.

RUPERT CLUBB

Lead Officer

Transport for the South East

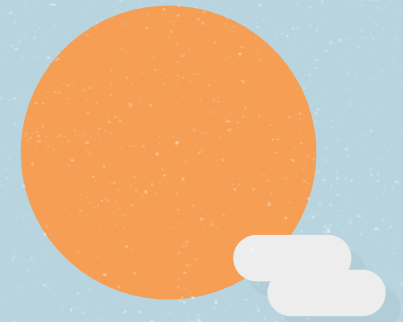
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Transport Strategy for the South East



Page 29



Appendix 1



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Foreword



Cllr Keith Glazier
Chair, Transport for the South East

I'm incredibly proud to present our Transport Strategy for the South East, which sets out, for the first time, a shared vision for the South East and how a better integrated and more sustainable transport network can help us achieve it.

At the time of writing, in the midst of an unprecedented public health emergency, the future is uncertain for us all. But one thing we do know is that this crisis will pass and, when it does, thoughts will quickly turn to how best we can support people, businesses and communities in our region to recover and thrive once more. That's why it's so important that organisations like Transport for the South East continue with their work and maintain the focus on long-term positive change, even during these tough times.

We know that investment in better transport will be vital for the South East's economic recovery and we know that a prosperous, better connected South East will be vital for the UK's economic recovery. The publication of this strategy marks the next step in the development of Transport for the South East, which has quickly emerged as a powerful and effective partnership for our region. Speaking with one voice on the South East's strategic transport needs, our partnership of civic and business leaders has been able to directly influence how, where and when investment takes place in our roads, railways and other transport infrastructure.

By setting out our thirty-year vision for the region and the strategic goals and priorities which underpin it, this document provides a clear framework for future decision-making which will help us create a more productive, healthier, happier and more sustainable South East. Better for people, better for business and better for the environment.

We already have the second largest regional economy in the UK, second only to London. Our strategy would help the South East's economy more than double over the next thirty years, providing new jobs, new homes and new opportunities – all supported by a modern, integrated transport network. A prosperous, confident South East where people want to live, work, study, visit and do business.

We are clear that it cannot be growth at any cost and that new approaches are needed to achieve our vision. Transport is the single biggest contributor to UK greenhouse gas emissions and the majority of those come from private cars. And transport is the only sector whose contribution continues to grow while others reduce theirs. That needs to change.

The first step on this journey is a simple one; we must make better use of what we already have. Our road and rail networks in the South East may be congested but we know that, in the short-term, targeted investment to relieve pinch-points alongside new technology like digital railway signalling are the best and most effective ways to address short-term capacity and connectivity challenges.

Beyond that, the strategy is clear that catering for forecast road traffic growth in the long term is not sustainable – so we must turn our focus towards large-scale investment in public transport. This shift has become even more important in

recent months, with people advised to avoid public transport where possible. When they return, the service on offer to them and to the new users we need to attract must be the best it can possibly be.

We need to ensure that new and emerging technology is used to its full potential to boost physical and digital connectivity. We need to make the case for policy changes which enable more joined up planning, particularly between transport and housing, to help build more sustainable communities.

And we know we will need to make some tough decisions about how, not if, we manage demand on the busiest parts of our transport networks as we cannot continue to simply build our way to growth.

This is a thirty-year strategy. The changes we want to see will not all happen overnight, and, in some instances, there are policy challenges and other hurdles which stand in our way – not least the unprecedented impact of the Coronavirus pandemic which has touched so many lives and caused far-reaching economic hardship. But I am confident in the ability of our partnership to make the case for doing things differently as we look forward, together, to a brighter future.

I'm also convinced that some of the biggest issues we face in our communities – improving air quality, investing in better public transport, supporting the switch to green vehicles, encouraging active travel and more sustainable employment and housing growth – require a bigger picture view. That's why Transport for the South

East is so important, bringing together local authorities, local enterprise partnerships and organisations like Network Rail and Highways England to plan for the future we have chosen.

This strategy was published in draft in October 2019 and since then we have carried out an extensive programme of consultation. More than 3,000 responses were received as part of that process, providing valuable insight into the needs and priorities of people, businesses and other organisations across the South East and beyond.

Our challenge now is to use this strategy to develop something which has never before existed – an integrated, prioritised, deliverable, strategic transport investment programme for the South East which will enable us to achieve our collective vision.

If we get this right, the prize is huge – for government, for taxpayers, for businesses and for everyone who lives and works in the South East.



Cllr Keith Glazier
Chair, Transport for the South East

Executive Summary

Introduction

This document is the Transport Strategy for the South East. It has been prepared by Transport for the South East, the sub-national transport body for the South East of England (see **Figure i**), with the support of its 16 constituent local transport Authorities, 5 local enterprise partnerships, 46 district and borough councils and wider key stakeholders.

Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.

In economic terms, we have identified the potential to grow the number of jobs in the region from 3.3 million today to 4.2 million and increase productivity from £183 billion to between £450 and £500 billion Gross Value Added a year by 2050. This is almost 500,000 more jobs and at least £50 billion more per year than without investing in the opportunities identified within the transport strategy.

The publication of this strategy in summer 2020 has coincided with the Covid-19 global pandemic. We recognise that changes to the way we live, work and do business as a result of coronavirus are likely to have an impact on travel behaviour and demand for travel. In the short term, these changes could go some way to helping to achieve the strategic priorities set out in this transport strategy but, given the level of modal shift required to achieve our vision for 2050, significant challenges are likely to remain that will require strategic intervention.

Further technical work will be undertaken to identify the potential short term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into the five area and thematic studies, which will follow on from this transport strategy and feed into the forthcoming Strategic Investment Plan, will need to reflect on and take account of the potential impact of any changes to the economy and wider society. These changes may not be immediately apparent – and it may be some time before the 'new normal' establishes itself – but Transport for the South East remains committed to achieving our vision of a better, more productive and more sustainable South East and this strategy provides the framework to get there.

Figure i The Transport for the South East area



Overarching approach – planning for people and places

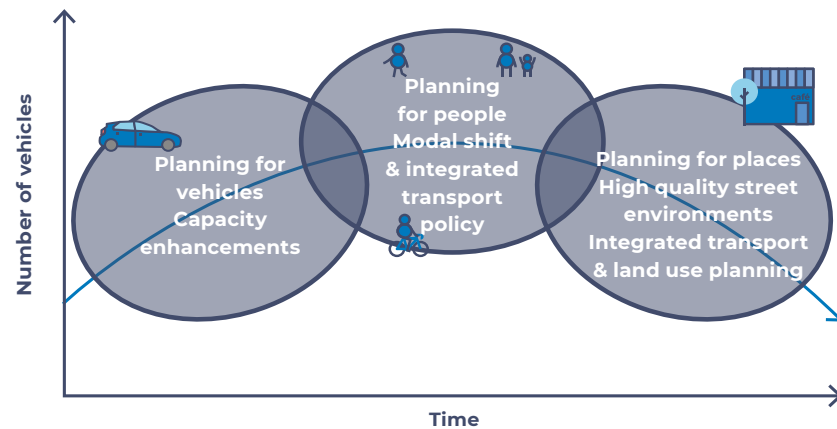
This transport strategy presents a shift away from traditional approaches of transport planning – one based on planning for a future based on recent trends and forecasts – to an approach of actively choosing a preferred future and setting out a plan to get there, together.

The traditional approach, one that is akin to ‘**planning for vehicles**’ with extensive highway capacity enhancements for cars, is not sustainable in the longer term. Instead, there needs to be a transition from the current focus towards more ‘**planning for people**’ and more ‘**planning for places**’ (see **Figure ii**).

The transport strategy has utilised modelling to understand how and where the transport network will see future strain. However, instead of simply expanding the network where strain will be most acute, the transport strategy sets out how this congestion could be alleviated by investing in attractive public transport alternatives and developing integrated land use planning policies to reduce the need to travel, adopting emerging transport technologies, and implementing more significant demand management policies (e.g. paying for the mobility consumed on a ‘pay as you go’ basis using pricing mechanisms and tariff structures across modes to incentivise those using all vehicle types to travel at less busy times or by more sustainable modes).

Currently, many parts of the South East are in the first stage of the process focussed on ‘planning for vehicles’, however, every place is different and there are exemplars that we can learn from here in the South East as well as, around the UK and internationally that are in the second and third stages. If we are to achieve our 2050 vision, every effort must be made to ensure the transition towards planning for people and planning for places.

Figure ii Evolution of Transport Planning policy



Our Vision

Vision Statement

Transport for the South East's vision is:

The vision statement forms the basis of the strategic goals and priorities that underpin it. These goals and priorities help to translate the vision into more targeted and tangible actions.

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

Strategic Goals

The strategic goals, aligned to the pillars of sustainability, are:



Economy: improve productivity and attract investment to grow our economy and better compete in the global marketplace.

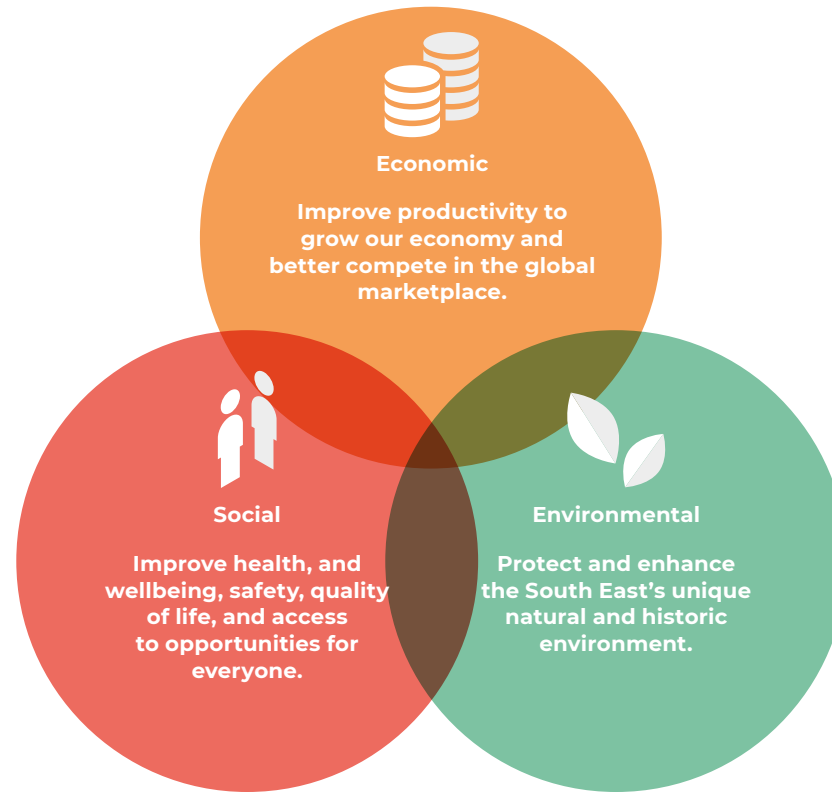


Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.



Environment: protect and enhance the South East's unique natural and historic environment.

Figure iii Strategic Goals



The interrelationship between these three pillars of sustainability is shown in **Figure iii**. This transport strategy aims to balance these three pillars to achieve overall sustainability, represented by the point where the three pillars interconnect at the centre of **Figure iii**.

Strategic Priorities

Beneath each of the strategic goals lies a set of fifteen strategic priorities. These priorities narrow the scope of the goals to mechanisms and outcomes that will be most important to effectively deliver its vision. They are designed to be narrow enough to give clear direction but also broad enough to meet multiple goals.

The Strategic priorities are as follows:

Economic priorities:

- Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.
- More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.
- A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.
- A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.
- A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.

Social priorities:

- A network that promotes active travel and active lifestyles to improve our health and wellbeing.
- Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.
- An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.
- A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport.
- A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.

Environmental priorities:

- A reduction in carbon emissions to net zero by 2050 at the latest, to minimise the contribution of transport and travel to climate change.
- A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.
- A transport network that protects and enhances our natural, built and historic environments.
- Use of the principle of 'biodiversity net gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives.
- Minimisation of transport's consumption of resources and energy.

The lists above show each of the strategic priorities grouped beneath the strategic goals. This is useful for organising the principles and makes it easier to understand broadly where these priorities are focussed. In reality, many of the strategic priorities support more than one of the goals.

Key principles for achieving our vision

Transport for the South East has developed a framework that applies a set of principles to identify strategic issues and opportunities in the South East, in order to help achieve the vision of the transport strategy.

Supporting economic growth, but not at any cost

Economic growth, if properly managed, can significantly improve quality of life and wellbeing. However, without careful management, unconstrained economic growth can have damaging consequences or side-effects. This transport strategy strongly supports sustainable economic growth which seeks to achieve a balance with social and environmental outcomes.

Achieving environmental sustainability

Transport for the South East strongly believes that the South East must reach a point where future economic growth is decoupled from damaging environmental consequences. Attractive, sustainable alternatives to the car and road freight must be provided, coupled with demand management policies. Land use planning and transport planning (along with planning for digital and power technologies) must also become more closely integrated.

Planning for successful places

This transport strategy envisages a South East where villages, towns and cities thrive as successful places, where

people can live and work with the highest quality of life. Transport networks that simply aim to provide the most efficient means of moving along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally.

The best way to ensure that this occurs is to develop a transport network that considers both 'place' and 'link' functions. Some parts of the transport network are designed to fulfil 'link' roles while other parts contribute more to a sense of 'place' (or both).

Putting the user at the heart of the transport system

This transport strategy envisages a transport network – particularly a local public transport network – that places both passenger and freight users at the heart of it.

This approach seeks to understand why people make journeys and why they choose between different modes, routes, and times to travel. It also seeks to understand the whole-journey experience, from origin to destination rather than just a part of the whole journey.

This principle highlights the need for much better integration between modes. This is not just limited to physical interchanges (which are undoubtedly needed), but also integration in timetables, ticketing and fares, and information sharing.

Planning Regionally for the Short, Medium and Long Term

This transport strategy seeks to build on the excellent work of Transport for the South East's constituent authorities and other planning authorities in the South East. The transport strategy builds on transport plans set out by local transport authorities, local plans issued by local planning authorities, and the strategic economic plans and local industrial strategies created by local enterprise partnerships.

This transport strategy adopts a larger scale perspective that looks across the South East area focussing on cross-boundary journeys, corridors, major economic hubs, issues and opportunities. As far as possible, it also seeks to align with the ambitions of the Greater London Authority and Transport for London, and other neighbouring sub-national transport bodies.

This transport strategy also adopts a multi-modal approach. It views corridors as being served by different types and levels of infrastructure, from the Strategic Road Network to first and last mile, from intercity rail services through to rural bus operations. This transport strategy does not differentiate its approach to the future development of infrastructure based on how this infrastructure is currently managed. Transport for the South East views the transport system as a holistic system, while acknowledging key interdependencies and interfaces between different owners and actors.

Our Strategy

The strategy applies the **principles** above to six **journey types** to help identify key **challenges** and gives an initial indication of the types of measures that will be needed to address them. These challenges, and the **responses** to them, will be explored further through a programme of subsequent area and thematic studies. The outputs from these studies will be fed into a Strategic Investment Plan setting out our short, medium, and longer-term scheme priorities.



Radial journeys

Challenges

- Slow journey times to North East Kent, Maidstone and stations on the Reading – Waterloo line
- Poor A21/London to Hastings Line rail corridor connectivity
- Crowding on many rail routes, particularly on the Brighton Main Line and South Western Main Line, and particular issues with reliability and resilience on the Brighton Main Line
- Constraints on road corridors passing through urban areas (e.g. A3)

Responses

- Improve connectivity to Maidstone, North Kent, Reading – Waterloo and Hastings corridors
- Provide capacity on corridors such as the Brighton Main Line and South Western Main Line rail corridors
- Improve the resilience of the Strategic Road Network
- Extend radial route public transport (e.g. Crossrail)
- Reduce human exposure to noise and poor air quality on radial corridors



Orbital and coastal journeys

Challenges

- M25 congestion
- Few long-distance orbital rail services
- Multiple issues and challenges on M27/A27/A259/Coastway Line rail corridor
- Connectivity gaps in mid Sussex/ Gatwick area
- Constraints on road corridors that pass through urban areas

Responses

- Holistic demand management initiatives that address road congestion while avoiding displacement effects from one part of the network to another
- Electrification and bi-mode rolling stock on orbital rail routes
- Enhancements where orbital rail routes cross radial rail routes
- Reinstate cross country services to the east of Guildford
- Build consensus on a way forward for M27/A27/A259 corridor
- Reduce people's exposure to major orbital roads



Inter-urban journeys

Challenges

- Some routes fall below standard
- Bus services face competition and congestion from car trips and reduced financial support
- Gaps in rail routes on inter-urban corridors
- Road safety hotspots

Responses

- Support schemes proposed and prioritised locally for government's National Roads Fund for the Roads Investment Plan (2020 – 2025), Large Local Major Schemes, and for the Major Road Network
- Increase support for inter-urban bus services
- Deliver better inter-urban rail connectivity



Local journeys

Challenges

- Conflicts between different road user types
- Poor air quality in some urban areas and along some corridors
- Poor integration in some areas

- Pressure on bus services, particularly in rural areas
- Affordability of public transport
- Lack of alternatives to the car in rural areas

Responses

- Invest in infrastructure and subsidies for high quality public transport
- Improve air quality
- Prioritise vulnerable users, especially pedestrians and cyclists, over motorists
- Develop better integrated transport hubs
- Improve the management of the supply and cost of car parking in urban areas
- Advocate for a real-terms reduction in public transport fares



International gateways and freight journeys

Challenges

- The potential impact on surface transport networks from the proposed expansion of Heathrow Airport
- Access to Port of Dover
- Access to Port of Southampton (and proposed expansion)
- Dartford Crossing congestion

- Rail freight mode share is relatively low
- Freight disrupted by congestion on many strategic road corridors
- A shortage of lorry parking and driver welfare facilities
- Difficulties decarbonising heavy goods vehicles
- The UK leaving the European Union (i.e. "Brexit")

Responses

- Further investment in improved public transport access to Heathrow
- Improved road and rail access to international ports
- Lower Thames Crossing
- Demand management policies to improve the efficiency of the transport network for road freight and to invest in sustainable alternatives
- Rail freight schemes
- New technologies
- Develop a Freight Strategy and Action Plan



Future journeys

Challenges

- Gaps in electric and digital infrastructure
- Risk that some parts of the South East will be 'left behind'
- Risk that new technologies may undermine walking, cycling and public transport
- Risk that new technologies may lead to further fragmentation
- Alternative fuel vehicles will not solve congestion

Responses

- Future proof electric and digital infrastructure (standards, etc)
- Incorporate 'mobility as a service' into public transport networks
- Encourage consistency in roll out of smart ticketing systems
- Develop a Future Mobility Strategy for the South East

Implementation

Priorities for investment

In the course of developing the strategy, a wide range of partners and stakeholders have been asked for their priorities for schemes and interventions across the South East. The priorities for interventions and suggested timescales identified by partners and stakeholders are as follows:

- Changing traffic flow patterns of the road network means there will always be a need for localised **highway schemes** to address issues that will continue to arise. New roads, improvements or extensions of existing ones should be prioritised in the short term but become a lower priority in the longer term. Highways schemes should target port access, major development opportunities, and deprived communities.
- **Railway schemes** are a high priority across all timelines – Brighton Main Line upgrades are prioritised for the short term, while new Crossrail lines are a longer-term goal.
- **Interchanges** are a high priority across all timelines where these facilitate multi modal journeys and create opportunities for accessible development.
- **Urban transit schemes** (e.g. Bus Rapid Transit and Light Rail Transit schemes, where appropriate for the urban areas they serve) are high priority and generally medium to long-term.
- **Public transport access to airports** is a high priority and, in the case of Heathrow Airport, must be delivered alongside any airport expansion.
- **Road and public transport access to ports** is also high priority and improvements are prioritised for delivery in the short-term.
- **Technology and innovation in transport technology** – vehicle, fuel and digital technologies – is supported, however the widespread roll-out of some beneficial technologies may only be realised in the medium to long-term.
- **Planning policy interventions** are relatively high priority and short-term.
- **More significant demand management policy interventions** are a longer-term goal.

Funding and financing

Funding sources and financing arrangements are an important consideration in the development of an implementation plan for schemes and interventions identified in the transport strategy.

A Funding and Financing Report has been developed that explores potential funding mechanisms for schemes and interventions. Multiple sources of funding and financing will be required to deliver the transport strategy.

Public finance is likely to remain the key source of funding for highway and railway infrastructure in the near future. Looking further ahead, in order to manage demand and invest in sustainable transport alternatives, new funding models will need to be pursued. This could include funding models, such as hypothecated transport charging schemes, as a means of both managing demand in a 'pay as you go' model or as part of a 'mobility as a service' package.

Monitoring and evaluation

A mechanism for monitoring delivery of prioritised interventions, as well as evaluating outcomes related to the strategic goals and priorities, will be developed as part of the area studies.

Governance

Transport for the South East has put in place governance arrangements that will enable the development, oversight, and delivery of the transport strategy.

Powers and Functions

Transport for the South East proposes to become a statutory sub-national transport body and take on the 'general functions' of a sub-national transport body, as set out in legislation.

There are also a number of additional powers being sought relating to rail planning, highway investment programmes and construction, capital grants for public transport, bus provision, smart and integrated ticketing, and Clean Air Zones.

The powers which are additional to the general functions relating to sub-national transport bodies will be requested in a way that means they will operate concurrently and with the consent of the constituent authorities.

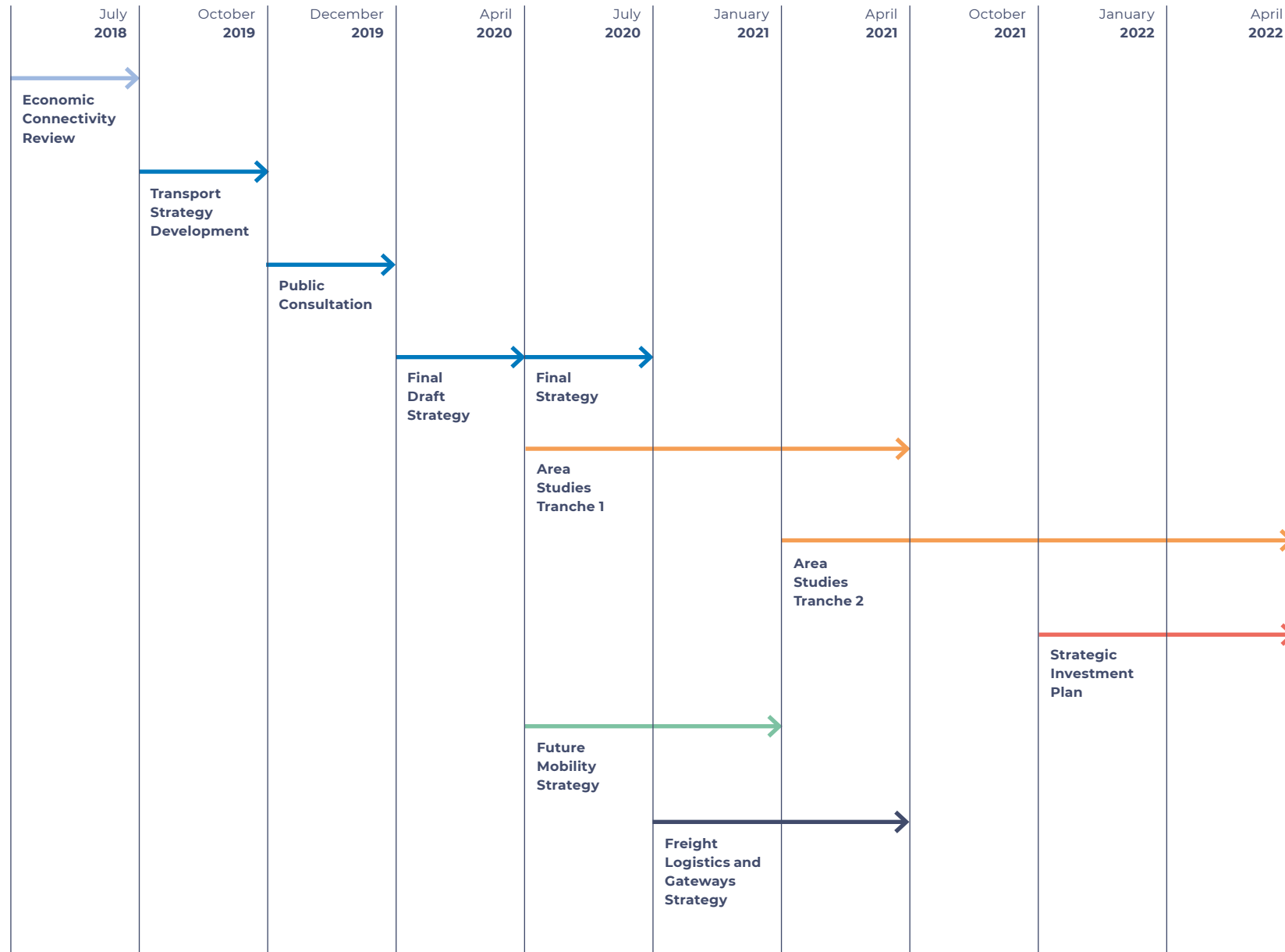
The proposal for general and additional powers were consulted upon between 7 May 2019 and 31 July 2019, concurrently to the development of the draft transport strategy.

Next steps

The route map for the next stages of the development of the transport strategy, including further studies to inform the development of the Strategic Investment Plan, is shown in **Figure iv**.

Five area studies will be undertaken to identify the measures that will be needed to implement this transport strategy and achieve its vision. These studies will identify the specific schemes and policy initiatives that will be required in different parts of the Transport for the South East area. They will include an assessment of the potential impact of these measures in reducing carbon emissions and the potential short-term impacts of the Covid-19 pandemic on travel behaviour, employment pattern and the economy in the South East. In addition, two thematic studies will be undertaken to identify the specific role of these two areas in achieving the vision: one on freight and international gateways, and a second on future mobility. The outputs from these area and thematic studies will be fed into a Strategic Investment Plan setting out our short, medium, and longer-term scheme priorities.

Figure iv Transport Strategy Route Map





Chapter 1

Context

Page 47



A Transport Strategy for South East England

Introduction

- 1.1** This document is the Transport Strategy for South East England¹. It has been prepared by Transport for the South East, the sub-national transport body for the South East of England, with the support of its 16 constituent local transport authorities, 5 local enterprise partnerships, 46 district and borough councils and wider key stakeholders.
- 1.2** The publication of this strategy, in summer 2020, has coincided with the Covid-19 global pandemic. It is recognised that changes to the way we live, work and do business, as a result of coronavirus, are likely to have an impact on travel behaviour and demand for travel. In the short term, these changes could go some way to helping to achieve the strategic priorities set out in this transport strategy but, given the level of modal shift required to achieve our vision for 2050, significant challenges are likely to remain that will require strategic intervention.
- 1.3** Further technical work will be undertaken to identify the potential short term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into the area and thematic studies that will follow on from this transport strategy. It may be some time before the 'new normal' establishes itself – but Transport for the South East remains committed

to achieving our vision of a better, more productive and more sustainable South East. This Strategy provides the framework to get there.

- 1.4** This transport strategy is supported by a significant body of evidence, much of which is published alongside this document. These documents include:
- Draft Transport Strategy for the South East: Consultation Report
 - Strategic Policy Context;
 - The Relationship between the South East and London;
 - Potential Impacts of Brexit;
 - Scenario Forecasting Summary Report;
 - Scenario Forecasting Technical Report;
 - Funding and Financing Options;
 - Priorities for Investment Report
 - Integrated Sustainability Appraisal;
 - Logistics and Gateway Review;
 - Smart and Integrated Ticketing Options Study; and
 - Future of Mobility Study Report.
- 1.5** Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the South East area more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.

¹ The authorities represented by Transport for the South East are outlined in Section 2 (**Paragraph 2.5**). It should be noted that this definition of South East England excludes Buckinghamshire, Milton Keynes, and Oxfordshire (which are often included in the statistical region "South East").

² The legislation governing Sub-national Transport Bodies is set out in the Cities and Local Government Devolution Act (2016), which amended the Local Transport Act (2008).

- 1.6** Transport for the South East aspires to be a positive agent of change. It seeks to amplify and enhance the excellent work of its constituent authorities, local enterprise partnerships, transport operators and stakeholders in its geography. It embraces new ways of doing things and seeks a more integrated approach to policy development. It aims to present a coherent, regional vision and set of priorities to central government, investors, operators, businesses, residents and other key influencers.

The purpose of this transport strategy

- 1.7** One of the key roles of a sub-national transport body, as set out in the Local Transport Act 2008 (as amended)², is to outline how it will deliver sustainable economic growth across the area it serves, whilst taking account of the social and environmental impacts of the proposals outlined in the strategy. This transport strategy represents a major step in the process of determining which policies, initiatives and schemes should be priorities for delivering sustainable growth across the South East area.
- 1.8** This transport strategy outlines a shared vision for the South East. It expands this vision into three strategic goals that represent the three core pillars of sustainable development – economy, environment and society – and it then describes the priorities and initiatives that will help achieve its vision. This will help guide future policy development

and investment decisions in the short, medium, and long term. This transport strategy will be followed by five area studies that will identify the interventions needed to deliver the strategy. Further details about the area studies are provided in Chapter 5.

This is our Transport Strategy for the South East – speaking with one voice to improve transport, travel, and mobility for everybody in our region.

How this transport strategy was developed

Working in partnership locally, regionally, and nationally

- 1.9** Transport for the South East started its mission to create a common vision for the South East in 2017 by establishing robust governance procedures and regular channels of communication with its partners and key stakeholders. A diagram showing the relationship between Transport for the South East and its key partners is shown in **Figure 1.1**. Key in this regard has been the involvement of the Transport Forum which consists of representatives from businesses, transport operators, borough and district councils, local economic partnerships and user groups. Throughout 2019, Transport for the South East held a number of workshops and meetings with its partners and stakeholders at each step of the transport strategy's development. This engagement has been invaluable in identifying the key issues, challenges and opportunities that have been reflected in the development of the transport strategy.
- 1.10** The transport strategy has been designed to complement and build on national, regional, and local policies and strategies. A diagram showing the relationship between this document and the other key documents produced by government, national agencies, local transport authorities, local economic partnerships and district and borough authorities is shown in **Figure 1.2**. At the same time, this transport strategy

seeks to influence the direction of these national, regional and local policies and strategies as many of them will be critical in ensuring the vision set out in this strategy will be achieved.

Building on the Economic Connectivity Review

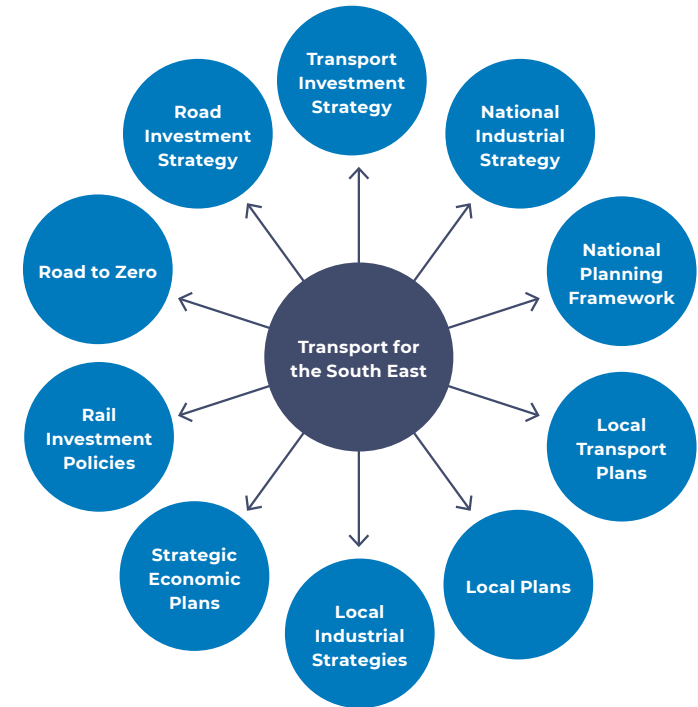
- 1.11** This transport strategy builds upon the evidence and analysis conducted in the Economic Connectivity Review for the South East. This study provided a detailed analysis of the underlying socioeconomic conditions in the South East. It identified 22 key corridors where the evidence suggests economic investment in transport infrastructure should be focussed to generate maximum future return. The analysis in the review, and the information which it provided, has been carried forward into this transport strategy.
- 1.12** The Economic Connectivity Review highlighted the potential of the South East to grow its economy to a value of approximately £500 billion in Gross Value Added terms³ (from a current day value of £183 billion). It should be stressed that this potential represents a theoretical outcome based on unconstrained growth with minimal environmental constraints.

³ Transport for the South East / Steer "Economic Connectivity Review" (July 2018), page 2, <https://transportforthesoutheast.org.uk/transport-strategy-draft/ecr/>, accessed August 2019.

Figure 1.1 Relationship between Transport for the South East, its partners, and its stakeholders



Figure 1.2 Relationship of this transport strategy with the wider policy and planning framework



Building on the evidence base for multi-modal corridors

1.13 This transport strategy is built upon a diverse evidence base of economic, social, environmental and transport network data. This data has been collated, interpreted and analysed from a wide range of sources and is presented in the documents listed in **paragraph 1.4**, which are published alongside the transport strategy.

1.14 The key areas explored in the evidence base are:

- corridors that are of strategic importance in the South East;
- places or major economic hubs where large amounts of future growth will be concentrated;
- places and/or supporting transport networks that are underperforming and constraining economic growth;
- modelling of possible future scenarios and their impacts on transport and travel; and
- the relationship between London and the South East.

1.15 Ultimately, the evidence base provides the analytical foundation of this strategy and ensures that the direction promoted in this document is supported by credible and appropriately referenced evidence.

1.16 Since the Economic Connectivity Review was published, the local economic partnerships have been developing their local industrial strategies which

have involved an in-depth examination of the economy of the Transport for the South East area. For the next stage of the transport strategy development, five area studies will be commissioned that will examine the key challenges and opportunities of groups of corridors in the South East area. These studies will identify a prioritised programme of interventions to feed into a Strategic Investment Plan for the South East and will take account of the latest economic analysis set out in the local industrial strategies.

Moving away from ‘predict and provide’

1.17 Traditionally, transport planning has used a ‘predict and provide’ approach to justify the need for future investment. This approach involves using existing trends to forecast future demand and congestion on the transport network to make the case for the investment needed to alleviate that congestion.

1.18 In recent years, however, there has been a significant shift in thinking away from the ‘predict and provide’ approach. There is substantial evidence to suggest that providing additional road capacity and addressing bottlenecks in the highway network has the effect of generating additional demand for the road network, thus eroding or even eliminating any expected reductions in traffic congestion⁴. Furthermore, this approach,

if followed in an unconstrained fashion, risks promoting urban sprawl, high dependency on car use, and significant degradation of the natural environment. In the long run, ‘predict and provide’ risks creating a transport network that is less efficient and damaging for the local communities and environment it passes through.

1.19 This transport strategy involves a shift towards a ‘decide and provide’ approach to transport provision. This means actively choosing a preferred future, with preferred transport outcomes as opposed to responding to existing trends and forecasts.

1.20 The transport strategy has utilised future demand modelling to understand how and where the transport network will see significant future strain. However, instead of simply expanding the network where strain will be most acute, the transport strategy sets out how this congestion could be alleviated through investing in public transport alternatives, developing integrated land use planning policies, adopting emerging transport technologies, and adopting demand management policies. The latter would involve users paying for more of their mobility they consume on a ‘pay as you go’ basis with the potential to better manage demand across the network – using pricing mechanism across all vehicular modes, including by car, van and heavy goods vehicles to incentivise travel at less busy times or by more sustainable modes.

⁴ Lyons, G. and Davidson, C. “Guidance for transport planning and policymaking in the face of an uncertain future” (June 2016), Transportation Research Part A: Policy and Practice, Volume 88, June 2016, Pages 104-116.

⁵ Jones, P. "Urban Mobility: Preparing for the Future, Learning from the Past" (2019), page 9, <https://discovery.ucl.ac.uk/id/eprint/10058850/>, accessed August 2019.

1.21 This proactive approach to transport planning will enable choices to be made about how the transport network will look in the future. For example, it will signal a shift towards making urban areas more 'people friendly' by giving the car less precedence and by providing more space for sustainable transport modes. It will also encourage investment in more sustainable modes of transport, including the rail network and potential future greener technologies.

Planning for people and places

1.22 As discussed above, traditional transport planning has tended to focus on ensuring that adequate capacity is provided to accommodate future forecast demand. This approach is akin to 'planning for vehicles.' This approach is not sustainable in the longer term. Instead, there should be a shift from the current focus on 'planning for vehicles' towards 'planning for people' and, ultimately, 'planning for places.'

1.23 **Figure 1.3** shows the evolution of a transport policy process between the three different transport policy perspectives. It is based on an approach which has been developed by Professor Peter Jones of UCL through the CREATE EU Horizon 2020 and Civitas project⁵, to help policy makers cut road congestion in cities by encouraging a switch from cars to sustainable modes of transport. However, it has a wider applicability to help guide transport and land use policy development at a regional scale.

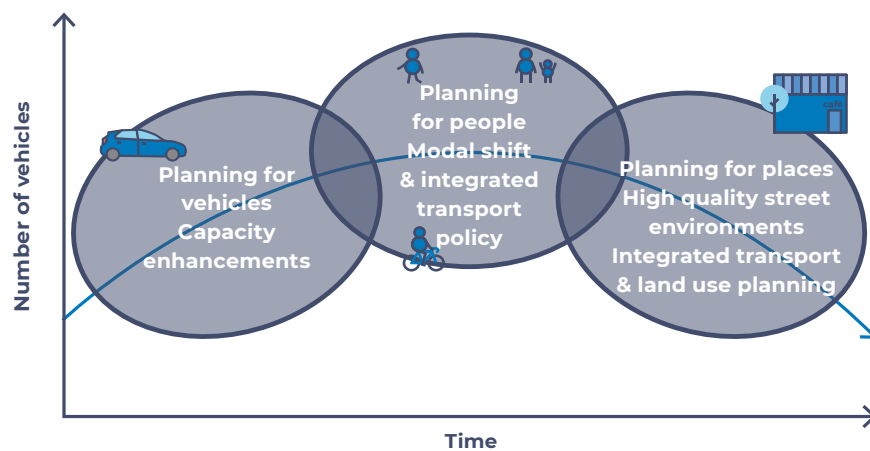
1.24 Currently, much of the South East is in the first stage of the process focussed on 'planning for vehicles.' The second stage of this process illustrated in **Figure 1.3** – 'planning for people' – is focussed on putting at its heart the needs of many different users of the transport system including pedestrians, cyclists, public transport passengers, people with reduced mobility, freight operators and car, van

and powered two-wheeler drivers. The approach seeks to achieve modal shift to ensure that forecast future demand can be managed while minimising any adverse impacts on society and the environment by encouraging greater use of more efficient and more sustainable transport modes.

1.25 The third stage – 'planning for places' – goes further by encouraging integrated transport and land use planning to deliver spatial planning policies that both encourage sustainable travel choices but also minimise the need to travel at all (or, at the very least, minimise the need to travel far). Although planning for people and places is already underway in some areas of the South East, there needs to be a shift in emphasis towards these approaches, as soon as possible.

1.26 Planning for vehicles may well continue in the short term and even in the longer term there will be a continued need for some targeted road schemes that will improve highway capacity to address local congestion hot spots and enable bus priority measures to be introduced. Planning for people is a principle that is embedded in many of the Local Transport Plans administered by the local transport authorities. Whilst there are a number of examples where good progress has been made, more will need to be done to ensure that the needs of transport users are put at the heart of the transport system.

Figure 1.3 Evolution of Transport Planning policy



1.27 Planning for places requires effective and close integration of transport planning with spatial planning policy across the South East. Whilst this is likely to be challenging, it will be essential to ensure a lower level of additional travel demand is generated by new developments. Planning for places, which requires integration with long term planning policy, may be a longer-term goal but every effort must be made to start the process of moving towards this approach as soon as possible.

1.28 Updates to the current system for appraising transport schemes will be required to ensure it reflects this shift in emphasis, enabling their wider societal and environmental benefits to be included in the decision-making process.

Developing scenarios for different versions of the future in 2050

1.29 The Economic Connectivity Review presented a projection for the economic potential for the South East. However, this was a theoretical 'maximum' that assumes minimal environmental constraints and is likely to result in unacceptable levels of environmental degradation. So, in order to develop a credible and more desirable vision of the future, Transport for the South East explored how different political, economic, social, technological and environmental trends might evolve to create different versions of the future in 2050. This was achieved by exploring

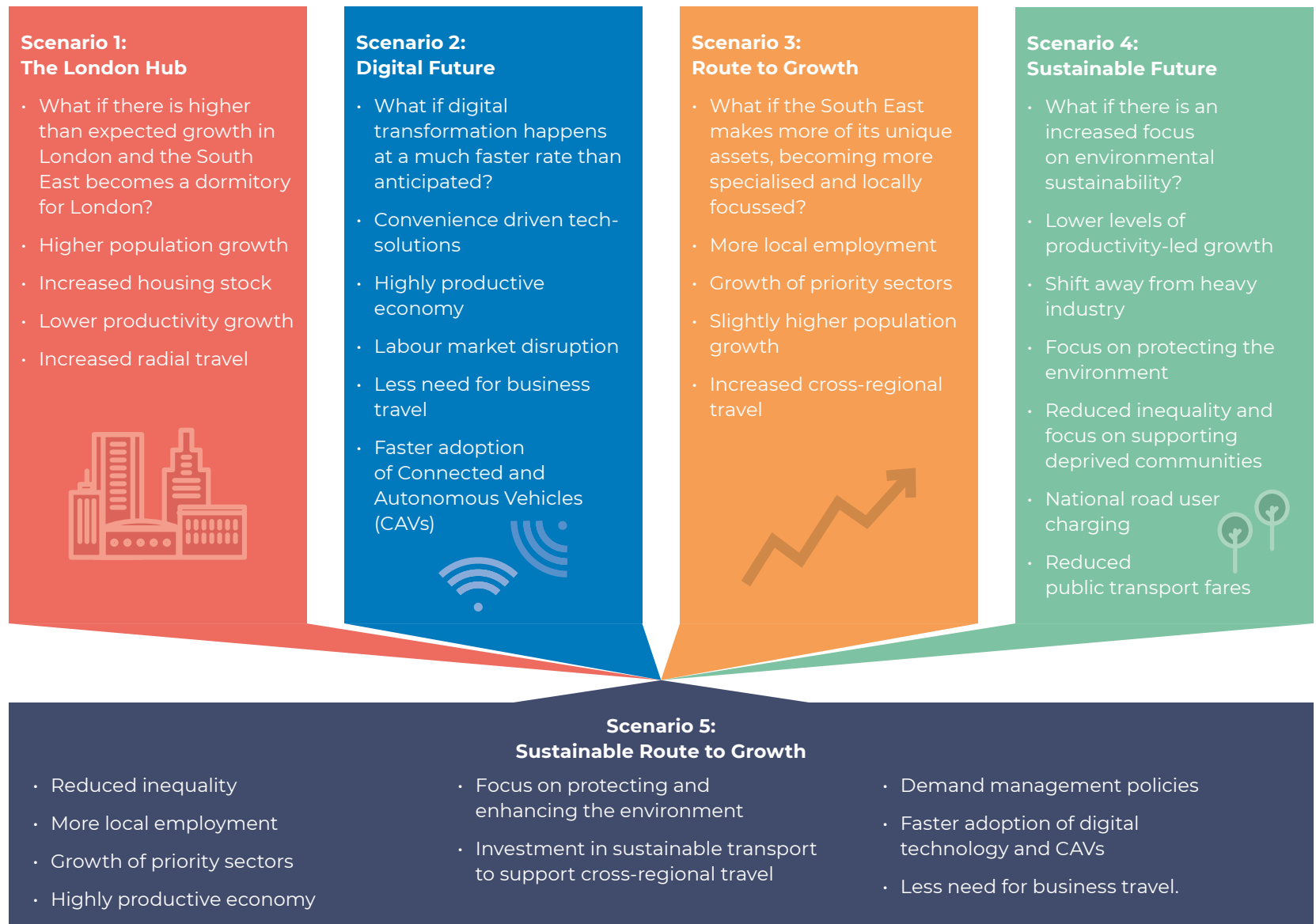
how four future scenarios might affect the development of the South East's economy, population and transport outcomes. Further details about the scenario forecasting work undertaken in support of the development of this transport strategy is provided in the "Scenario Forecasting Summary Report" and "Scenario Forecasting Technical Report"⁶. The four scenarios for 2050 were developed by combining 'axes of uncertainty', which describe the plausible outcomes of uncertain trends. These trends included the rate of adoption of emerging technology, changes in attitudes towards the environment, and the development of target business and industrial sectors in the economy. Each scenario was modelled using a land use and transport model. The outcomes of modelling each scenario were compared to a 'central case', which was developed by modelling the impacts of the Department for Transport's National Trip End Model on the South East's economy and transport networks. A description of the four scenarios that were developed and tested is provided in **Figure 1.4**. The key outputs generated by these scenarios are shown in **Table 1.1**.

1.30 The outputs of the modelling derived from the four scenarios were presented to a wide range of partners and key stakeholders. These stakeholders were asked to provide their feedback on each of the scenarios and identify elements that they felt were most plausible and

desirable. The elements that were deemed by Transport for the South East's partners and stakeholders to be most desirable for the future were then drawn together to build a vision of a 'preferred future' – "A Sustainable Route to Growth".

⁶ Transport for the South East "Scenario Forecasting Summary Report" and "Scenario Forecasting Technical Report" (both October 2019)

Figure 1.4 Summary of the scenarios developed for this transport strategy



1.31 The key features of the Sustainable Route to Growth scenario are:

- The South East is less dependent on London and has developed successful economic hubs within its own geography, which provide high-quality, high-skilled jobs for residents. This in turn creates a future where GVA per capita is significantly higher than it is today.
- The benefits of emerging technology have been harnessed in an equitable way to improve the accessibility of the South East area without undermining the integrity of its transport networks. This also has the effect of boosting economic growth while minimising transport’s impact on the natural and built environment.
- Concern for the environment has led to the widespread adoption of sustainable policies and practices, including integrated land-use and transport planning, as well as targeted demand management measures including users paying for more of their mobility on a ‘pay as you go’ basis, with bus and rail fares having been reduced in real terms in the longer term. This will result in a shift away from the private car towards more sustainable travel modes. There is a reduced need to travel (or, at least, the need to travel far) and this ultimately delivers a cleaner, safer environment for residents.

1.32 As **Table 1.1** shows, the Sustainable Route to Growth outputs produce strong, regionally-led economic growth akin to the results yielded by the Route to Growth scenario but deliver this growth in a more environmentally sustainable manner, more aligned to the Sustainable Future scenario. This scenario delivers the second highest growth in GVA of all the scenarios (including the central case). The modelling of this scenario generated some results that run against the vision and objectives for this strategy. For example, some model runs indicated there could be a relative decline in walking and cycling. Further work will be undertaken as part of the development of the forthcoming area studies to ensure measures are identified that will mitigate these unwanted outcomes.

Table 1.1: Summary of Scenario Modelling Results

Scenario	GVA (2050)	GVA Growth	Trips (2050)	Trips Growth
Central Case (based on DfT forecasts)	£399bn	118%	23.9m	15%
The London Hub	£430bn	136%	26.6m	28%
Digital Future	£411bn	125%	24.2m	16%
Our Route to Growth	£481bn	164%	26.4m	27%
Sustainable Future	£404bn	121%	23.1m	11%
Sustainable Route to Growth	£458bn	151%	24.8m	19%

1.33 This process has allowed Transport for the South East to develop a vision for 2050 that is forward looking, that accommodates and reflects the views of stakeholders, and that delivers a desired future for the South East’s businesses, residents and visitors⁷. Further information about the methodology that was used to develop these future scenarios and model their impacts is contained in the “Scenario Forecasting Technical Report”.

1.34 Moving forward, the outputs from the modelling work will be used to guide the five area studies. Key modelling outputs on housing population, jobs, GVA, transport CO2 emissions, traffic and passenger flows for future years will be used to identify the interventions needed to ensure the preferred future will be delivered.

Prioritising initiatives

1.35 Transport for the South East worked with a wide group of stakeholders to identify their initial priorities for investment over the short, medium, and long term. The types of schemes that emerged as highest priority, that are best placed to deliver optimal outcomes (economic, social and environmental), and that best align with the Sustainable Route to Growth scenario are presented in this strategy. This work will be taken forward in subsequent area studies, which will identify specific schemes and interventions needed to deliver the transport strategy.

⁷ Transport for the South East “Scenario Forecasting Technical Report” (October 2019).

⁸ Transport for the South East "Draft Transport Strategy for the South East: Consultation report" (March 2020).

Undertaking an Integrated Sustainability Appraisal

- 1.36** Alongside the development of the transport strategy, Transport for the South East commissioned Steer and WSP to prepare an Integrated Sustainability Appraisal. This document examined the potential impacts this transport strategy could have on a wide range of sustainable development indicators, including economic, social, and environmental aspects. These include, but are not limited to, health, equality of access to opportunities, and community safety. This document has been published alongside the transport strategy and was subject to public consultation in parallel with the transport strategy.

Holding a public consultation

- 1.37** A public consultation exercise was undertaken on this transport strategy over a thirteen-week period between October 2019 and January 2020. The purpose of the consultation was to seek the views of a wide range of stakeholders on the transport strategy. The aim was to ensure buy-in to the vision for the future set out in the transport strategy. The transport strategy, Integrated Sustainability Appraisal, and supporting evidence were made available to the public and all statutory consultees along with a consultation questionnaire. The consultation exercise was publicised online, in the press and on social media. The online information for the public

consultation was supplemented by a series of engagement events arranged to serve different groups of stakeholders.

- 1.38** At the end of the consultation period, Transport for the South East produced a consultation report on the transport strategy that summarised an analysis of the responses⁸.

The final transport strategy

- 1.39** Following consideration of all feedback, Transport for the South East revised the transport strategy and published a final version in summer 2020. The transport strategy will be complemented by five area studies which will identify and prioritise the specific interventions required across the South East. The outputs from these area studies will be fed into a Strategic Investment Plan setting out the short, medium, and longer-term scheme priorities. Transport for the South East will then shift focus towards implementation, which is described in more detail in Chapter 5.

Conclusions

In this chapter we have set out the context to the Transport Strategy for the South East and described how we have worked with partners and stakeholders to develop this transport strategy. In the next chapter, the key characteristics of the South East area are highlighted and some of the challenges it currently faces are described. In addition, the national, regional and local policy frameworks that currently govern and influence transport and planning policy in the South East area are described.



Chapter 2

Our Area

Page 59



Introduction

Introduction

- 2.1 The South East is a diverse area with different environmental, social and economic challenges and opportunities. These influence the way we travel and create their own transport challenges, while also influencing the potential for improvements to our connectivity and accessibility.
- 2.2 This chapter introduces the South East area¹ and summarises its characteristics, challenges and opportunities. It starts by describing the economic, social, and environmental characteristics of the South East area. It then explores the relationship between the South East and the rest of the United Kingdom, including London. It goes on to set out the policy context of this transport strategy and summarises the current transport corridors and patterns of movement in the South East area. This is followed by a description of the challenges facing the transport network, future opportunities, and conclusions to be considered in the strategy.

Introducing the Transport for the South East area

- 2.3 The area covered by Transport for the South East comprises the counties and unitary authorities that make up the south east corner of Great Britain. The South East area extends from the Thames Valley and the New Forest in the west to the white cliffs of Dover in the east and from the Isle of Wight up to the southern boundary of Greater London. It is home to approximately 7.5 million residents². The most populated boroughs and districts in the South East (as defined by local authority population) are Brighton and Hove (289,000), Medway (276,000), Southampton (254,000) and Portsmouth (215,000). The largest built-up areas in the South East, which cut across borough and district boundaries, are South Hampshire (855,000), Brighton and Hove (just under 475,000) and Reading (318,000)³. A map showing the constituent authorities within the Transport for the South East area is provided in **Figure 2.1**.
- 2.4 The Transport for the South East area has several of the United Kingdom's largest international gateways including the Port of Dover, the Port of Southampton, Eurotunnel and Gatwick Airport. Heathrow Airport lies just on the boundary of the Transport for the South East area. A map showing the key population centres, international gateways and transport networks in the Transport for the South East area is provided in **Figure 2.2**.




¹ The authorities represented by Transport for the South East are outlined in Section 2 (**Paragraph 2.5**). It should be noted that this definition of South East England excludes Buckinghamshire, Milton Keynes, and Oxfordshire (which are often included in the statistical region "South East").

² Office for National Statistics "Population Estimates" (2016), <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates>, accessed August 2019.

³ Office for National Statistics, "2011 Census - Built-up areas" (2013) <http://www.nomisweb.co.uk/articles/747.aspx>, accessed June 2020. This data is less reliable than the Local Authority District population data and is therefore not used in the remainder of this document.

Figure 2.1 The Transport for the South East area

Highest productivity in the UK outside London


-  7.6 million people
-  4.3 million jobs
-  368,000 businesses



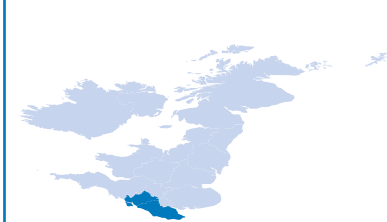
Driving the UK economy

A Gross Value Add (GVA) of £183 billion which is forecast to grow



 Backing high growth sectors could deliver £450 billion GVA and an additional 474,000 jobs

Gateway to UK trade



Over 48 million air passengers – 16% of UK total

76 million tonnes of port freight – 16% of UK total



Figure 2.2 Key population centres, international gateways and transport corridors in the Transport for the South East area



Base map data © OpenStreetMap contributors, Contains OS data © Crown copyright and database right (2019), Cartography by Steer 2019.

- 2.5** The Transport for the South East area encompasses 16 local transport authorities, as outlined below.
- Six unitary authorities in Berkshire represented through the Berkshire Local Transport Body; Slough Borough Council; Royal Borough of Windsor and Maidenhead Council; Reading Borough Council; Bracknell Forest Borough Council; Wokingham Borough Council; and West Berkshire Council.
 - Brighton & Hove City Council;
 - East Sussex County Council;
 - Hampshire County Council;
 - Isle of Wight Council;
 - Kent County Council;
 - Medway Council;
 - Portsmouth City Council;
 - Southampton City Council;
 - Surrey County Council; and
 - West Sussex County Council.
- 2.6** Several of these authorities are county councils, which operate a two-tiered system of local government. In these areas local spatial planning policies are determined by borough and district councils.
- 2.7** There are also five local enterprise partnerships in the South East area, which lead economic planning in their respective areas:
- Berkshire Thames Valley;
 - Coast to Capital;
 - Enterprise M3;
 - South East; and
 - Solent.
- 2.8** The Transport for the South East area includes the South Downs and New Forest National Parks, which work to their own spatial planning policies and governance arrangements, as well as several protected landscapes, coastlines and built areas.
- 2.9** The remainder of this chapter describes the South East area's economic, social and environmental characteristics and challenges. It then sets out the broader policy framework underpinning the transport strategy and describes the key transport corridors and patterns in the South East area. This chapter also describes the South East area's relationship with the rest of the country (and London), and explores key issues and opportunities affecting its transport networks.

Key characteristics of the South East area

Economic characteristics and challenges

- 2.10** The South East is a powerful motor of the national economy. It adds £183 billion a year to the UK economy⁴. It is home to over 7.5 million people (9% of the UK total)⁵, four million workers (13% of the UK workforce)⁶, and 320,000 companies⁷. It is also home to national and world-leading universities (six in the UK Top 50 and world's top 350)⁸ and research centres which support a wide range of disciplines and sectors. The key economic characteristics of the Transport for the South East area are shown in **Figure 2.1**.
- 2.11** The South East is a relatively prosperous region. It has the second highest GVA per capita of all the UK regions and nations (second only to London)⁹. The average employment rate is also relatively high at 77%, above the UK average of 74%¹⁰. However, there are significant disparities in wealth and deprivation across the South East area. Many coastal communities in particular contain areas with high levels of deprivation. Spending per head on transport infrastructure in the South East is lower than that experienced in other regions¹¹.
- 2.12** The Economic Connectivity Review, published by Transport for the South East in July 2018, provided an overarching view of the South East area's current economic geography, its economic potential up to 2050, and the role of strategic transport interventions in achieving this potential.

- 2.13** The review identified the role of strategic transport connectivity in enabling economic growth through:
- improving business to business connectivity;
 - improving access to international gateways;
 - growing labour market catchments;
 - enabling development; and,
 - supporting deprived communities.
- 2.14** The Economic Connectivity Review identified the key priority industrial sectors of the South East, which are shown in **Figure 2.3**. These are sectors in the South East that:
- have national and international competitive advantage;
 - are knowledge-intensive;
 - have identified relationships with higher education and research and innovation bodies; and
 - are forecast to grow.
- 2.15** A significant level of housing and employment development is planned for the South East area, but this development is not distributed evenly across the South East area.

¹¹ HM Treasury "Country and Regional Analysis" (2018) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/759560/Country_and_Regional_Analysis_November_2018_rvsd.pdf (Table B1.0), accessed May 2020.

⁴ Cambridge Econometrics "Local Economic Forecasting Model" (2017).

⁵ Office for National Statistics "Population Estimates" (2016), <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates>, accessed August 2019.

⁶ Cambridge Econometrics "Local Economic Forecasting Model" (2017).

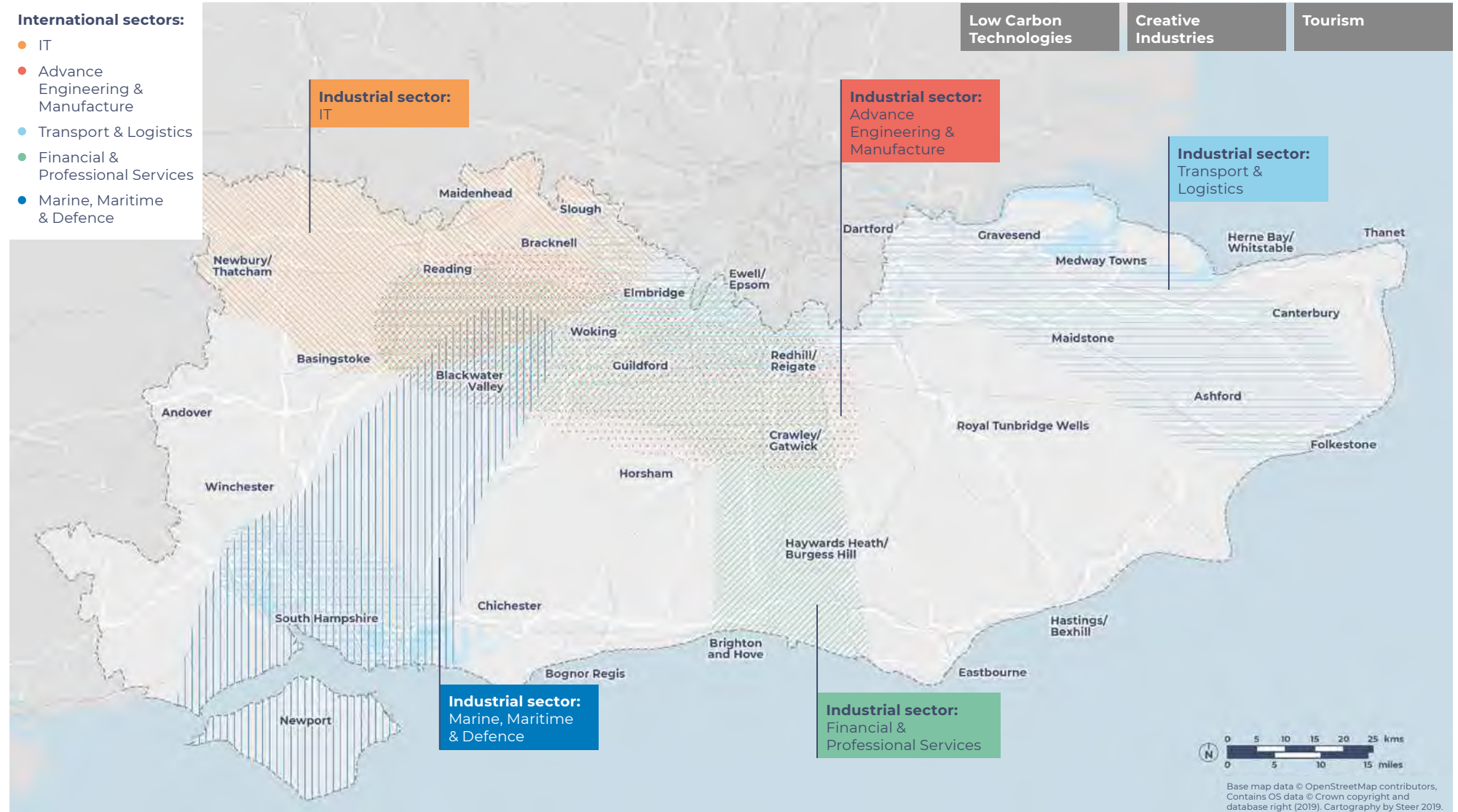
⁷ Office for National Statistics "Enterprise/local units by Industry and GB Local Authority Districts (including UK total)" (2016), <https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/ukbusinessactivitysizeandlocation>, accessed September 2019.

⁸ UKUni "UK University Rankings" (2019), <https://www.ukuni.net/uk-ranking/overall>, <https://www.timeshighereducation.com/world-university-rankings/2020/world-ranking>, accessed August 2019.

⁹ Office for national Statistics "Regional economic activity by GVA" (2018) <https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017>, accessed August 2019.

¹⁰ Office for National Statistics "Business Register and Employment Survey" (2016).

Figure 2.3 Priority industrial sectors in the South East area



2.16 As shown in **Figure 2.4**, particularly high levels of housing development are planned for North Kent, the Thames Valley, and along the south coast. Employment development, on the other hand, will be more geographically concentrated than future housing development. As **Figure 2.5** shows, future job growth will likely occur in the urban areas around Brighton and Hove, Southampton, Portsmouth, Gatwick Airport, and the Thames Valley. This presents a significant transport challenge as many people will be living and working in different places, which means the future transport network may need to provide for longer distance commuter trips within the South East area.

2.17 As part of the development of the five area studies, the economic data used in the Economic Connectivity Review will be reviewed and updated, including consideration of the evidence base that all the local enterprise partnerships have produced to inform their local industrial strategies. This will allow an updated set of economic priorities to be developed for each of the areas under study, demonstrating how this strategy and five area studies can help ensure that the TfSE area will maximise its contribution to UK productivity, and build on its distinctive strengths to economically position the area for the future.

Social characteristics and challenges

2.18 The social geography of the South East is varied. The South East area is home to some of the most prosperous and productive areas of the country, but also contains significant areas of deprivation. The overall distribution of deprivation in the South East relative to other areas of England is shown in **Figure 2.6**. This appears to show a relationship between poor connectivity and higher levels of deprivation. For example, some of the least deprived areas of the South East are found around Guildford, the Blackwater Valley, Woking and Bracknell. These areas are economically productive and benefit from good connectivity to London, where there is a concentration of highly paid jobs. In contrast, many coastal communities, which are less well connected to London and other key economic hubs, have significantly higher levels of deprivation than the England average.

2.19 While there appears to be a relationship between transport connectivity and prosperity, there are also some anomalies in the South East area. The areas around Medway and the Thames Estuary, for example, are relatively well connected to London yet have relatively high levels of deprivation. This may be due to characteristics of the local economies of these areas, which are still adjusting to structural changes in the national economy since deindustrialisation in

the 1980s. It also may be because this high-level connectivity has only recently been unlocked by the launch of domestic high-speed rail services in 2009 and the impact of these services may not yet be showing in deprivation data. Either way, this example shows that, while transport connectivity is important for minimising the likelihood of deprivation, there are clearly other key factors which have a role to play. It should be noted that all the economic hubs in the South East area have some deprived areas, including those that are perceived to be relatively prosperous.

Environmental characteristics and challenges

2.20 The South East has a varied and highly valued natural environment. Significant parts of the South East area are designated as National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest. The South East area also has a long coastline. A map showing the location of key protected landscapes in the South East area is provided in **Figure 2.7**. The environmental assets of the South East help make the area an attractive place to live, work and visit, and they also make an important contribution to its economy. The future development of the South East area and its transport network will need to be managed to minimise any potential adverse impact and where possible enhance these natural assets.

¹² Office for National Statistics "UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017" (2019) <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>, accessed August 2019.

¹³ Department for Business, Energy and Industrial Strategy "UK Greenhouse Gas Emissions, Provisional Figures (2018), https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/790626/2018-provisional-emissions-statistics-report.pdf, accessed August 2019.

¹⁴ Department for Transport "Decarbonising transport: setting the challenge" (2020), <https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan>, accessed May 2020.

2.21 The South East area faces several significant environmental challenges in the future. As shown in **Figure 2.8**, there is a significant number of Air Quality Management Areas in place across the South East area. These areas have been established to improve air quality and reduce the harmful impact of Nitrogen Oxides (NOx), Sulphur Oxides (SOx), and particulates on human health and the natural environment. A number of the local authorities in the Transport for the South East area including Brighton and Hove City Council, the Royal Borough of Windsor and Maidenhead, Reading, Chichester District Council and Sevenoaks District Council, have Air Quality Action Plans in place to address the air quality issues in their areas. In addition, the Government has mandated a number of local authorities, including Southampton City Council and Portsmouth City Council, to produce Air Quality Action Plans. Transport – particularly road transport – is one of the largest contributors to poor air quality in the South East area. Transport therefore has a significant role to play in improving air quality.

2.22 Noise pollution is also a significant issue, particularly for communities located close to the Strategic Road Network. As **Figure 2.9** shows, noise pollution is particularly high on the busiest road corridors of the South East area, notably around the M25. This map also shows the Noise Important Areas which are

'hotspots' of transport noise from both road and rail identified by the Department for Environment, Food and Rural Affairs.

2.23 The South East also has a significant role to play in tackling climate change. Today, the South East accounts for 12% of the United Kingdom's greenhouse gas emissions¹². In 2018, transport accounted for a third of the United Kingdom's greenhouse gas emissions¹³. Most of the South East's local authorities have declared 'climate emergencies' and there is evidence of increasing support from politicians and residents for transport policies and interventions that help mitigate climate change and protect and enhance the natural environment. A number have identified target dates by which they aim to achieve net zero carbon emissions, some with targets dates before 2050. In some instances, these target dates relate just to the buildings and services managed by the authority but in others they also relate to the geographical area under their jurisdiction.

2.24 The differing characteristics of the local authority areas within the Transport for the South East area means that the current levels of carbon emissions, their available carbon budgets and trajectories to net zero carbon emissions will vary. Some authorities have the ability and the ambition to move forward at a faster pace. In view of this, the strategic environmental priority relating to

decarbonisation set out in this transport strategy is to reduce carbon emissions to net zero by 2050 at the latest. In March 2020 the government published 'Decarbonising transport: setting the challenge'¹⁴ and is due to publish its Transport Decarbonisation Plan before the end of 2020. This strategic priority will be kept under review and will be updated as appropriate. An assessment will take place of the carbon reduction impact of the interventions that are identified as part of the five area studies. This will include:

- establishing a baseline for the existing level of carbon emissions from surface transport to, from and within the Transport for the South East area and area study geographies;
- enabling a trajectory towards a net zero position by 2050 to be identified;
- identifying the contribution of the interventions identified as part of the area studies; and
- assessing the residual requirement to achieve net zero position by 2050.

1.25 In conclusion, the South East's future transport strategy must seek to balance economic and social needs with the environmental constraints and challenges outlined above.

Figure 2.4 Housing growth forecast in the South East area



Figure 2.5 Employment growth forecast in the South East area

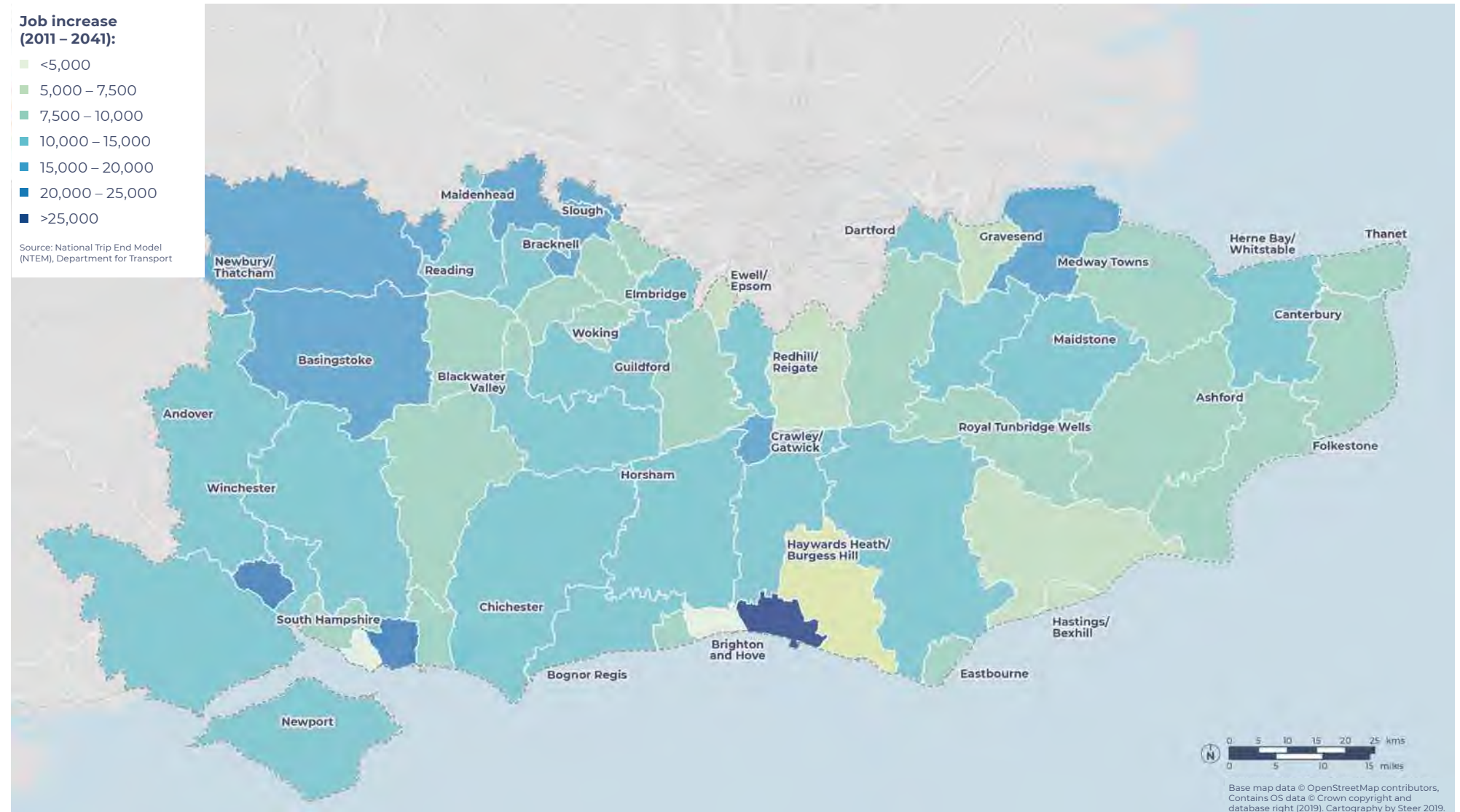


Figure 2.6 Deprived areas and journey times to London in the South East area

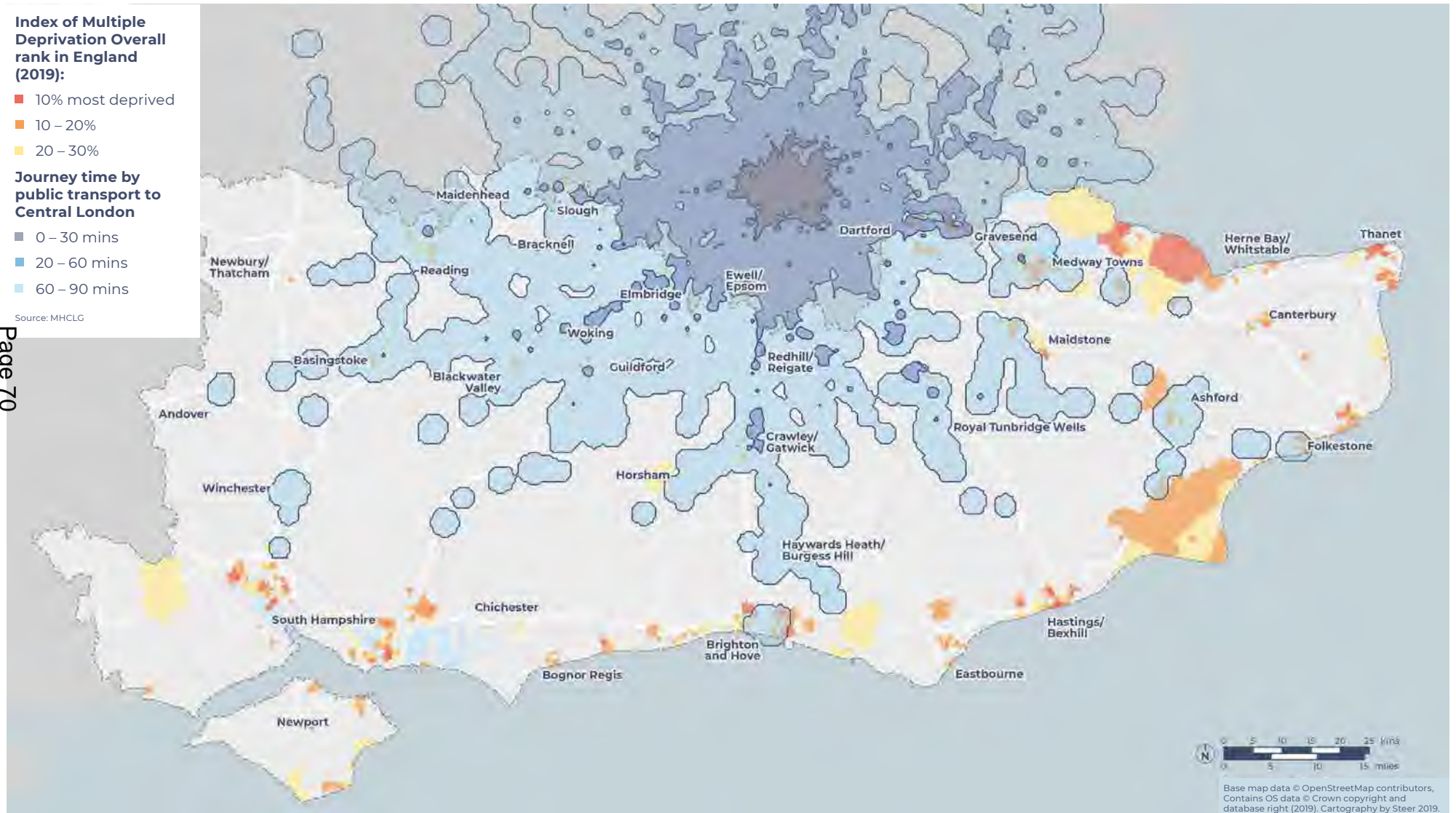


Figure 2.7 Protected landscapes in the South East area

- AONB
- National Park

Source: Natural England

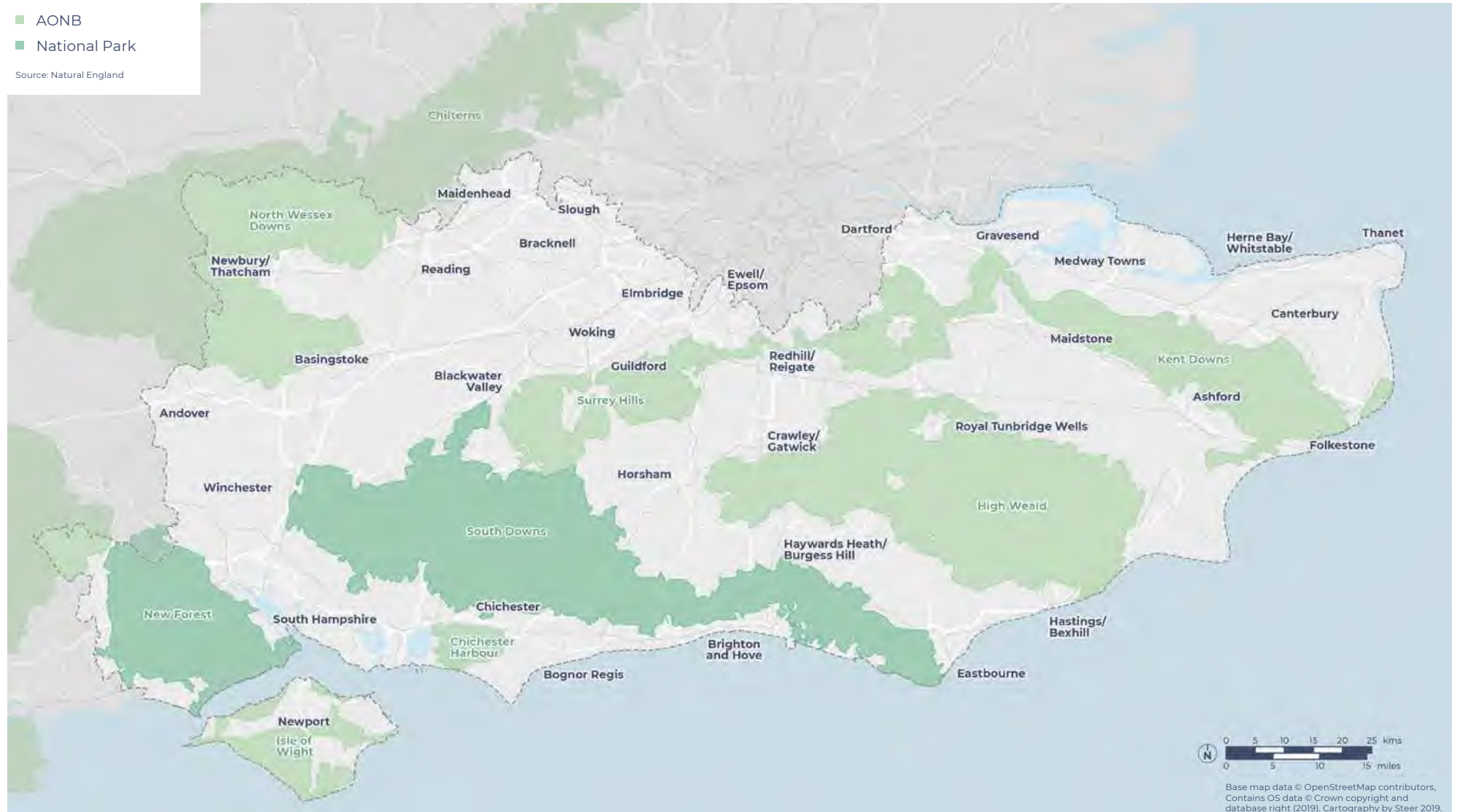


Figure 2.8 Air Quality Management Areas in the South East area



Figure 2.9 Road noise pollution in the South East area



The South East's relationship with the rest of the UK

The gateway to the British Isles

2.26 The South East is crucial to the UK economy and is the nation's major international gateway for people and business. The Transport for the South East area has several of the United Kingdom's largest international gateways including the Port of Dover, the Port of Southampton, Eurotunnel and Gatwick Airport. Heathrow Airport is positioned just on the boundary of the Transport for the South East area. Half of all freight passing through Dover travels on to other parts of the country. Southampton sees £71 billion of international trade each year and is the principal port for the automotive industry, while Portsmouth handles two million passengers a year. More than 120 million air passengers a year use Gatwick, Southampton and Heathrow airports. The role of these international gateways was examined in more detail in the Freight Logistics and Gateway Review that was undertaken as part of the development of this transport strategy¹⁵.

2.27 It is estimated that approximately 10% of trips in the South East area start or finish outside the South East and London¹⁶. The South East's geographical position as the closest part of the British Isles to continental Europe means it has a unique role as the gateway to the United Kingdom. Significant business, freight and tourist flows pass through the South East area to reach London, the rest of the United Kingdom (and Ireland).

2.28 Much processing of freight in the UK occurs in the "Golden Triangle" – an area in the Midlands where there is a particularly high concentration of national distribution centres (where freight is processed and distributed to regional networks). It is quite common for freight to arrive into the UK in the South East, be transported to the Midlands for processing, and then return to the South East for regional distribution.

¹⁵ Transport for the South East "Logistics and Gateway Review" (October 2019).

¹⁶ Transport for the South East "Scenario Forecasting Technical Report" (October 2019).

2.29 This means that the road and rail routes that connect the South East to the Midlands and North of England are particularly important for freight. The key corridors for each mode are:

- **For road:** The M3/A34/M4 between Southampton and the Midlands/West of England and the M2/ M20/M25 between Dover and the Midlands/East of England.
- **For rail:** The South Western Main Line/ Basingstoke – Reading Line between Southampton and the Midlands and High Speed 1/North Kent Line/South Eastern Main Line between Dover/ Folkestone and London. To reach the rest of the country, most rail freight from Kent needs to pass through Greater London where track capacity is scarce due to high passenger train flows.

2.30 The transport network in the South East has significant interfaces with schemes being pursued by neighbouring sub-national transport bodies. This includes the Oxford – Milton Keynes – Cambridge Expressway and East – West Rail projects that are being advanced by England's Economic Heartland. There is an important freight interface with this sub-national transport body on the A34 corridor, which connects the Port of Southampton with the Midlands and North of England. There are also important interfaces with the Western Gateway emerging sub-national transport body on the A36, A303/West of England Main Line, M4/Great Western Main Line and M25 corridors, as well as with Transport East at the Dartford Crossing.

The South East's relationship with London

A key relationship

2.31 London's contribution to the UK economy is well in excess of the contribution of other regions in the UK. However, it does not function in isolation and its economic success relies on strong transport links with towns, cities and international gateways outside of London, including many locations within the South East. The relationship between London and the South East is reflected strongly in commuting patterns between both regions. Further analysis of this relationship is provided in "The Relationship between the South East and London" Report, which is published alongside this transport strategy. Given the importance of this relationship, arrangements are in place to ensure effective liaison between Transport for the South East and both the Greater London Authority and Transport for London.

Commuting from the South East to London

2.32 The number of residents commuting into Greater London from the South East is substantial (350k)¹⁷. While this is a sizeable figure, it should be noted that it represents just 13% of commuting trips in the South East¹⁸. Most (83%) trips into central London are by rail¹⁹. Trips to outer London, on the other hand, tend to be made by car (80%)²⁰. As shown in **Figure 2.10**, the areas with the highest number of commuter journeys to London are those

that are closest to the Greater London boundary.

2.33 As the distance from London increases, the number of residents travelling to Greater London decreases. However, there are areas further from London, such as Winchester, Haywards Heath/Burgess Hill and Royal Tunbridge Wells, where a higher number of people commute to Greater London compared to their surrounding rural areas. These locations are major economic hubs, and typically have good strategic connectivity with fast journey times into London.

¹⁷ Transport for the South East / Steer "The Relationship Between the South East and London" (October 2019).

¹⁸ Ibid. page 10.

¹⁹ Ibid. page 20.

²⁰ Ibid. page 16.

²¹ London School of Economics "Impact of outwards migration on the South East" (2018), <http://www.lse.ac.uk/News/Latest-news-from-LSE/2018/01-January-2018/Ripple-effect-of-London-out-migration>, accessed August 2019.

Commuting from London to the South East

2.34 Figure 2.11 shows the number of employees commuting from Greater London to the Transport for the South East area. Over two-thirds of these trips are by car (67%). Generally, the areas within the Transport for the South East area with the highest number of employees commuting out from Greater London are located on the boundary with outer London. These include Slough, Elmbridge, Epsom/Ewell, Leatherhead, Redhill/Reigate and Dartford. However, there are clusters further from the boundary with a higher number of employees commuting out from Greater London - notably around Reading, Maidenhead, Bracknell, Blackwater Valley, Woking, Guildford, Crawley/Gatwick and Sevenoaks. These are locations where there is a concentration of economic activity sectors such as professional services, finance and IT. This may explain why these areas have high commuting levels from London.

Other Socio-economic Trends

- 2.35** In addition to commuting, there are strong socio-economic ties between the South East and London that drives significant development in housing and employment on London's periphery.
- 2.36** London is a strong attractor of talent from across the whole country, meaning most areas in the country experience a net-migration flow towards London. In the South East, however, this trend is more complex. While many people are drawn from the South East to move to the capital, a significant number of people are moving in the opposite direction in search of more affordable housing and a better quality of life. This 'ripple effect' has been attributed to tight planning constraints in building new homes in outer London²¹.
- 2.37** This trend is expected to continue for the foreseeable future as employment in London continues to grow faster than housing provision. Some targeted transport improvements – such as a Crossrail extension into Ebbsfleet – could further encourage Londoners to move to the South East and benefit from the high-quality transport links it offers.

Figure 2.10 Commuting from the South East area to Greater London

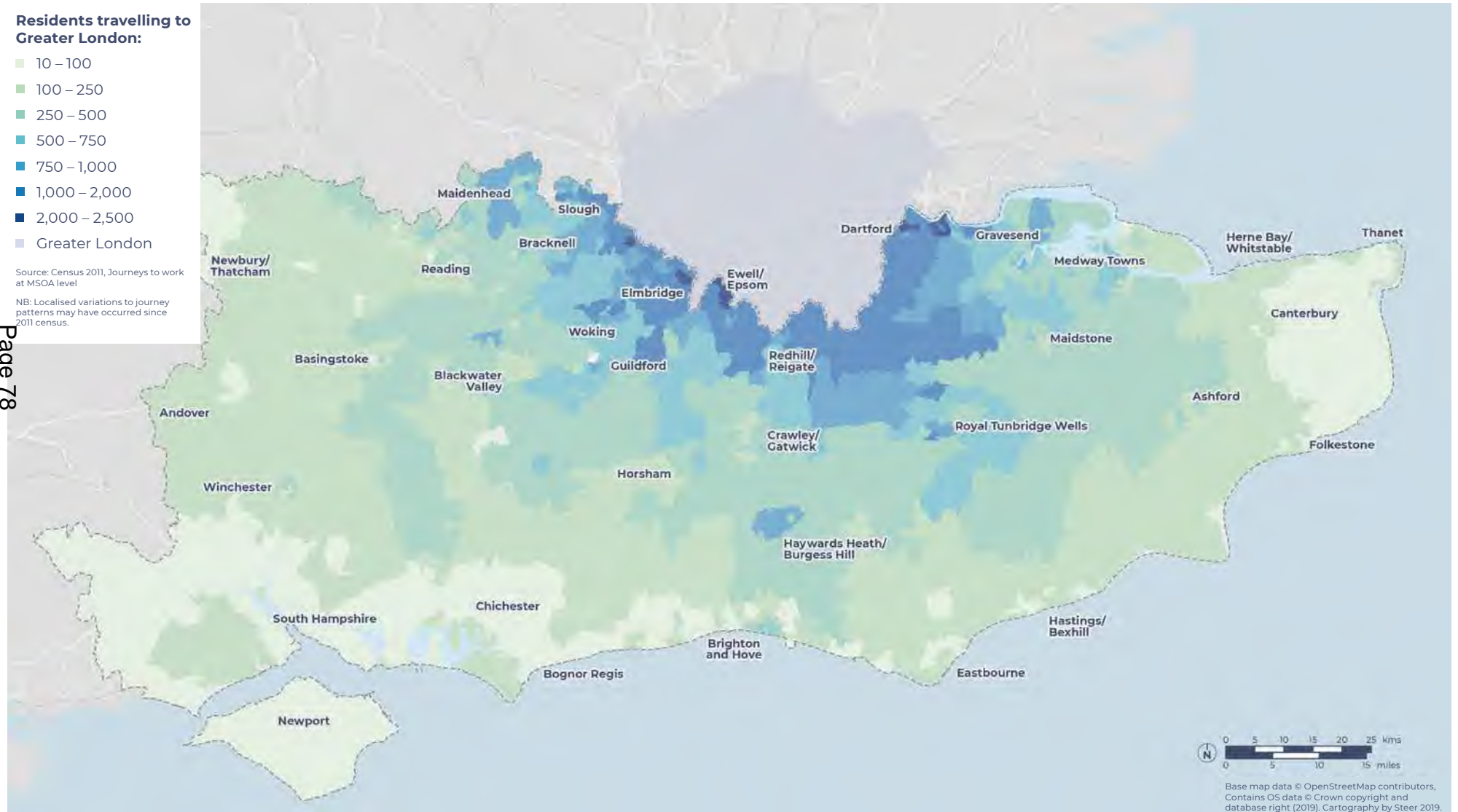
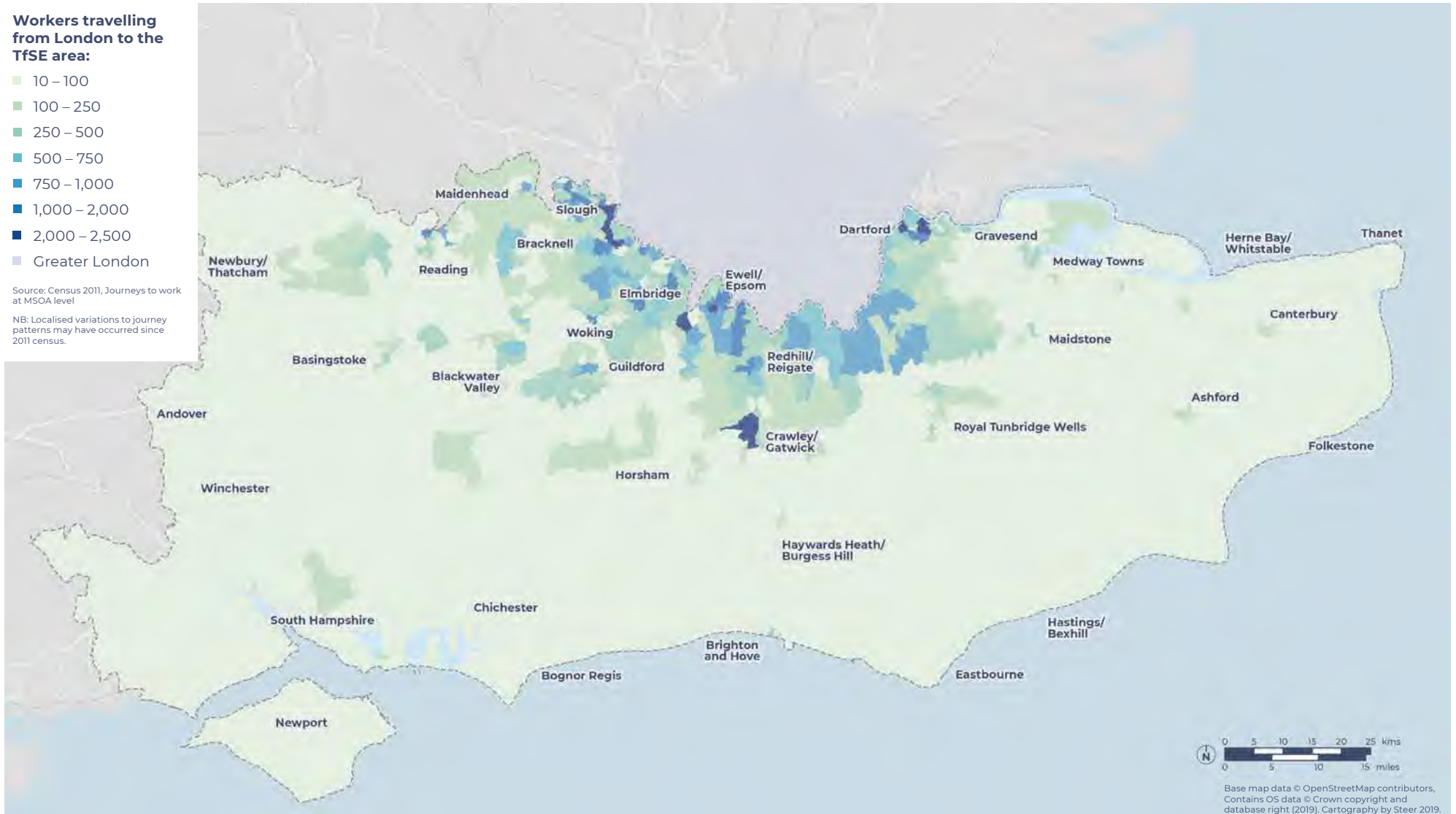


Figure 2.11 Commuting from Greater London to the South East area



Policy context

National policy context

2.38 Policy at a national level is developed by government departments and delivered by those departments, or through government agencies and arms-length bodies. A more detailed exploration of the policy context for the transport strategy is contained in the “Strategic Policy Context” Report²², which is published alongside this transport strategy. The key documents and considerations include:

National Transport Policy:

- Transport Investment Strategy (DfT, July 2017);
- The Road Investment Strategy 2 (DfT, March 2020);
- Decarbonising transport: setting the challenge (DfT, March 2020)
- Future of Mobility: Urban Strategy (DfT, March 2019).
- High-Level Output Specification for Control Period 7 (Network Rail, July 2017); and
- Long-Term Planning Process Strategy documents (Network Rail).

National Planning Policy:

- The revised National Planning Policy Framework (MHCLG, February 2019);
- The NPS for National Networks (DfT, December 2014);
- The NPS for Ports (DfT, January 2012); and
- The NPS for Airports (DfT, June 2018).

National Economic Policy:

- The Industrial Strategy White Paper (BEIS, November 2017), including consideration of Industrial Strategy Sector Deals
- Clean Growth Strategy (HM Government, October 2017)

National Environmental Policy:

- The 25-Year Environmental Plan: A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, January 2018);
- Road to Zero Strategy (DfT, July 2018);
- Air Quality Plan (DEFRA, July 2017);
- Clean Air Strategy (DEFRA, January 2019); and
- The Climate Change Act 2008 (as amended in August 2019), which sets a national target of zero net carbon emissions by 2050.

National Social Policy:

- The Housing White Paper (MHCLG, February 2017), including the Housing Infrastructure Fund;
- The Coastal Communities Fund and Coastal Revival Fund; and
- The Inclusive transport strategy (DfT, July 2018).

²²Transport for the South East “Strategic Policy Context” (October 2019).

²³ Borough and district councils also include two city councils (Canterbury and Winchester).

Regional policy context

- 2.39** Responsibility for developing regional economic and transport policy is currently shared between:
- Highways England, which prioritises investment on the Strategic Road Network in the South East;
 - Network Rail, which prioritises investment on the railway network in the South East; and
 - Five local enterprise partnerships (Enterprise M3, Coast to Capital, Solent, South East, and Thames Valley Berkshire), which set the strategic economic priorities for their areas.
- 2.40** It is envisaged that this transport strategy will form an important part of the regional policy framework for the South East.

- 2.41** The key documents published at a regional level include:

Regional Transport Policy:

- Highways England's Route Strategies (Highways England, March 2017);
- Network Rail Passenger Market Studies (Network Rail, various dates);
- Network Rail Freight Market Study (Network Rail, April 2017); and
- Network Rail Local Studies (Network Rail, various dates).

Regional Economic Policy:

- Strategic economic plans (local enterprise partnerships, 2014); and
- Local industrial strategies (local enterprise partnerships, under development).

Local Policy Context

- 2.42** Local transport policy is developed and delivered by the 16 local transport authorities in the Transport for the South East area. Some of these authorities are unitary authorities, and, as such, are also local planning authorities. In areas governed by county councils, local plans are developed by 46 borough and district councils²³ which are local planning authorities in their areas. The local plans developed by these planning authorities provide much of the development evidence base that has underpinned the development of the transport strategy.
- 2.43** The key documents published at a local level include:
- Local Transport Plans; and
 - Local Plans.

The South East's transport networks

Key transport patterns

- 2.44** In 2018 it is estimated that there were 20.9 million trips each weekday in the South East. It is estimated that 80% of these trips started and finished within the South East area. The remaining trips start from or finish outside the South East (10% involve London and 10% involve other parts of the country)²⁴.
- 2.45** The split of trips by mode is estimated as follows:
- 70% of trips are by car (driver and passenger);
 - 21% of trips are by foot or cycle;
 - 5% of trips are by bus or taxi; and
 - 4% of trips are by rail.
- 2.46** As walking and cycling trips tend to be much shorter than rail trips, the mode share by passenger kilometres is higher for rail and lower for foot and cycle²⁵.
- 2.47** As **Figure 2.12** shows, current transport demand represents significant challenges for the transport network. Significant parts of the highway network experience severe congestion during peak hours, while one in five passengers travelling to London from the South East (and South London) are standing on arrival at termini stations (more than one in four at Waterloo)²⁶.

Future transport patterns

- 2.48** The Department for Transport's National Trip End Model forecasts that the number of weekday trips taking place in the South East will grow by approximately 15% to 24.0 million trips by 2050²⁷. This is driven by a growing population (which is forecast to reach approximately 8.4 million by the same date) and growing productivity and wealth.
- 2.49** This growth in the number of trips represents an 'unconstrained' outcome and is neither realistic nor sustainable. As **Figure 2.13** shows, this growth would add pressure on some of the busiest corridors in the South East area and exacerbate congestion across the whole of the South East. These outcomes risk limiting the development and economic potential of the South East area. The transport strategy therefore focuses on alternative, more sustainable approaches to transport planning as a means of accommodating and, in the long-term, managing future demand. This is why a scenario-based approach has been adopted in designing this transport strategy.

²⁴Transport for the South East "Scenario Forecasting Technical Report" (October 2019).

²⁵Ibid.

²⁶Department for Transport "Rail passenger numbers and crowding on weekdays in major cities in England and Wales: 2018" (2019) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/820770/Rail_Passenger_Numbers_and_Crowding_2018.pdf (Page 13 – the termini included are London Bridge, London Victoria and London Waterloo), accessed May 2020.

²⁷Transport for the South East / Steer "Scenario Forecasting Technical Report" (October 2019).

Figure 2.12 Current congestion challenges in the South East area

Congestion AM peak as % of night time speed:

- <40%
- 40% – 60%
- 60% – 80%
- 80% – 100%

Source: Pitney Bowes: Speed Profiles
Night 10:00 – 04:00



Figure 2.13 Forecast growth in road traffic in the South East area (based on DfT forecasts up to 2050)



Key corridors

- 2.50 The South East is served by a relatively dense network of highways and railways. It is also home to some of the largest international gateways in the United Kingdom. This transport strategy is designed to focus on multi-modal strategic transport corridors, as shown in **Figure 2.2**.

- 2.51 The strategic corridors, which are grouped into five areas, are :

South East Radial Corridors

- M2/A2/Chatham Main Line (Dartford – Dover);
- A299/Chatham Main Line (Faversham – Ramsgate);
- M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup);
- A21/Hastings Line (Hastings – Sevenoaks);

South Central Radial Corridors

- A22/A264/Oxted Line (Crawley – Eastbourne);
- M23/A23/Brighton Main Line (Brighton – Coulsdon);
- A24/A264/A29/Arun Valley Line (Crawley – Fontwell);

South West Radial Corridors

- A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton);
- M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury);
- A33/Basingstoke – Reading Line (Basingstoke – Reading);
- A34/South Western Main Line/Basingstoke – Reading Line (Reading – Winchester);
- A36/Wessex Main Line (New Forest);
- A303/West of England Main Line (Andover – Basingstoke);
- M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough);

Inner Orbital Corridors

- M25 (Dartford – Slough);
- A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports);
- A228/A229/Medway Valley Line (Maidstone – Medway);
- Redhill – Tonbridge Line/South Eastern Main Line (Ashford – Redhill)
- A25/North Downs Line (Guildford – Redhill);
- A31/A322/A329/A331/North Downs Line (Reading – Redhill);

Outer Orbital Corridors

- A28/A290/A291 (Canterbury – Whitstable);
- A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton); and
- M27/A27/A31/West Coastway Line (Brighton – Ringwood).

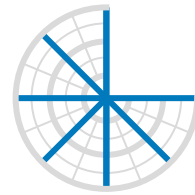
Figure 2.14 The Strategic Road Network and Major Road Network in the South East area



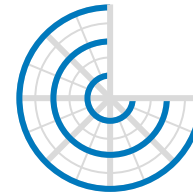
2.52 Alongside these corridors there is an important network of local roads (notably the Major Road Network, which is shown alongside the Strategic Road Network in **Figure 2.14**), that support inter-urban and local journeys. Each corridor and transport mode have diverse challenges and opportunities. This transport strategy does not seek to prescribe a solution to each individual corridor. However, it does examine thematic journey types, which are described in more detail in Chapter 3. These journey types are illustrated in **Figure 2.15**.

2.53 The remainder of this chapter describes the current configuration of the South East area's transport network and the challenges it faces. This is structured along the lines of transport mode.

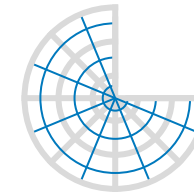
Figure 2.15: The six journey types



Long-distance radial journeys



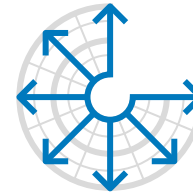
Long-distance orbital and coastal journeys



Medium-distance inter-urban journeys



Short-distance local journeys



International Gateways and freight journeys



Future journeys (based on emerging technologies and business models).

Highways

- 2.54** The South East is served by a mostly radial Strategic Road Network – managed by Highways England – that radiates from the M25 London Orbital motorway towards the coastline and West of England. These radial routes are complemented by two main orbital routes (the M25 and M27/A27). The A27, in particular, is built to a much lower specification than the M25 and most radial routes in the South East.
- 2.55** The Strategic Road Network is complemented by a Major Road Network, which is managed by the South East area's local transport authorities. This network serves a wide range of journey types from first/last mile to relatively long-distance trips. A map of the Strategic and Major Road Networks is provided in **Figure 2.14**.
- 2.56** The South East's radial Strategic Road Network generally provides an adequate level of connectivity (with a possible exception on the A21 corridor) but regularly suffers from congestion. As **Figure 2.12** shows, congestion is particularly acute on the M25 and routes close to London. Beyond targeted interventions to address local congestion hot spots, there is limited scope to expand capacity on these corridors, which suggests a future transport strategy will need to consider a broader range of interventions – potentially including demand management policies – to accommodate future growth on these corridors.
- 2.57** The South East's orbital Strategic Road Network is much sparser than its radial routes, particularly between the M20 and A3 corridors. This places significant pressure on the parts of the M25 and A27/A259/A2070 corridors that lie to the north and south of Gatwick Airport. The Major Road Network therefore supports a significant portion of inter-urban traffic on the South East area's east-west corridors. There are hotspots of congestion and poor reliability across these orbital corridors.
- 2.58** The highway network serves a very large portion of local journeys in the South East. These range from urban corridors that connect residents to economic hubs such as Brighton city centre, through to rural roads that connect more remote communities to the wider economy and transport network. Each route faces unique challenges related to capacity, connectivity, reliability and safety. There are opportunities for many of these routes, particularly those serving urban areas, to look again at the balance of road space provided to private cars, public transport, and active transport modes.
- 2.59** The highway network will be a key enabler for future mobility technologies such as ridesharing, connected and autonomous vehicles, and demand management systems. The transport strategy will need to balance the opportunities these technological advancements present with the social and environmental needs of the South

East area, and ensure that the benefits of new technology are shared equitably between prosperous and more deprived parts of the South East, as well as between urban and more rural areas.

Railways

- 2.60** The South East has one of the densest railway networks in the United Kingdom outside London. In the main it provides good connectivity to central London through relatively fast and regular radial routes, although some corridors (e.g. Hastings Line) do not perform as well as others. As with the highway network, orbital corridors are less well served by the railway network. The level of connectivity (i.e. frequency and speed of passenger rail services) provided by the South East's rail network varies significantly across the area. Many coastal areas have relatively poor levels of connectivity compared to more inland towns and cities on mainlines. For example, although Hastings and Winchester are around the same distance from London, journeys from Hastings to London (1hr. 45 mins) take 75% longer than Winchester to London (1hr.). Orbital connectivity to Gatwick Airport by rail from the east and the west is poor in comparison to the radial connectivity to the airport from the north and the south. A map of the railway network is shown in **Figure 2.16**.
- 2.61** The network was developed relatively early in the technological development of the railways. This means many routes were developed at a time when the economic geography of the South East area was different to how it is configured today. It also means many routes were developed to standards that fall short

of modern expectations. Some cross-regional routes were closed when the railway network was rationalised in the 1960s.

- 2.62** Most of the rail network in the South East is owned, maintained, and developed by Network Rail. A notable exception is High Speed 1, which is owned by HS1 Ltd and maintained by a subsidiary of Network Rail. Until 2020, most franchised passenger rail services are currently delivered by private operators under franchise agreements with the Department for Transport. The Government has announced a review that will consider reform of the current governance of passenger rail services in Great Britain. Crossrail services, which will soon operate under the "Elizabeth Line" brand, are managed as a concession by Transport for London.
- 2.63** The current passenger rail franchises serving the South East include:
- the **Cross Country franchise** (serving Berkshire, Hampshire, Surrey, and Southampton), which provides long-distance services connecting the South East to the Midlands and North of England;
 - the **Crossrail concession** (serving Berkshire), which will provide direct commuter services through central London;
 - the **Great Western franchise** (serving Brighton and Hove, Berkshire, Hampshire, Southampton,

Portsmouth, Surrey, and West Sussex), which delivers commuter, cross-regional, and high-speed long-distance services to the West of England, South West England and South Wales;

- the **South Eastern franchise** (serving East Sussex, Kent and Medway), which provides commuter services and some cross-regional services;
- the **South Western franchise** (serving Berkshire, Hampshire, the Isle of Wight, Portsmouth, Surrey, and Southampton), which provides commuter services, the Island Line service and some longer distance services to the West of England and South West England; and
- the **Thameslink, Southern and Great Northern franchise** (serving every local transport authority except Berkshire and the Isle of Wight), which delivers commuter services, the Gatwick Express service and cross-London services.

Additionally, international rail services are provided by **Eurostar**, which is an Open Access Operator. There are also a number of heritage rail operations across the region.

2.64 The South East is home to the United Kingdom's first and (currently) only interoperable high-speed railway (as defined under EU regulations) – High Speed 1. This railway provides both domestic and international high-speed services that can theoretically operate at a maximum speed of 300kph (186mph). Domestic high-speed services currently serve a significant number of communities in Kent. There is potential to expand these services further, potentially into East Sussex, in the longer term.

2.65 Most of the railway network is electrified using third rail traction. This offers many benefits, not least to the environment as electric railways typically generate lower carbon emissions and lower localised air pollution than diesel railways. However, it presents a barrier in other ways. There are gaps in the electrified network that prevent through running of electric train services on a number of routes in the Transport for the South East area including the North Downs Line, Uckfield to Hurst Green, Basingstoke to Reading

West and Ore to Ashford. The third rail generally delivers lower acceleration and maximum speeds compared to overhead line equipment (OLE). The third rail also presents a barrier to expansion, as safety regulations potentially limit the extent this technology can be used to 'in-fill' gaps in electrification on the current railway network. The introduction of bi-mode trains represents a way of overcoming this issue for services operating both inside and outside the Transport for the South East area, such as the Brighton to Bristol route. The Great Western Main Line has been recently upgraded to OLE which, along with new rolling stock on this route, has enabled a decrease in emissions and improvements in air quality and noise impacts on this corridor.

2.66 The most pressing challenge for the rail network in future years relates to capacity, especially on radial routes into London. More capacity is needed on most radial railway corridors in the South East area (some more so than others). There are

also sections of orbital rail routes where capacity increases are needed such as the North Downs line, the Medway Valley line, Ashford to Hastings line and the two Sussex Coastway corridors. Capacity can be delivered through investing in rolling stock, track, junctions, signalling, and platforms (particularly at London termini). All of these would require significant investment and long-term planning to deliver.

2.67 The Government has announced a review that will consider reform of the current governance of passenger rail services in Great Britain. Transport for the South East has participated in this review and looks forward to its outcomes, which may include greater involvement in the future planning and development of the rail network in the South East.

Figure 2.16 The passenger railway network in the South East area

- Railway station
- Railway line



International gateways

2.68 The South East is the UK’s gateway to mainland Europe. As such, it has some of the largest ports in the country, including:



The **Port of Southampton**, which is operated by Associated British Ports. It handles the highest tonnage of freight in the South East and is the second busiest container port in the UK. In 2018 around 34.5 million tonnes passed through this port²⁸. served 1.6 million cruise Liquid bulk accounted for more than half of freight handled by this port in 2018. Southampton also served 1.9 million cruise passengers in 2018²⁹

Portsmouth International Port, which is managed by Portsmouth City Council. In 2018 this port handled just under 3.5 million tonnes of freight²⁸ (three-quarters by Ro-Ro) and 1.8 million passengers²⁹. The port also acts as an important military base for the Royal Navy.

The **Port of Shoreham**, which is managed by the Shoreham Port Authority and, in 2018, handled 2.1 million tonnes of freight (mostly aggregate)²⁸; almost all by dry bulk.

The **Port of Newhaven**, which is operated by Newhaven Port and Properties Limited. In 2018, this port carried nearly 0.7 million tonnes of freight²⁸ and just under 0.4 million passengers²⁹.

London Thamesport, which is operated by the Hutchison Ports Group. This port has one of the UK’s first automated container terminals. In 2017, this port carried approximately 4 million tonnes of freight³⁰. This port does not serve passengers.

The **Medway Ports**. These include Sheerness Port, which is located on the eastern side of the **Medway Estuary**, and Chatham Port, which is located on the southern side. These ports are managed by Peel Ports. In 2018, 10.2 million tonnes passed through this port, mostly by dry and liquid bulk²⁸. This port does not serve passengers.

The **Port of Dover**, which is managed by the Dover Harbour Board and is the largest roll-on/roll-off (RORO) port in the world. In 2018, 24.9 million tonnes²⁸ passed through this port, almost all by RORO. 11.8 million passengers used the Port of Dover in 2018²⁹.

²⁸ Department for Transport, “UK Major Port Freight Traffic (Table PORT0301)”, <https://www.gov.uk/government/statistical-data-sets/port-and-domestic-waterborne-freight-statistics-port>, accessed August 2019.

²⁹ Department for Transport, “Sea Passenger Statistics (Table SPAS0101)” (2018), <https://www.gov.uk/government/statistical-data-sets/sea-passenger-statistics-spas>, accessed May 2020.

³⁰ Thamesport “UK Ports statistics” (2019), <http://uk-ports.org/thamesport/>, accessed August 2019.

³¹ Department for Transport “Channel Tunnel: traffic to and from Europe, annual from 1994, Table TSGBO607 (RAI0108)” (2019), <https://www.gov.uk/government/statistical-data-sets/tsgb06>, accessed May 2020.

³² Source: Southampton Airport Statistics

(Southampton Airport, 2018) <https://www.southamptonairport.com/about-us/facts-figures>, accessed August 2019.

³³ AIN Online "Farnborough Airport Sets Traffic Record in 2018", <https://www.ainonline.com/aviation-news/business-aviation/2019-01-19/farnborough-airport-sets-traffic-record-2018>, accessed September 2019.

³⁴ Civil Aviation Authority "Airport Data (Table 01 – Size of UK Airports)" (2018) <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2019>, accessed September 2019.

³⁵ Gatwick Airport, "Gatwick Airport Masterplan" (2019) <https://www.gatwickairport.com/globalassets/business-community/growing-gatwick/gatwick-draft-master-plan-final.pdf>, accessed August 2019.

2.69 The South East is the home of the country's only rail link to the continent – the Channel Tunnel. This key international gateway can be accessed by road at the **Eurotunnel Folkestone Terminal** and by accessing international passenger rail services at Ashford International, Ebbsfleet International, and St Pancras International railway stations (the latter being in London). This international gateway is technically a land border between the United Kingdom and France. In 2018, the Channel Tunnel carried 21.6 million passengers, 4.4 million vehicles, and 1.3 million freight tonnes (by through train)³¹.

2.70 The South East is home to some of the busiest airports in the country. These include:

Southampton Airport, which carried just under 2 million passengers in 2018 and serves over 30 destinations³².

Farnborough Airport, which is one of the largest general aviation airports in the country, with reportedly over 30,000 air traffic movements in 2018³³.

London Heathrow Airport, which is the second busiest international airport in the world, with over 80 million passengers in 2018. This airport lies on the border of Greater London and the South East³⁴. There are plans to expand the airport with the possible development of a third runway to the north west of the current site. This airport will continue to have a significant impact on the economy of the South East.

Gatwick Airport, which is the second busiest airport in the country and the busiest single-runway airport in the world, with over 46 million passengers in 2018³⁴. This airport supports a cluster of businesses in the "Gatwick Diamond". It serves as a particularly important gateway to continental Europe. The airport has recently published a masterplan, which seeks to use its emergency runway to increase the number of flights³⁵.



*Other airports, including Biggin Hill and Brighton City Airport, which also serve the general aviation market.

- 2.71** The South East's highways and railways provide important connectivity to these international gateways, not just for residents and businesses in the South East, but also for London and the rest of the United Kingdom (and, indeed, Ireland). At times, the South East area's highways network can be adversely affected by border and transport operations on both sides of the English Channel.
- 2.72** It is therefore critically important that Transport for the South East ensures the South East's transport network continues to serve these gateways as best as possible and facilitate trade and tourism. This is particularly important as the country moves to new trading relationships with the European Union. An assessment of the potential impacts of the country's departure from the European Union on the South East was prepared as part of the development of the transport strategy³⁶. Further technical work will be undertaken to identify the potential short term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into the area and thematic studies that will follow on from this transport strategy.

Buses

- 2.73** Bus services in the South East are provided by private or municipal operators and are funded through

fares, and support from local transport authorities and the government. Some areas close to the Greater London border are also served by franchised Transport for London bus services.

- 2.74** It is widely recognised that good local bus services are an essential part of vibrant, sustainable communities, enabling people to access health, education, leisure services, shops and jobs. They are crucial to many people's general well-being, enabling them to maintain their social networks. A full double decker bus can take up to 75 cars off the road³⁷ and therefore buses have a vital part to play in reducing or managing traffic congestion and greenhouse gas emissions, particularly in urban areas.

- 2.75** **Figure 2.17** shows levels of bus use for travel to work purposes and illustrates how these levels vary markedly across the TfSE area. In general, there is a higher mode share by bus for journeys to work in urban areas than rural areas. The highest levels of bus use occur in some urban areas, notably Reading, Crawley and Brighton and Hove, which reported some of the highest number of bus passenger journeys per head in England (outside London) in 2019³⁸. University towns such as Canterbury and Winchester, as well as areas served by major transport hubs, such as Gatwick Airport and Bluewater/Ebbsfleet, also appear to have a higher bus mode share than neighbouring areas. The Isle of Wight also appears to have a relatively high level of bus use given its

relatively rural context.

- 2.76** In contrast to many other regions in the UK, most local transport authorities in the Transport for the South East area have seen an increase in bus use in recent years. In the last ten years, the number of passengers using buses in Reading and several other Berkshire authorities has grown by more than 30%. Similarly, strong growth has occurred in Brighton and Hove (20%) and Southampton (15%)³⁹.
- 2.77** Bus priority measures are important in reducing bus journey times and increasing service reliability. There are different types of bus priority measures including segregation, traffic management, traffic signal control and bus stop improvements. Effective bus priority measures can achieve mode shift from car, and in so doing, reduce delays for both bus users and car drivers, however, competition for limited road space is often a barrier to introducing bus priority. There are a number of busway schemes in the Transport for the South East area providing segregated corridors for buses in Crawley, South East Hampshire, and the Thames Gateway area of Kent. The Crawley Fastway scheme is a combination of segregated guided busways and dedicated bus lanes along three routes linking Horley, Gatwick Airport and Crawley. The scheme allows buses to bypass congestion hotspots, offering faster and more reliable bus journeys. The introduction of these has resulted in average journey time

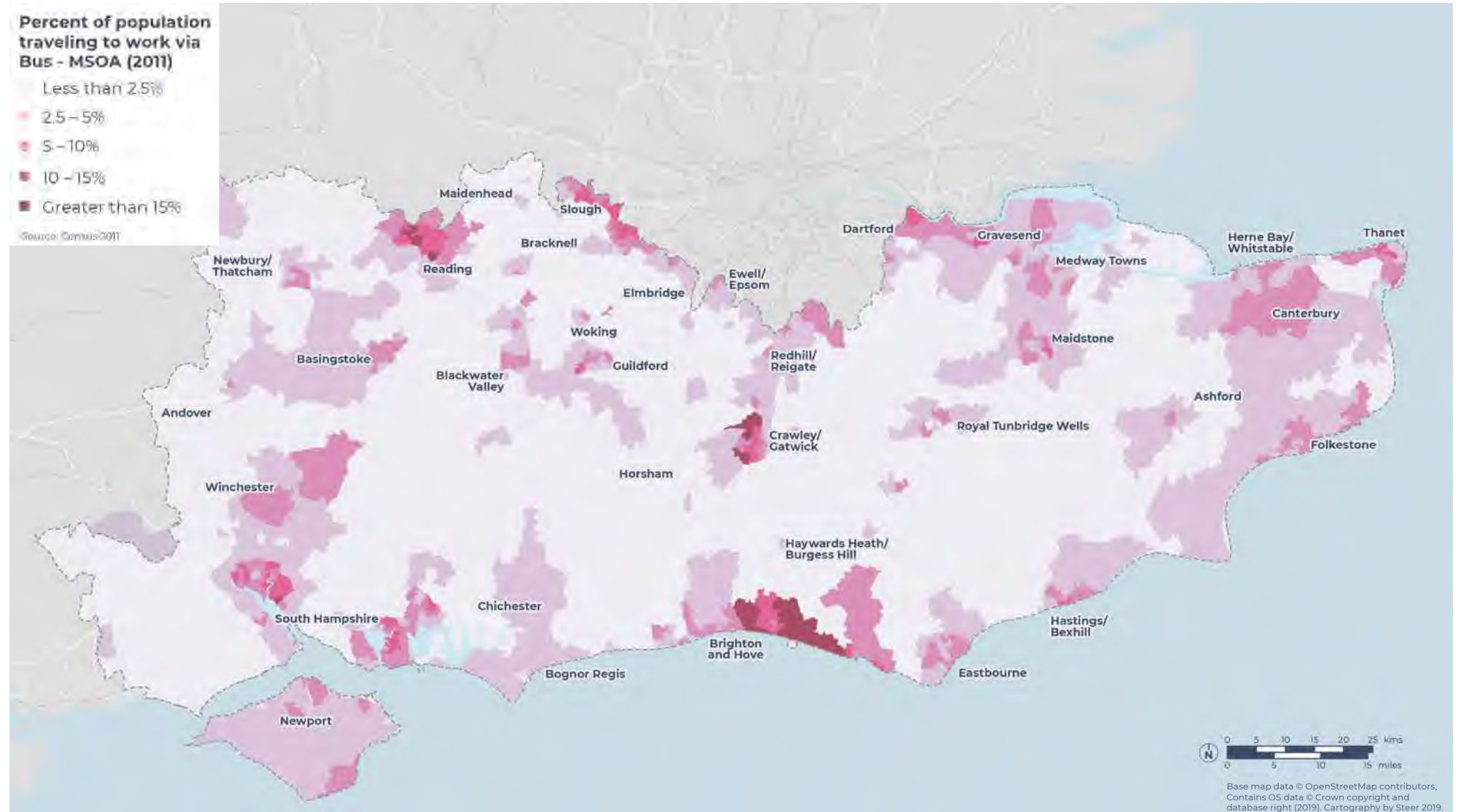
³⁶ Transport for the South East "Potential Impacts of Brexit" (2020)

³⁷ Greener Journeys (2017) "Leave your cars at home for Catch the Bus Week" www.greenerjourneys.com/news/leave-cars-home-catch-bus-week, accessed May 2020.

³⁸ Department for Transport (2019) "Annual Bus Statistics 2018/19" (Page 6) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/annual-bus-statistics-2019.pdf, accessed May 2020.

³⁹ Department for Transport (2019) "Local bus journeys (BUS0109)" <https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys>, accessed May 2020.

Figure 2.17 Levels of Bus use in the South East area



reductions on these routes of 9.5 minutes. Passenger numbers have increased by 160% over 10 years with passenger satisfaction levels of 90%⁴⁰.

2.78 The bus industry faces a number of ongoing challenges. Overall, financial support for buses and patronage are in decline. Increasing congestion has the effect of reducing the attractiveness of bus services, which in turn reduces demand and forces operators to reduce services, which in turn further reduces the attractiveness of the bus. Finally, there are challenges in decarbonising the bus fleet – a challenge that will require new technology and investment to deliver a zero emissions bus fleet.

2.79 Moving forward buses will have a key role to play in delivering a more balanced, more sustainable transport system in the South East. A key challenge will be the potential role of the bus as part of emerging 'mobility as a service' initiatives. There are examples of very successful bus services and bus priority in the Transport for the South East area that have delivered significant growth in recent years. This is due to investment in bus priority schemes, passenger information systems, improved payment systems, integrated ticketing arrangements, waiting facilities, on-board wi-fi and cleaner, more comfortable vehicles. This has shown that it is possible, with the right investment and policies, to reverse the historic cycle of decline and boost bus patronage and mode share.

Walking and cycling

2.80 The South East is a popular location for leisure walking and cycling. It is home to several nationally important long-distance footpaths and many National Cycle Network routes, which are shown in **Figure 2.18**. Its cycle network also includes the London – Paris "Avenue Verte" international cycle route.

2.81 It is estimated that more than a fifth of journeys in the South East area are currently undertaken by walking and cycling. Most urban areas in the South East are well served by footpaths and (increasingly) cycleways that are designed to support these journeys. However, as **Figure 2.18** shows, the proportion of people cycling by local authority district varies significantly across the South East area. In general, cycling rates are higher in Brighton and Hove, West Sussex and Surrey (particularly Elmbridge) and lower in East Sussex, the Isle of Wight, western parts of Kent and Medway. Walking rates are generally more consistent across the South East area.

2.82 There is some evidence to suggest the South East's long-distance cycle network is less accessible than that in neighbouring sub-national transport body areas. Transport for the South East's analysis of the National Cycle Network (NCN) found that 62% of residents in the South East live within approximately a 10 minute cycle ride of the NCN. This compares to 67% for the England's

Economic Heartland area and 78% for the Western Gateway area.

2.83 In general, many of the long-distance footpath and cycle routes in the South East appear to be better suited to supporting leisure journeys (e.g. longer coastal routes) rather than connecting large population centres together. There are some notable gaps in the National Cycle Network (e.g. West Kent and Thanet) and the quality of cycle routes varies enormously across the network. While some sections are well surfaced and clearly lit, many other sections are unsuitable for night-time journeys and/or would be hazardous to use in poor weather. Furthermore, some Major Economic Hubs are not served by the National Cycle Network at all (for example, the Blackwater Valley). This suggests there is scope to further expand walking and cycling infrastructure to encourage more sustainable forms of transport, particularly within and between the larger urban areas in the South East. The primary mechanism for delivering walking and cycling infrastructure improvements will continue to be through the Local Transport Plans and the Local Cycling and Walking Infrastructure Plans administered by the sixteen local transport authorities within the Transport for the South East area.

⁴⁰KPMG (2015) "An economic evaluation of local bus infrastructure schemes" <https://greenerjourneys.com/publication/an-economic-evaluation-of-local-bus-infrastructure-schemes>, accessed May 2020.

Figure 2.18 The walking and cycling network in the South East area



Integration

2.84 The South East's transport network and transport planning framework faces several integration challenges. These challenges are driven by the current lack of integration between road and rail investment programmes, the fragmentation of public transport provision, and limitations that competition law place on the ability for independent operators to collaborate. In some places, particularly historic centres, there are also physical constraints preventing the creation of high-quality integrated public transport hubs. The consequences of these barriers mean:

- There are difficulties in providing multimodal interchanges that support housing and employment development;
- it is difficult for transport operators to provide multi-modal/multi-operator tickets for passengers travelling across operational boundaries and different modes;
- it is difficult for transport operators to co-ordinate timetables and share information to provide a consistent travel experience for passengers; and
- there are several examples where bus hubs are located some distance from rail hubs, which undermines the quality of interchange between different public transport modes.

1.85 The South East's planning framework is also relatively complex and fragmented. Most of the South East area is governed through two-tier structures where transport planning responsibilities are delivered through county councils and most spatial planning responsibilities are exercised by borough and district councils⁴¹. The five local enterprise partnerships are also responsible for promoting economic development. This fragmented arrangement presents a significant barrier to developing coherent, integrated, long-term plans in the South East. Looking further ahead, there may be opportunities for better alignment of transport planning with the energy and digital sectors. This transport strategy seeks to set out the benefits of better integrated economic, spatial and transport planning for the South East.

Conclusions

In this chapter we have highlighted the key characteristics of the South East area and described some of the challenges it currently faces. This has provided a compelling case for the need for this transport strategy and long-term Strategic Investment Plan for the area. In the following chapter we set out our vision, goals and priorities for the South East and describe the five key principles we have adopted to develop this transport strategy.

⁴¹ There are also 11 Unitary Authorities in the South East, which are single-tier authorities that are responsible for both transport and spatial planning in their areas.

Chapter 3

Our Vision, Goals and Priorities

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Introduction

Introduction

- 3.1** This chapter describes the outcomes that Transport for the South East and its partners and stakeholders wish to realise by 2050. It is structured as follows:
- First, it sets a vision statement for the South East in 2050. This vision, which has been developed by Transport for the South East in partnership with constituent authorities and key stakeholders, articulates a 'preferred future' for the South East area.
 - Second, it outlines three strategic goals for the South East area. These align with the three pillars of sustainable development; economic, social and environmental.
 - Third, it describes fifteen strategic priorities that will help the South East area to achieve the strategic goals
- 3.2** The relationship between the vision, the strategic goals, and the strategic priorities is shown in **Figure 3.1**. The next part of this chapter describes each of these in more detail.

Strategic vision, goals and priorities

Vision statement

3.3 The vision statement, which sets out the overall direction of the transport strategy, forms the basis of the goals and priorities that underpin it. These goals and priorities help to translate the vision into more targeted and tangible actions.

3.4 3.4 Transport for the South East's 2050 vision for the South East area is:

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

Figure 3.1 Transport for the South East's Vision, Strategic Goals and Strategic Priorities



Strategic goals

- 3.5 The vision statement is underpinned by three strategic goals, which align to the three pillars of sustainable development and are shown in **Figure 3.2**:
- **Economic:** Improve productivity and attract investment to grow our economy and better compete in the global marketplace;
 - **Social:** Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
 - **Environmental:** Protect and enhance the South East's unique natural and historic environment.
- 3.6 This transport strategy aims to achieve a balance between these three pillars to deliver overall sustainability represented by the point where the three pillars interconnect at the centre of **Figure 3.2**.
- 3.7 The three pillars of sustainable development should be viewed in the context of the South East's existing characteristics set out in Chapter 2:
- The area is perhaps best known for its strong economic foundations. This is the most easily quantifiable of these goals to measure. However, future economic growth must not come at the expense of the natural environment.
 - Despite this prosperity, the South East area faces many social challenges. It is home to some of the most deprived areas of the country, particularly in

coastal regions. Addressing this issue will be challenging, but possible if future development is carefully managed. The South East area also suffers from unsustainably high house prices in many areas, which limits access to high-quality, affordable homes. Ultimately, addressing these challenges will lead to a higher quality of life for all residents of the South East area.

- The South East area has many rich environmental assets. The South East is home to two National Parks, seven Areas of Outstanding Natural Beauty, an environmentally sensitive coastline, and multiple historic monuments and conservation areas. Any intervention in the South East area's transport networks must ensure this environment is protected and, where possible, enhanced.

- 3.8 In some cases, these goals are mutually supportive. For example, improving the environment through focussing on air quality will also have the social benefit of improving health outcomes for residents. In other instances, however, these goals are often in conflict. For example, unconstrained economic growth has the potential to harm the environment by allowing growth in emissions and the degradation of environmentally sensitive areas.

Figure 3.2 Strategic Goals



Strategic priorities

- 3.9 Beneath each of the strategic goals lies a set of fifteen strategic priorities. These priorities narrow the scope of the goals to mechanisms and outcomes that will be most important to effectively deliver its vision. They are designed to be narrow enough to give clear direction but also broad enough to meet multiple goals.
- 3.10 The strategic priorities are as follows:



Economic strategic priorities:

- Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.
- More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.
- A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.
- A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.
- A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.



Social strategic priorities:

- A network that promotes active travel and active lifestyles to improve our health and wellbeing.
- Improved air quality supported by initiatives to manage congestion and encourage further shifts towards less polluting and sustainable modes of transport.
- An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.
- A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to interchange between different forms of transport.
- A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.



Environmental strategic priorities:

- A reduction in carbon emissions to net zero by 2050, at the latest, to minimise the contribution of transport and travel to climate change.
- A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.
- A transport network that protects and enhances our natural, built and historic environments.
- Use of the principle of 'biodiversity net gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives.
- Minimisation of transport's consumption of resources and energy.

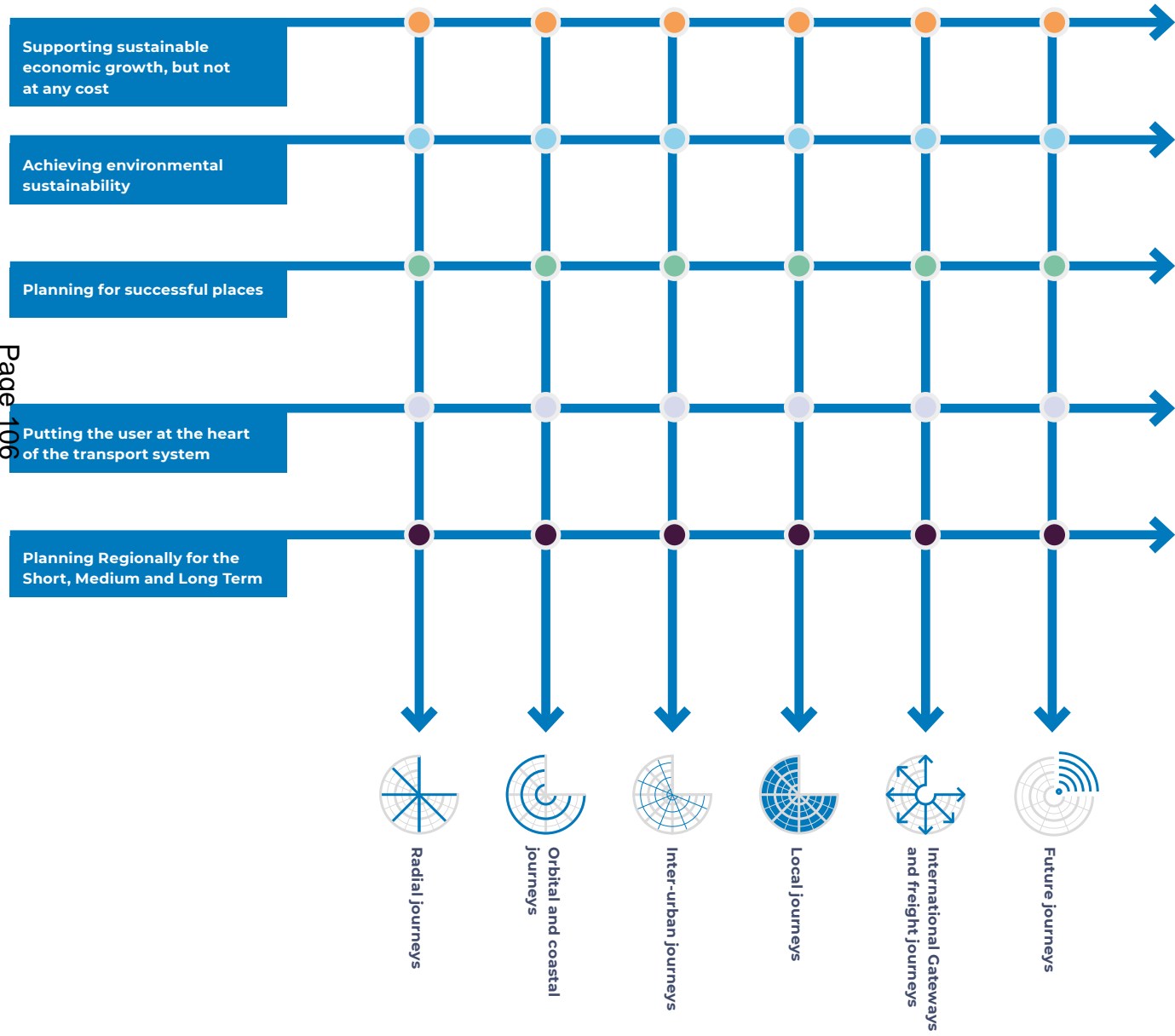
- 3.11 **Figure 3.1** shows each of the strategic priorities grouped beneath the strategic goals. This is a useful organising principle and makes it easier to understand broadly where these priorities are focussed. That said, the reality is that many of the strategic priorities address several of the goals. For example, the strategic priority to build "a network that promotes active travel and active lifestyles to improve our health and wellbeing" clearly supports the social goal through improved healthcare outcomes and will also help to achieve the environmental goal by encouraging people to walk and cycle.

Applying the vision, goals and priorities

Achieving key outcomes

- 3.12** The vision statement, strategic goals and strategic priorities outlined above describe the outcomes that Transport for the South East and its partners and stakeholders wish to realise by 2050. The remaining part of this transport strategy sets out how these outcomes will be delivered.
- 3.13** As described in Chapter 2 (**paragraph 2.50**), Transport for the South East has identified six thematic journey types, which are shown in **Figure 2.15**.
- 3.14** Transport for the South East has developed a framework that applies a set of principles to identify strategic issues and opportunities for each journey type in the South East.
- 3.15** The key principles that have applied in this process are as follows
- Supporting sustainable economic growth, but not at any cost
 - Achieving environmental sustainability
 - Planning for successful places
 - Putting the user at the heart of the transport system
 - Planning regionally for the short, medium and long term
- 3.16** Each principle is described in detail in the next part of this section. The relationship between these principles and the journey types is shown in **Figure 3.3**.

Figure 3.3 Five principles and six journey types



¹ Davies, H., Frandsen, M. & Hockridge, B. (2014) "NEW32 Transport green corridors: literature review, options appraisal and opportunity mapping. Natural England Commissioned Reports, Number 168." <http://publications.naturalengland.org.uk/publication/5752930789490688>, accessed February 2020.

● **Supporting sustainable economic growth, but not at any cost**

- 3.17 Economic growth, if properly managed, can significantly improve quality of life and wellbeing. Stronger economic growth means more jobs, wider prosperity, better opportunities and services, and a higher quality of life for residents. It delivers much needed additional housing and employment opportunities and helps improve the productivity and well-being of the South East. Much of this new housing and employment development is directly dependent on the delivery of adequate transport networks and services. This is why an integrated approach to spatial and transport planning is essential to achieve sustainable economic growth.
- 3.18 However, without careful management, unconstrained economic growth can have damaging consequences or side effects. For example, increases in trade flows can lead to a rise in traffic congestion and associated emissions of greenhouse gasses and a decrease in local air quality, with significant adverse impacts on climate change and human health.
- 3.19 This transport strategy strongly supports sustainable economic growth which seeks to achieve a balance with social and environmental outcomes. This means economic growth must be viewed as a means to improving the long-term quality of life for residents of the South

East, rather than an end in itself. There are areas of the transport strategy that focus explicitly on encouraging economic growth. However, where it does so, it also considers the potential social and environmental consequences this may bring. Ultimately this reflects the overall vision of this document, and the strategic goals which lie beneath it.

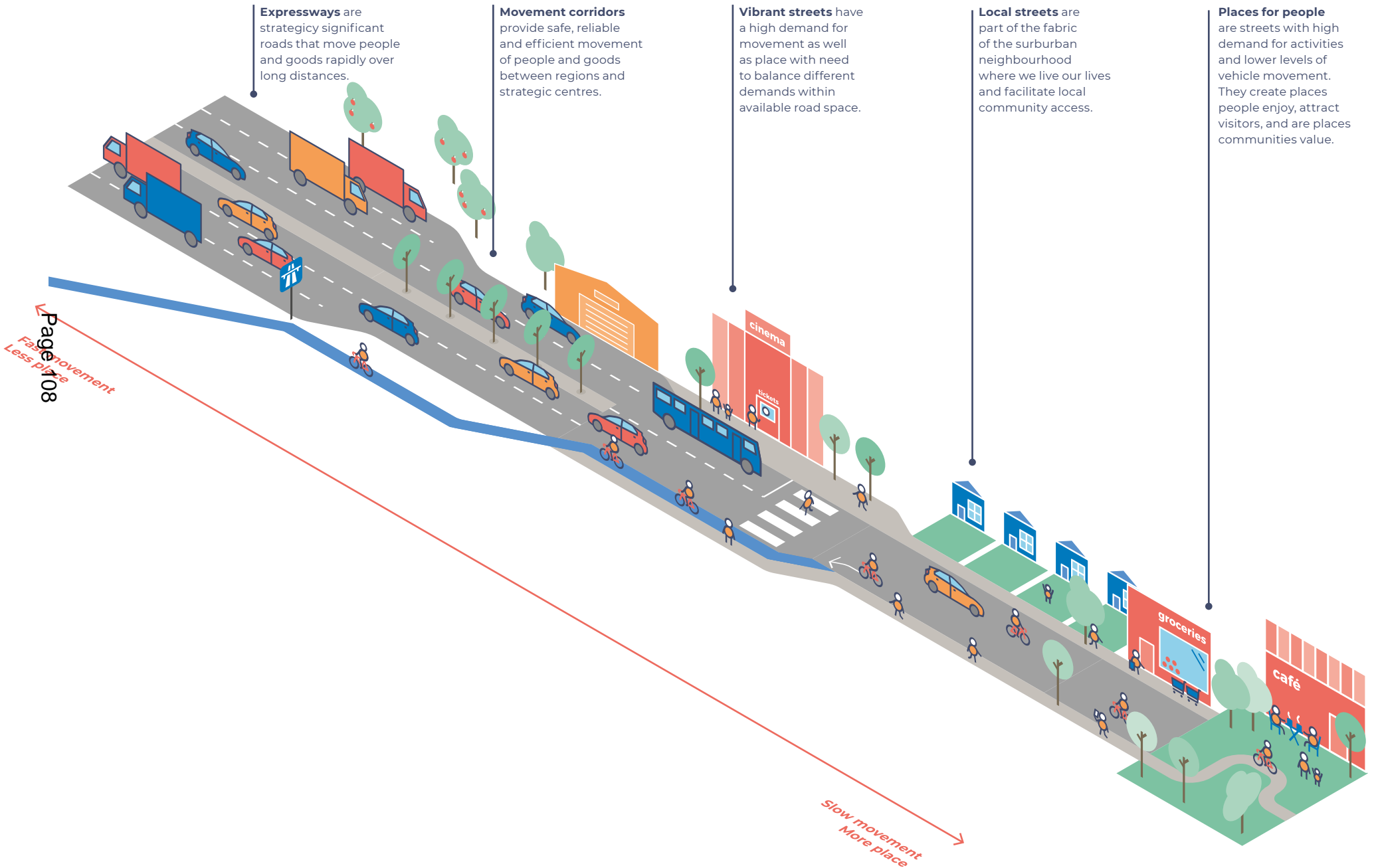
● **Achieving environmental sustainability**

- 3.20 Transport for the South East strongly believes the South East must reach a point where future economic growth is decoupled from damaging environmental consequences. This will be challenging, but against a background of global climate change and worsening local environmental quality (as evidenced, for instance, by Air Quality Management Areas within the South East), this goal is nonetheless critical.
- 3.21 There are several clear and practical ramifications of this approach. For example, spatial planning and transport planning must become more closely integrated, ensuring that future development occurs in locations close to jobs and opportunities. This approach will ensure that people are able to travel shorter distances to reach economic opportunities, which helps lower the environmental impacts of doing so. Where people still need to travel longer distances, better provision of sustainable transport options should be provided to

reduce dependency on the private car. Better integration of different transport modes (for example, through initiatives such as 'park and ride') will help people easily make multimodal journeys and access economic hubs, such as city centres, without needing to rely on the private car.

- 3.22 A natural capital approach should also be taken to transport planning, maximising opportunities for biodiversity and delivering wider environmental net gains to create a more resilient transport network across the region. For example, incorporating green infrastructure as part of new or enhanced transport networks can contribute to Nature Recovery Networks, natural flood risk management, infrastructure resilience, carbon reduction, and clean air, as well as other place-making and visitor economy objectives.
- 3.23 All these approaches will help ensure that the transport strategy provides a transport network that is more sustainable but does not limit future economic growth. They will also help to deliver the ambitions of the government's Twenty-Five Year Environment Plan, Clean Growth Strategy and Environment Bill, as well as support work undertaken by Natural England, Network Rail and Highways England on green transport corridors¹.

Figure 3.4 The Movement and Place Framework



● Planning for successful places

- 3.24** This transport strategy envisages a South East where villages, towns and cities thrive as successful places, where people can live and work with the highest quality of life. Transport networks that simply aim to provide the most efficient means of moving along a corridor have the potential to bring a wide range of damaging consequences, particularly socially and environmentally. The transport network therefore has competing, dual priorities. On the one hand it must ensure that people can efficiently and easily move from one place to another. On the other hand, however, it must also ensure that 'places' are protected and ideally enhanced.
- 3.25** The best way to ensure that this occurs is to develop a transport network that considers both 'place' and 'link' functions. Some parts of the transport network are designed to fulfil 'link' roles while other parts contribute more to a sense of 'place'. A diagram illustrating the difference between these functions is provided in **Figure 3.4**.
- 3.26** Areas with high 'place' functions are areas such as town and city centres where 'active' modes, such as walking and cycling, should be prioritised over motorised forms of transport. This will help to enhance the environmental quality of these places, ultimately ensuring that they can continue to fulfil their role as the focus of their communities.
- 3.27** By contrast, sections of the transport network with a high 'link' function must allow journeys to move as efficiently as possible along them. Motorways and high-speed rail lines such as HST are examples of this function, as these enable high volumes of vehicles to move through corridors as quickly as possible while minimising contact with vulnerable users such as pedestrians and cyclists.
- 3.28** An ideal transport network, high speed and low speed components of the network should be clearly segregated from each other. For example, it is more appropriate for long distance rail services to use high speed railways (such as HST) while stopping services should focus on slower corridors. Similarly, pedestrians and cyclists should be kept far away from the Strategic Road Network and other high-volume roads.
- 3.29** The most optimal transport network is one where traffic flows are aligned to their link function, and where conflicts between user types are minimised to ensure the efficient and safe operation of the transport network.
- 3.30** The application of the movement and place framework will require compromise. To ensure the best outcome for both movement and place, the process must be as inclusive and exploratory as possible, including looking at a range of options with experts from different disciplines and key stakeholders as well as those who use the space.

● Putting the user at the heart of the transport system

- 3.31** This transport strategy envisages a transport network – particularly a public transport network – that places the passenger and freight user at the heart of it. This approach mirrors the philosophy adopted by the Williams Rail Review, which seeks to place the passenger at the heart of the passenger rail industry.
- 3.32** This approach seeks to understand why people make journeys and why they choose between different modes, routes, and times to travel. It also seeks to understand the whole-journey experience, from origin to destination rather than just a part of the journey.
- 3.33** This principle highlights the need for much better integration between modes. This is not just limited to physical interchanges (which are undoubtedly needed), but also integration in timetables, ticketing and fares, and information sharing. Similarly, there is more that can be done to better integrate highways traffic management and information systems between the Strategic Road Network and other roads in the South East area.
- 3.34** The affordability of transport is a key issue. Many people can be left cut-off from opportunities and essential services, including education, work and healthcare because of the costs of car ownership and the cost and availability of public transport alternatives. It is an issue that affects people in both urban and rural areas. Moving forward it is vital to ensure that the current inequalities in mobility and accessibility do not deepen and widen. Action needs to be taken to ensure that new transport technologies and innovations that are emerging are accessible to all, and in particular to the groups that currently find it hard to access the transport system.
- 3.35** It is recognised that, in a highly fragmented industry, there are significant barriers to promoting integration. However, one of the roles a sub-national transport body can undertake is to support the development of pan-regional smart card systems (as is currently being developed by Transport for the North). While this specific initiative may not be the right solution for the South East, it demonstrates the role a regional body such as Transport for the South East can play in fostering better integration between transport geographies and modes. ‘Mobility as a service’ is, however, one such option – a model whereby consumers have a ‘bundle’ of travel or ‘mobility’ across multiple modes of transport (much like a mobile phone plan with call minutes, messages, and data) or on a ‘pay as you go’ basis.
- 3.36** Mobility as a service could incorporate travel by car, as well as public transport and shared mobility options such as bike hire. This has the ability to ensure we only pay for the travel or mobility we ‘consume’, while also having the potential to better manage demand across the network.
- 3.37** Pricing mechanisms could be used to incentivise travel at less busy times or by more sustainable modes, or there is the potential to charge a premium if you travel at busier ‘peak’ times (e.g. similar to train travel, flights, and Uber), on more congested routes, by yourself or by more heavily polluting means, with options for road freight.

● Planning regionally for the short, medium and long term

- 3.38** This transport strategy seeks to build on the excellent work of Transport for the South East's constituent authorities and other planning authorities in the South East. The transport strategy builds on transport plans set out by local transport authorities, local plans issued by local planning authorities, and the Strategic Economic Plans and Local Industrial Strategies created by local enterprise partnerships.
- 3.39** This transport strategy adopts a larger scale perspective that looks across the South East area focussing on cross-boundary journeys, corridors, issues and opportunities. As far as possible, it also seeks to align with the ambitions of the Greater London Authority and Transport for London, and other neighbouring sub-national transport bodies.
- 3.40** This transport strategy also adopts a multi-modal approach. It views corridors as being served by different types and levels of infrastructure, from the Strategic Road Network to first and last mile, from intercity rail services through to rural bus operations. This transport strategy does not differentiate its approach to the future development of infrastructure based on how this infrastructure is currently managed. Transport for the South East views the transport system as a holistic system, while acknowledging key interdependencies and interfaces between different owners and actors.

Conclusions

In this chapter we have described our vision for the South East as a leading global region for net-zero carbon, sustainable economic growth. This vision is supported by a set of economic, social, and environmental goals and priorities for the South East area, which have also been outlined in this chapter. We have described the five key principles that we have drawn upon to develop our transport strategy, which are:

- Supporting sustainable economic growth, but not at any cost;
- Achieving environmental sustainability;
- Planning for successful places;
- Putting the user at the heart of the transport system; and
- Planning regionally for the short, medium and long term.

In the following section we focus on the six journey types that, together, describe the way people and goods move in the South East. We also highlight the key challenges facing each of these movement types and give an initial indication of the types of measures that will be needed to address them.



Introduction

Introduction

- 4.1** This Chapter outlines how Transport for the South East proposes to deliver its vision for the South East in 2050. It will do so by applying the principles introduced in Chapter 3 (**paragraph 3.15**) to each of the six journey types described in Chapter 2 (**paragraph 2.52**). This process will help identify key issues and opportunities, which will be explored further in subsequent area studies. A diagram illustrating this approach is shown in **Figure 3.3**.
- 4.2** The linkages between the principles and journey types have helped identify several key issues and opportunities. For example, applying the ‘planning for successful places’ principle to orbital and coastal journeys highlights significant issues relating to the mix of traffic passing through urban areas on the M27/A27 corridor. This is currently contributing to poor local air quality and conflicts between users. Similarly, applying the ‘achieving environmental sustainability’ principle to ‘inter-urban’ routes points towards a need for better allocation of space on urban corridors to public transport, cycling and walking. Funding sources and financing arrangements will be an important consideration in the development of schemes and interventions identified in the subsequent area studies. This issue is explored in more detail in Chapter 5.
- 4.3** The rest of this chapter summarises the context, challenges and opportunities relevant to each of these six journey types. It also sets out an initial indication of the types of initiatives (schemes and/or policies) that the evidence suggests will help the South East area to address the challenges described below. This transport strategy will be complemented by five area studies which will identify and prioritise the specific interventions required across the South East to deliver the strategy. Further technical work will be undertaken to identify the potential impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the Transport for the South East area. The findings from this work will be used to inform the area studies. The outputs from the area studies will then be fed into a Strategic Investment Plan setting out our short, medium, and longer-term scheme priorities.



Radial journeys

¹ Department for Transport "People entering London during morning peak (Table TSGB0106)" (2018), <https://www.gov.uk/government/statistical-data-sets/tsgb01-modal-comparisons>, accessed September 2019.

² Greater London Authority "Mayor's Transport Strategy" (2018), page 21 (Policy 1), <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>, accessed September 2019

³ Transport for the South East "Transport Strategy for the South East: The Relationship between the South East and London" (October 2019).

⁴ 2018/19 the number of jobs in London increased by over 120,000 (see <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/regionallabourmarket/latest>) while the number of dwellings completed over 2017/18 was 30,000 dwellings (see <https://www.gov.uk/government/statistical-data-sets/live-tables-on-net-supply-of-housing>).

⁵ Transport for London "Travel in London Report 11" (2018), page 225, <http://content.tfl.gov.uk/travel-in-london-report-11.pdf>, accessed August 2019.

⁶ Greater London Authority "London's Economic Outlook: Autumn 2019" (2019), page 6 (Figure 1.2), <https://www.london.gov.uk/sites/default/files/leo-autumn-2019.pdf>, accessed May 2020.

⁷ **Figure 2.10** shows London commuting patterns.

Context

- 4.4** Radial journeys are longer distance passenger journeys between the South East and Greater London area and, in the case of Berkshire and Hampshire, between the South East and the South West / South Midlands. These journeys typically use the Strategic Road Network that radiates from the M25 towards the south coast and West of England, and/or main line railways that terminate in central London. A map showing the key radial corridors serving the South East, which also highlights key issues and opportunities affecting these corridors, is provided in **Figure 4.1**.
- 4.5** Most radial corridors are served by frequent and, in many cases, fast rail services that terminate in central London. Most radial journeys into central London are undertaken by rail (83%)¹. This is unlikely to change as UK government and GLA policy strongly encourages high public transport mode share for trips to and from central London².
- 4.6** In contrast, a significant number of trips in outer London are made by car (44%)³. This perhaps reflects the relatively low level of public transport interchanges that support trips between the South East and outer London compared to central London.
- 4.7** There is a significant imbalance in jobs and homes in London. For every four jobs created in Greater London, just one additional dwelling is delivered⁴. In 2017,
- more than 1.2 million people entered central London on a typical weekday⁵. This imbalance in housing supply and demand gives rise to high levels of commuting to the capital.
- 4.8** London is expected to continue to grow and generate employment opportunities for the foreseeable future⁶. While TfSE supports the development of employment at economic hubs within its region, it acknowledges many people who live in the South East will continue to work in London. In general terms, commuting to London is highest in local authority areas that are closest to the Greater London boundary. Some areas with fast rail links, such as Brighton and Hove, also have relatively high levels of commuting to London⁷.



⁸ **Figure 4.1** highlights the key connectivity gaps on this corridor.

⁹ Network Rail "South East Kent Route Study" (May 2018), page 36, <https://cdn.networkrail.co.uk/wp-content/uploads/2018/06/South-East-Kent-route-study-print-version.pdf>, accessed August 2019.

¹⁰ **Figure 4.1** highlights the key connectivity gaps on this corridor.

¹¹ Determined by searching trips between Ashford, Brighton, and Hastings to London using <https://www.thetrainline.com/>, Accessed August 2019

¹² Coast to Capital Local Enterprise Partnership "Unlocking the Brighton Main Line" (2019), page 3, https://www.coast2capital.org.uk/storage/downloads/unlocking_the_brighton_mainline-1560266517.pdf, accessed August 2019.

¹³ Highways England "M23 Junction 8 to 10: Smart Motorway", <https://highwaysengland.co.uk/projects/m23-junctions-8-to-10-smart-motorway/>, accessed September 2019.

Challenges and opportunities

- 4.9** In general terms, the radial routes to London from the South East have evolved to accommodate the high demand for employees to service the London economy, and are historic in nature rather than strategically planned. Virtually all major settlements and economic hubs have good access to a radial road on the Strategic Road Network and/or a radial railway. There is no obvious need to create a new radial corridor on the Strategic Road Network or rail network. However, these radial corridors face several challenges. In particular:

Challenge 1

While Kent has benefitted from significant improvements in rail journey times to London thanks to the introduction of High Speed 1 domestic services in 2009, some areas in **North and East Kent** risk being left behind. For example, the towns of Maidstone and Margate have relatively poor levels of connectivity compared to other parts of the region⁸. This undermines the potential for these corridors to support regeneration and unlock housing development in North and East Kent. There are also capacity constraints on several routes into London (many of which are only dual tracked, meaning longer distance services compete for track space with London/suburban stopping services) and at key termini such as London Charing Cross and

London Cannon Street⁹. Similarly, journey times to London on the **Reading – Waterloo** Line are long compared to neighbouring corridors such as the Great Western Main Line.

Challenge 2

Both the road and railway serving the **A21/Hastings Main Line Corridor** deliver poor connectivity to the Hastings area¹⁰. The A21 is the least developed SRN road in the South East area and runs as a single carriageway for most of the route south of Pembury in Kent. Rail journeys from London to Hastings are typically 75% longer than from London to Brighton, even though the distances covered by these services are similar¹¹. This undermines the potential for this corridor to support regeneration and economic development in 'left behind towns' such as those in the Hastings area.

Challenge 3

The **M23/A23/Brighton Main Line Corridor** is heavily utilised, has a significant 'capacity gap' and suffers from poor resilience¹². This undermines the potential for this corridor to support the economy and unlock development near key economic hubs. This corridor has several branches at its southern end, which together means it serves a large area of the Sussex coast (from Chichester to Eastbourne). Any disruption at the north end of this corridor has the potential to cause significant delays in the

south. Highways England and Network Rail are both investing in schemes to improve resilience on this corridor, including a smart motorway on the M23¹³ and a resilience and renewal programme on the Brighton Main Line¹⁴.

Challenge 4

The **A3/Portsmouth Direct Line Corridor** passes through the Guildford and Portsmouth urban areas. The A3 trunk road contributes to poor air quality and noise in these areas¹⁵. This has the potential to undermine the health and wellbeing of the people served by this corridor. This corridor suffers from significant congestion around Guildford¹⁶.

Challenge 5

The **M3/South Western Main Line Corridor** provides important connectivity for freight traffic using the Port of Southampton, which is set to expand¹⁷. This corridor has high capacity (including an eight-lane smart motorway and a four tracked railway). However, it is also heavily utilised and regularly suffers from congestion¹⁸. The South Western Main Line railway suffers from serious overcrowding at peak times. This undermines the potential of this corridor to support economic productivity and development, particularly at fast growing towns such as Basingstoke. Capacity constraints on this line also limit the opportunity to provide faster journeys on the Portsmouth Direct



Line. This is a challenge because it currently takes longer to travel to London from Portsmouth than it does from Southampton (even though Portsmouth is closer to London). Network Rail is developing proposals to address bottlenecks on this corridor but funding to implement these proposals is not confirmed.

Challenge 6

The **M4/A4/Great Western Main Line Corridor** has benefitted from significant investment in recent years (Crossrail, Great Western Main Line electrification, new rolling stock and enhancements to Reading station)¹⁹. The M4 smart motorway enhancements are currently under construction and scheduled for completion in 2022. However, there are plans to expand Heathrow, which would mean this already very busy corridor is expected to come under increasing pressure. There is a risk it could hold back the economic benefits arising from improved global connectivity delivered by expansion at Heathrow.

The initiatives that are needed to address the radial journey challenges are:

Extend radial routes (e.g. Crossrail from Abbey Wood to Ebbsfleet and/or extend South Eastern franchise passenger services to the Isle of Grain) that serve particularly large new housing developments.

Addresses: **Challenge 1**

Invest in rail improvements to speed up journey times to London, particularly by utilising spare capacity on High Speed 1 and investing in parts of the railway that are served by high speed services.

Addresses: **Challenge 2**

Improve connectivity by both road and rail to deprived communities – particularly potential ‘left behind towns’ in Swale, Thanet, Hastings, Bognor Regis, Littlehampton, Worthing and Shoreham.

Addresses: **Challenge 1 and Challenge 2**

Provide additional capacity and resilience on radial railways, particularly the busiest corridors such as the South Western Main Line, Reading to Waterloo Line and Brighton Main Line.

Addresses: **Challenge 3 and Challenge 5**

Improve the resilience of the road network, potentially by adopting holistic demand management policies.

Addresses: **Challenge 3 and Challenge 5**

Reduce human exposure to noise and poor air quality from radial roads, particularly where these run through urban areas such as Guildford and Portsmouth (e.g. by reducing speed limits, reallocating road space to cleaner transport modes, moving routes underground and/or away from urban areas, and/or supporting the uptake of cleaner technologies such as electric vehicles).

Addresses: **Challenge 4**

Facilitate an increase in radial journeys by public transport, including longer distance coach services, particularly to/from outer London and to/from Heathrow Airport, with improvements to interchange facilities to help facilitate this shift.

Addresses: **Challenge 6**

¹⁴ Network Rail “Brighton Main Line Improvement Project”, <https://www.networkrail.co.uk/running-the-railway/our-routes/sussex/upgrading-the-brighton-main-line/brighton-main-line-improvement-project/>, accessed September 2019.

¹⁵ **Figure 2.8** shows Air Quality Management Areas and **Figure 2.9** shows noise pollution. Both are relatively high/concentrated in the Portsmouth urban area.

¹⁶ **Figure 2.12** shows road congestion on the A3 in the Guildford urban area.

¹⁷ Port of Southampton “Port of Southampton Master Plan: 2015 – 2035 Consultation Draft (2016)”, <http://www.southamptonvts.co.uk/admin/content/files/New%20capital%20projects/Master%20Plan%202016/Master%20Plan%202016%20-%202035%20Consultation%20Document%20Oct%202016.pdf>, accessed August 2020.

¹⁸ **Figure 2.12** shows road congestion on this corridor.

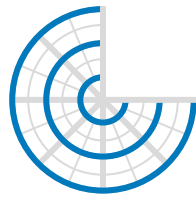
¹⁹ Network Rail “Modernising the Great Western Route”, <https://www.networkrail.co.uk/running-the-railway/our-routes/western/great-western-mainline/>, accessed August 2019.



²⁰ Figure 4.2 shows the standard of the two orbital roads serving the South East. The A27 corridor includes significant sections of single carriageway road, which limits capacity on this corridor. Most of the orbital railway corridors are two-tracked railways served by relatively infrequent services (e.g. two trains per hour on the North Downs Line). Many radial railways, on the other hand, are four-tracked railways that are capable of providing more than 20 trains per hour (e.g. on the corridor between Gatwick Airport and East Croydon).

²¹ Most of the major rail projects delivered in Control Periods 4 and 5 in the South East (e.g. High Speed 1, Crossrail 1, Thameslink) serve radial corridors. The orbital rail corridors (e.g. North Downs Line, East/West Coastway Lines) have not benefitted from the same scale of investment during this period.

²² Determined by searching trips between Ashford and Southampton using <https://www.thetrainline.com/>, accessed August 2019.



Orbital and coastal journeys

Context

- 4.10** Orbital and coastal journeys describe longer distance passenger journeys that use corridors that run perpendicular to the radial corridors described previously. The roads and railways serving these flows are sparser and have lower capacity and speeds than most radial corridors²⁰. They provide important links between economic hubs across the South East but have perhaps not received the level of investment that their function warrants in recent years²¹. A map showing the key orbital corridors serving the South East, which also highlights key issues and opportunities affecting these corridors, is provided in **Figure 4.2**. A further map highlighting some of the rail connectivity issues that are described in more detail below is provided in **Figure 4.3**.
- 4.11** The corridors serving these orbital journeys are heavily constrained by protected landscapes, which tend to run along an east – west axis in the South East area between the ridges of the North and South Downs. In contrast to the radial corridors, the road and rail networks are not closely aligned on the orbital corridors.
- 4.12** Journey times by rail on orbital corridors are typically much slower than on radial routes (largely due to cross-regional services having to serve local, regional and interurban markets simultaneously). Most rail routes on these corridors are split between different train operators and, in some cases, are divided by gaps in electric traction. A single trip from Maidstone to Reading requires changing trains twice, and a trip from Ashford to Southampton requires more changes. Indeed, it is often faster to travel via London rather than use an orbital rail route²².



Figure 4.2 Orbital and coastal journey challenges and opportunities (overview)

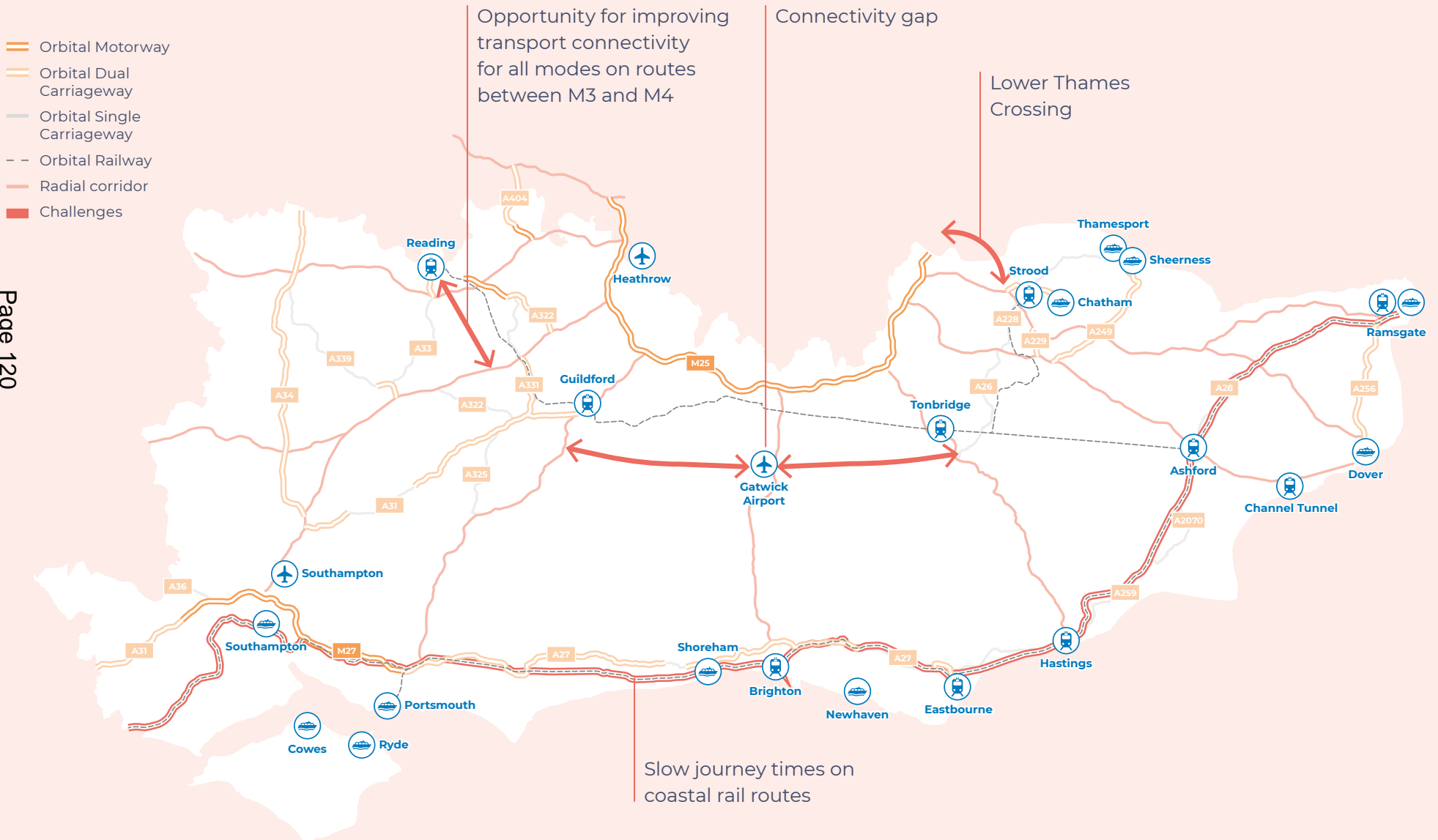
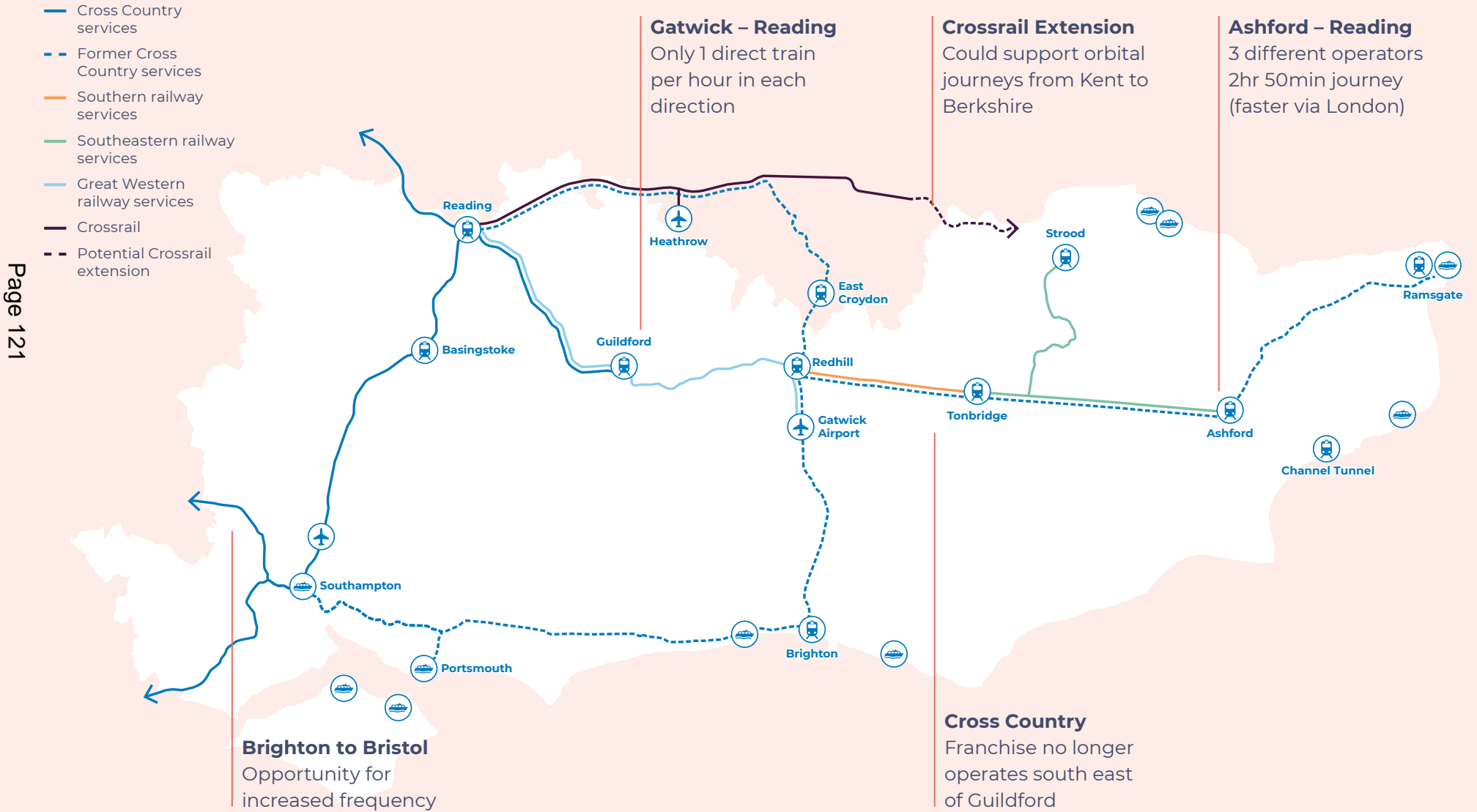


Figure 4.3 Orbital and coastal journey challenges and opportunities (railway connectivity)



Challenges and opportunities

4.13 The challenges and opportunities for orbital corridors vary across the South East area and are as follows:

Challenge 1

The M25 corridor is one of the busiest and one of the most congested corridors in Europe²³. There is very little scope for increasing capacity on this road, especially on the south west quadrant (between Junctions 7 and 15) where traffic diverts onto local routes. There are currently limited public transport alternatives on this route, although work needs to be undertaken to identify how these could be improved. There is a risk that lack of capacity on this corridor will hold back economic development and productivity improvement for the whole country, not just the communities and businesses in the South East who depend on it. The Lower Thames Crossing, which will improve access to the North and Midlands via the northern part of the M25, could divert demand away from the south west quadrant.

Challenge 2

There are very few long-distance orbital rail services in South East England. This is partly because of the rail franchise geography, which splits east-west routes between up to three different operators (e.g. Reading to Ashford). It is also partly due to gaps in electrification

on these corridors (e.g. Marshlink Line between Hastings and Ashford)²⁴ and the poor quality of infrastructure on some routes. Orbital connectivity to Gatwick Airport by rail from the east and the west is poor in comparison to the radial connectivity to the airport from the north and the south. Cross-country connectivity has declined on this corridor (intercity rail services from the Midlands and North of England used to run as far south and east as Gatwick Airport, Brighton, Ramsgate and Portsmouth)²⁵. Furthermore, there are some parts of the orbital and coastal rail network that suffer from severe crowding in peak hours. The quality of the railway infrastructure on orbital and coastal corridors therefore presents a barrier to economic development on these corridors.

Challenge 3

The M27/A27/A259/East Coastway/West Coastway Corridor has multiple issues and challenges. The M27/A27/A259 serves as a grade separated expressway around Brighton, an urban distributor road in Worthing, a city centre corridor in Hastings, a rural single carriageway in Kent, an outer ring road in Chichester, and an inter-regional motorway in South Hampshire. The railway similarly tries to accommodate slow, stopping rural and suburban services alongside faster, non-stopping longer distance services²⁶. This mixture of traffic types creates multiple conflicts

between users and undermines capacity and performance on this corridor. The poor performance of this corridor represents a significant barrier to fostering sustainable growth along the South Coast – particularly growth that encourages more local employment in economic hubs such as Brighton. The proximity of this corridor to protected built and natural landscapes means it also impacts on quality of life and wellbeing.

Challenge 4

While there are several high capacity links between the A3, M3, M4 and M40 in the west of the South East area and the M2 and M20 in the east, **there are several gaps between the M20, M23/A23 and A327**²⁷. This forces traffic to use the A27 and M25 and limits east-west access to Gatwick Airport and the “Gatwick Diamond” economic hub. Furthermore, there are some **bottlenecks on orbital links between the M3 and M4 such as the A404(M)**.

Challenge 5

Some high capacity orbital links pass through urban areas such as Bracknell, which impacts negatively on air quality, safety and quality of life.

²³ INRIX Research, “Europe’s Traffic Hotspots” (November 2016), http://inrix.com/wp-content/uploads/2017/01/INRIX_Europes-Traffic_Hotspots_Research_FINAL_lo_res.pdf (Table 3), accessed August 2019.

²⁴ Network Rail “South East Kent Route Study” (May 2018), page 21, <https://cdn.networkrail.co.uk/wp-content/uploads/2018/06/South-East-Kent-route-study-print-version.pdf>, accessed August 2019.

²⁵ The Argus “Train Services from Brighton Withdrawn” (October 2008), <https://www.theargus.co.uk/news/3749781.train-services-frombrighton-withdrawn/>, accessed August 2019. Portsmouth services were reportedly withdrawn in 2003, based on evidence submitted by Transport Strategy Working Group officers.

²⁶ Southern Railway, “Timetable 27 (Southampton, Portsmouth and Chichester to Brighton)” (May 2019), accessed August 2019 (link since removed due to release of COVID-19 timetables).

²⁷ **Figure 4.2** shows connectivity gaps between key radial corridors.



The initiatives that will help address orbital and coastal journey challenges are:

In the longer term, introduce holistic demand management initiatives that address congestion across the road network while avoiding displacement effects from one part of the network to another (ideally when alternative public transport options are available).

Addresses: Challenge 1

Deliver the Lower Thames Crossing, which will provide an alternative route around the north of the M25, avoiding the south west quadrant.

Addresses: Challenge 1

Encourage the wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line.

Addresses: Challenge 2

Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes, such as at Redhill.

Addresses: Challenge 2

Improve long distance rail and coach connectivity and capacity particularly between the Midlands, South West and North of England into the South East area along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport.

Addresses: Challenge 2

Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway corridor, based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor and improves interchange facilities.

Addresses: Challenge 3

Improve orbital connectivity between Gatwick Airport and Hampshire and Kent.

Addresses: Challenge 4

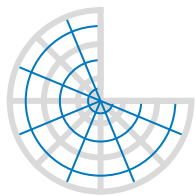
Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell.

Addresses: Challenge 4 and Challenge 5 – and potentially Challenge 1 by relieving pressure on the M25 South West quadrant.

Reduce the exposure to the adverse environmental impacts of road traffic on orbital corridors that pass through urban centres such as Gosport, Hastings, Portsmouth and Worthing, which may include reducing speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as electric vehicles.

Addresses: Challenge 5





Inter-urban journeys

Context

- 4.14 Inter-urban journeys primarily describe medium-distance passenger journeys between economic hubs and the Strategic Road Network. These journeys are predominantly served by the South East area's Major Road Network and any railways that mirror these corridors.
- 4.15 Inter-urban journeys take several forms:
- There are journeys **between economic hubs** (such as town and city centres) across the country that do not use the Strategic Road Network at all (e.g. A26/A228 (Lewes – Strood));
 - There are journeys between the Strategic Road Network and economic hubs (e.g. A264 (Horsham – M23));
 - There are journeys that **shadow strategic road corridors** and act as distributor routes for these corridors (e.g. A4 (Slough – Newbury)). The routes that serve these journeys are highly susceptible to 'spill over' from the Strategic Road Network during periods of congestion and/or disruption.
- 4.16 In contrast to the (radial) Strategic Road Network, the railway network does not align particularly well to many of the corridors that serve inter-urban journeys. For this reason, the primary public transport alternative on the corridors that serve inter-urban routes is the bus. There are also some well-developed longer distance cycleways (some of which replaced abandoned railways).

Challenges and opportunities

- 4.17 Inter-urban routes, and the Major Road Network in particular, face the following challenges and opportunities:

Challenge 1

Routes that act as secondary routes for radial and orbital roads (e.g. A22, A24 and A30) fall below standard in places. Where possible, these routes should be developed to offer a consistent standard across the corridors they serve. In some cases, this may require investment in improvements to junctions and/or targeted widening. Several interventions have been identified by local transport authorities that aim to bring these routes up to a more consistent standard.

Challenge 2

Bus services risk deteriorating on inter-urban routes if congestion rises.

This in turn risks slowing down bus services and reducing their attractiveness and viability. Interventions may be needed to provide bus priority measures and improved interchange facilities to ensure bus performance does not deteriorate, particularly on corridors within urban areas and/or that serve park and ride facilities on the edges of large urban centres.



Challenge 3

There are many gaps in the railway network serving inter-urban corridors, which represents an issue as rail is better placed to provide public transport services on many inter-urban corridors, although the introduction of new rail lines is expensive. For example, the West Coastway Line runs too far north of the A259 in places for it to provide a realistic public transport alternative on this road.

Challenge 4

There are several road safety 'hot-spots' on the Major Road Network, which may require intervention through speed limits, junction improvements and other interventions.

The initiatives that will help address inter-urban journey challenges are:

Support existing Major Road Network and Large Local Major schemes (e.g. A22 junction improvements) that bring secondary routes up to an appropriate standard.

Addresses: Challenge 1 and Challenge 4

Support initiatives that enhance, or at the very least, maintain the viability of bus services on inter-urban corridors such as bus priority measures and improved interchange facilities between different forms of transport, including integration between public transport and cycling.

Addresses: Challenge 2

Deliver better inter-urban rail connectivity, such as direct rail services from Brighton/Lewes to Uckfield.

Addresses: Challenge 3





Local journeys

Context

- 4.18** Local journeys are short distance journeys to destinations within the same community, village, town or city. They also include the first or last part of longer distance journeys including the first mile/last mile movements that form an important element of other journey types described in this strategy.
- 4.19** Local journeys can be undertaken by almost any mode of transport, including walking and cycling. In rural areas, where the bus network is much sparser than in urban areas, the choice of mode for these journeys may be more limited.
- 4.20** This journey type is particularly well suited to the 'planning for successful places' framework outlined in Chapter 3 (**paragraph 3.15**). This framework emphasises the importance of protecting vulnerable users, particularly in urban areas. This approach guides transport and spatial planners towards creating spaces and corridors that are safe and attractive to pedestrians and cyclists and that prioritise public transport modes over other motorised transport.
- 4.21** Interventions needed to support local journeys are typically smaller in scale and tend to be sponsored by local authorities (as opposed to national and regional bodies) through their Local Transport Plans. Funding arrangements therefore tend to differ to larger schemes. Funds such as the 'Transforming Cities Fund' and 'Housing Infrastructure Fund' have

been established to support initiatives at this scale. Specific mechanisms for developing improvements that will support local journeys have been put in place such as the Local Cycling and Walking Infrastructure Plans developed by local authorities.

Challenges and opportunities

- 4.22** The challenges relating to local journeys vary between urban and rural contexts. In urban environments they broadly relate to congestion and conflicts between different users and modes. In rural contexts, the key challenge is ensuring adequate levels of accessibility, especially for the most vulnerable of transport users. The key challenges and opportunities for this journey type are as follows:



²⁸ Department for Transport, "Rail Fares Index (January 2020) Statistical Release", <https://dataportal.orr.gov.uk/media/1736/rail-fares-index-january-2020.pdf>, accessed August 2019.

²⁹ Department for Transport, "Annual Bus Statistics England (2019/20)", https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/852652/annual-bus-statistics-2019.pdf (Page 2 and Table 1), accessed May 2020.

Challenge 1

There are many conflicts between different modes and user types, particularly vulnerable users and people with reduced mobility in urban areas. There are several examples of urban corridors in the South East where too much priority is given to the car over other transport modes. This is particularly common where the Strategic Road Network passes through urban areas (e.g. at Worthing and Bexhill). There are also examples of corridors that serve both long-distance and short-distance trips, which risks creating conflicts between heavy road traffic and more vulnerable road users such as pedestrians and cyclists.

Challenge 2

There are significant issues with air quality and road safety on many urban corridors that serve local journeys, with emissions from vehicles operating in congested conditions and brake and tyre wear leading to poor air quality. Some of these corridors are designated as Air Quality Management Areas or Clean Air Zones. The poor air quality and road safety concerns have the effect of deterring people from walking and cycling, which in turn can generate higher demand for car transport, which risks undermining air quality and road safety further still. This behaviour also results in increased congestion, which reduces the speed and attractiveness of bus services.

Challenge 3

Integration between transport modes could be better. There are limits to the degree that bus and rail companies can align timetables and ticketing arrangements (due to competition law). There are places where bus hubs are not well connected to rail hubs, particularly in historic towns and cities (e.g. Canterbury). This presents significant barriers to achieving modal shift and for access for people with reduced mobility. There is scope for wider use of park and ride sites on the periphery of large urban centres, and for greater use of water-based transport in the Solent area and along the Thames. Smart ticketing could be rolled out further than it is at present. Looking further ahead, there are opportunities to better integrate 'mobility as a service' modes with traditional transport modes, including bus, rail and even by car (or other private vehicles).

Challenge 4

Bus services have come under significant pressure in recent years, particularly in rural areas. Local transport authority budgets have been squeezed in recent years and this has limited the level of support these authorities have been able to provide for socially necessary bus services. Any further retrenchment of the bus network risks leaving some of the most vulnerable members of society isolated and unable to access key services.

Challenge 5

Public transport is not always affordable for everybody. While very affordable rail fares are available for those who book in advance, rail fares have increased ahead of inflation in most years since privatisation in 1996, and today are reportedly among the highest in Europe²⁸. Bus fares have also increased significantly ahead of inflation in recent years²⁹. This trend risks putting access to transport beyond the means of some of the most vulnerable people in the South East. In addition, current season ticket options do not support flexible working practices.

Challenge 6

Rural areas have particular transport challenges. They are characterised by low population density, limited public transport service provision and high levels of car dependency. This denies people choice, opportunity and creates isolation by excluding those groups who do not have access to a car. These are most often the young, older people, those with disabilities and those in lower income households.



The initiatives that will help address local journey challenges are:

Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, as appropriate.

Addresses: **Challenge 1** and **Challenge 2**

Improve air quality on urban corridors by, for example, reducing speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as electric vehicles.

Addresses: **Challenge 2**

Prioritise the needs of pedestrians and cyclists over the private car, making streets safer for pedestrians, cyclists and public transport users to help encourage greater use of these sustainable forms of transport.

Addresses: **Challenge 1** and **Challenge 2**

Invest (or encourage others to invest) in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information.

Addresses: **Challenge 3** and **Challenge 6**

Develop integrated transport hubs (bus, rail, park and ride, new mobility and cycle parking), integrated 'smart ticketing', and integrated timetables, where feasible.

Addresses: **Challenge 3**

Lobby government to protect and enhance funding for socially necessary bus services in rural areas.

Addresses: **Challenge 4**, **Challenge 5** and **Challenge 6**

Lobby government to reduce public transport fares in real terms in the longer term.

Addresses: **Challenge 5** and **Challenge 6**

Improve the accessibility of transport infrastructure and public transport services in urban and rural areas by investing in accessibility improvements and by ensuring streets and public places are accessible to all.

Addresses: **Challenge 1**, **Challenge 2** and **Challenge 6**

Encourage the roll out of integrated ticketing arrangements that enable multi-operator and multimodal journeys and new tickets that provide better value for those working flexible hours.

Addresses: **Challenges 3**, **Challenge 5** and **Challenge 6**

Improve the management of the supply and cost of car parking in urban areas to encourage modal shift to more sustainable forms of transport.

Addresses: **Challenge 1** and **Challenge 2**

Identify the potential for technological developments to transform transport and accessibility in rural areas as part of the development of a Future Mobility Strategy for the South East.

Addresses: **Challenge 6**



³⁰ Transport for the South East “Logistics and Gateway Review” (October 2019).



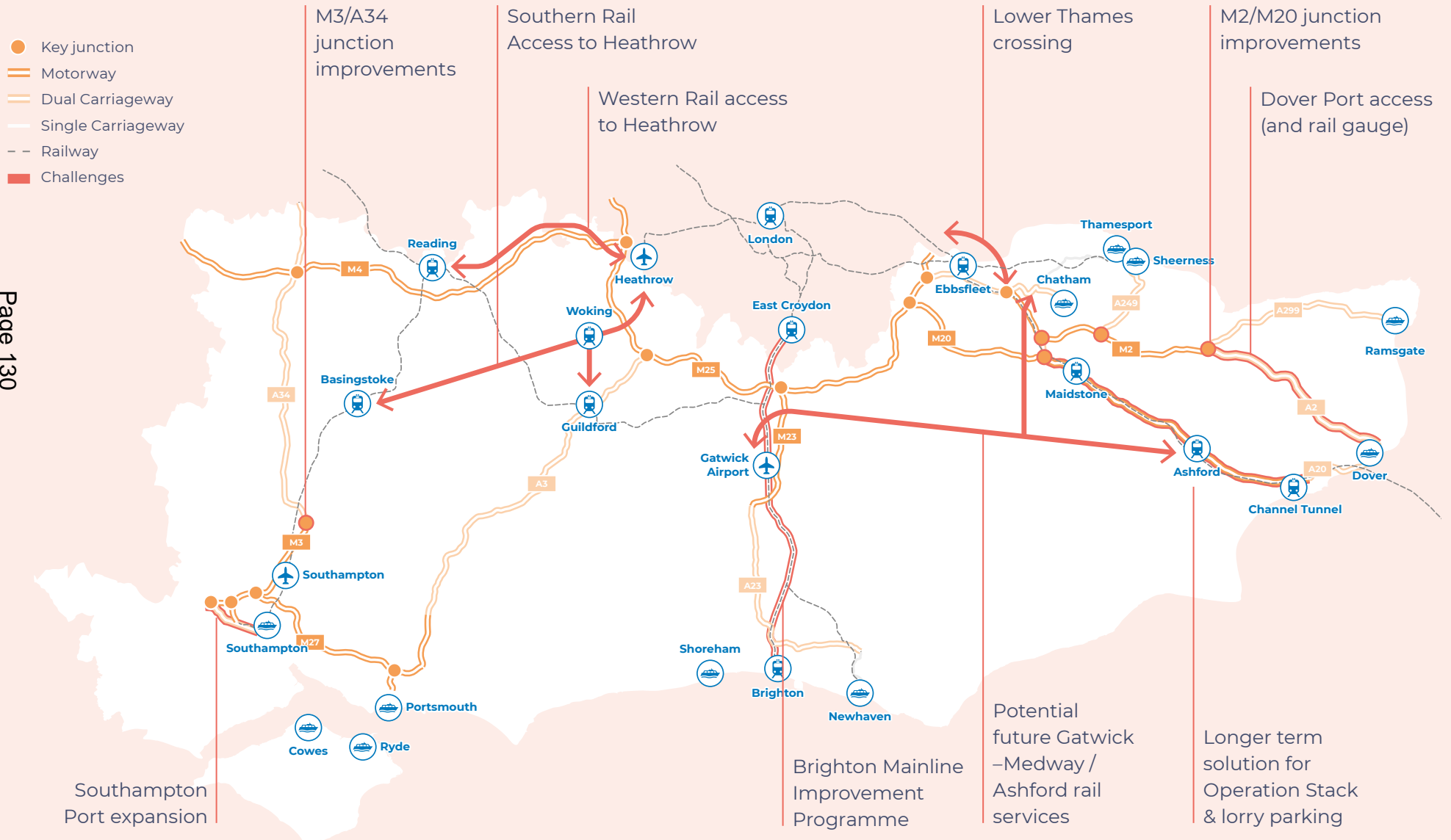
International gateways and freight journeys

Context

- 4.23** As described in Chapter 2 (paragraphs 2.64 to 2.68), and the “Logistics and Gateway Review” technical report³⁰, the South East is home to many of the most important and busiest international gateways in the UK. These gateways serve both passenger and freight markets. Many of the people who use and who benefit from these gateways live outside the South East and, indeed, outside the UK. These international gateways are therefore critically important for the whole country. Many businesses in the North of England and Midlands depend on these gateways to access suppliers and customers, while many visitors to London pass through the Channel Tunnel and Gatwick Airport.
- 4.24** A map showing the key corridors serving international gateways and freight journeys in the South East is provided in **Figure 4.4**. However, it should be noted that inter-urban and local roads also support the delivery of ‘first mile/last mile’ freight services. These types of freight trips include those driven by strong recent growth in internet shopping, which rely on package deliveries.
- 4.25** The international gateways in the Transport for the South East area are a focus for employment and commerce. Several large business parks have developed near Heathrow Airport (along the A4/M4 corridor) and Gatwick Airport (in the Gatwick Diamond cluster).
- The businesses located here see a benefit in being located to high-quality international hubs.
- 4.26** Most of the busiest international gateways are well connected to the Strategic Road Network and the railway network, although some offer better onward connectivity to the rest of the country than others (e.g. the Port of Southampton is better served by the Strategic Road Network and railway network than Shoreham Port).
- 4.27** The key corridors that enable road freight to access the South East’s key ports are:
- the A2/M2 corridor from Dover to the East of England, Midlands and North of England via the Dartford Crossing;
 - the A20/M20 corridor from Dover and the Channel Tunnel terminal at Cheriton to the East of England and North of England via the Dartford Crossing, or the West of England and Midlands via the M25 and M4/M40; and
 - the M3/A34 corridor from Southampton to the Midlands.



Figure 4.4 Key freight and international gateway corridors



³¹ Network Rail (2018) "South East Kent Route Study" (Page 48) <https://www.networkrail.co.uk/wp-content/uploads/2018/06/South-East-Kent-route-study-print-version.pdf>, accessed August 2019.

³² Network Rail (2015) "Wessex Route Study" (Page 37) <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/Wessex-Route-Study-Final-210815-1-1.pdf>, accessed August 2019.

4.28 The most important corridors for accessing the South East area's airports are:

- the M4/Great Western Main Line and M25 corridors for Heathrow Airport; and
- the A23/M23/Brighton Main Line corridor for Gatwick Airport.

4.29 The key railway corridor for accessing the Channel Tunnel is served by the country's only high-speed railway – High Speed 1. This corridor could carry more rail freight and is underutilised at present. Currently, most rail freight from Kent is forced to pass through inner London (notably on a busy section of the South London Line between Nunhead and Wandsworth Road, which carries up to two freight trains per hour³¹) to reach the rest of the country. There are also heavy freight flows between Southampton and Reading, with up to 40 freight train paths in each direction, each day³². There are a number of constraints on increasing rail freight capacity, including continued growth in the number of local and regional passenger services using off peak capacity, the lack of alternatives to busy orbital routes across and around London, gauging and route clearance constraints and, limited opportunities on the network for freight trains to wait to find compliant train paths.

4.30 The operation of the South East area's international gateways impacts the South East area's surface transport networks

and vice versa. For example, delays on the M25 could cause passengers to miss their flights, while delays on cross-channel ferry operations can cause significant tailbacks on the M20/A20 and M2/A2 highways.

4.31 Many of the South East area's international gateways are expected to grow. For example, Heathrow Airport is developing proposals for a third runway to the north-west of its current site; Gatwick Airport has launched its masterplan and a Development Control Order process to seek permission for expansion; while the Port of Southampton is developing proposals to expand its operations. It will be important to ensure that any future growth at these gateways can be accommodated, by more sustainable modes where possible, and minimising adverse impacts on the communities and environment nearby.

4.32 Any future transport strategy for international gateways and freight must provide enough flexibility to respond to the most plausible future relationship between the United Kingdom and the European Union.

4.33 There are exciting opportunities for improving the efficiency of road freight thanks to emerging technologies such as connected and autonomous vehicles (also known as 'CAVs').

4.34 Technology also offers scope for more efficient logistics models. Better information sharing between steps on

the logistics chain has the potential to make freight delivery significantly more efficient. This could help to ensure that there is less congestion on the roads, liberating space for other road users and providing more reliable delivery services. Improvements in service-based freight models have the potential to reduce last mile delivery costs for operators and reduce multi-attempt delivery trips.

4.35 In addition to accessing international gateways, there are important regional freight flows that also depend on the Strategic Road Network.

4.36 Congestion on these roads has a significant impact upon the attractiveness of these international gateways for trade and has an impact upon other road users. Several of the largest international gateways in the South East lie near city centre locations (most notably Southampton and Portsmouth), therefore this congestion has a significant impact upon the local population. However, heavy goods vehicle movements account for a small percentage of vehicle movements, therefore tackling congestion around international gateways needs to comprise a rounded approach that encompasses all road users.

4.37 The provision of adequate lorry parking and driver welfare facilities are critical to the operation of the freight and logistics sector in the UK. There is currently a shortage of lorry parking both nationally



and in the South East. Inappropriate lorry parking causes issues for not only residents with litter, noise, damage to kerbs/verges but also for the drivers, with a lack of adequate facilities causing potential road safety issues, and concerns of personal safety/crime towards drivers and their loads. The lorry parking issue was examined as part of the Freight Logistics and Gateways study that was undertaken as part of the development of the transport strategy³³).

4.38 The freight market and international gateways in the South East predominantly serve two distinct markets: containerised freight and roll-on, roll-off shipping. These two markets are served by different components of the transport network. Transport networks need to be adaptable and flexible to the changing make up of freight as these two distinct markets evolve in the future.

Challenges and opportunities

4.39 The key challenges to international gateways and freight relate primarily to accommodating future growth and reducing the impact of freight transport on the environment:

Challenge 1

Heathrow Airport is planning to develop a third runway to the north-west of the current site, which will enable up to three aircraft to take off and/or land simultaneously. This expansion will enable a 50% increase in air traffic movements and a 60% increase in passengers (compared to 2016)³⁴. Additional growth at Heathrow, which currently has a public transport surface access mode share of 40%³⁵, presents significant transport and environmental risks to the South East. Currently there are no rail links from the west or the south to Heathrow Airport. It is critically important that viable public transport alternatives are put in place to enable access to and from Heathrow Airport by other means than the car. These improvements are required regardless of the current expansion plans. If expansion proceeds, these improvements will need to be accompanied by demand management policies (e.g. parking and drop-off charges). **Gatwick and Southampton airports** also have expansion plans. Gatwick has plans for expansion within the existing airport estate by bringing its emergency runway into use. This will

bring significant, challenges for both passenger, airport worker and freight flows on corridors serving this airport. Southampton Airport also wants to extend its runway and increase the number of flights. Again, the additional passenger and employee journeys arising from this expansion should principally be mitigated by increasing sustainable transport mode share.

Challenge 2

The roads serving the **Port of Dover and the EuroTunnel terminal** routinely suffer from poor resilience due to port and border operations on both sides of the English Channel, which can cause freight traffic to build up on the M20³⁶. The A2 trunk road east of Canterbury could be further developed to strengthen the resilience of both corridors serving these two important gateways.

Challenge 3

There are opportunities for port expansion at several locations in the South East, including at **Southampton** and (to a lesser extent) at **Dover**. Any expansion will need to be supported by appropriate access to the highway and railway networks.

Challenge 4

The **Dartford Crossing (M25)** currently experiences severe congestion. Highways England is developing the Lower Thames

³³ Transport for the South East "Logistics and Gateway Review" (October 2019).

³⁴ Heathrow Airport Ltd "Heathrow Expansion: Facts and Figures" <https://www.heathrowexpansion.com/uk-growth-opportunities/facts-and-figures/>, accessed May 2020.

³⁵ Greater London Authority "Surface Access to Heathrow Airport Presentation" (2015), <https://www.london.gov.uk/moderngov/documents/b13397/Minutes%20-%20Appendix%204%20-%20Airports%20Surface%20Access%20Presentation%20Tuesday%2010-Nov-2015%2010.00%20Transport%20Co.pdf?T=9> (Slide 4), accessed August 2019

³⁶ The Kent County Council Local Transport Plan calls for a long-term solution to Operation Stack and additional facilities for lorry parking on the M20 corridor (see https://www.kent.gov.uk/_data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf, page 3).



³⁷ Department for Transport "Rail Factsheet" (2019), page 6, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851082/rail-factsheet-2019.pdf, accessed May 2020.

Crossing scheme to relieve congestion on this route. However, this scheme risks diverting traffic from the M20 to the M2/A2 corridor (as the crossing route starts at Strood). This may place additional pressure on the A229 between the M2 and M20.

Challenge 5

Rail freight mode share nationally is relatively low³⁷ and there are constraints limiting the scope of rail freight to expand (for example, on the A34 corridor). In some areas (e.g. Dover) there are constraints in the railway gauge that limit the transport of containers by rail. There are understandable commercial reasons for a preference for road haulage, especially as the nature of logistics is changing (by moving away from bulk deliveries towards smaller 'just-in-time' package deliveries). However, this is holding back the potential for freight to contribute to reducing carbon emissions and improving air quality in the South East.

Challenge 6

Freight is dependent on some of the most congested roads in the South East area. This is particularly the case for the M25 and the A34 corridors.

Challenge 7

There is a **shortage of lorry parking and driver welfare facilities in the South East** inhibiting the efficient operation of the freight sector, causing potential road safety issues, and concerns of personal safety/crime towards drivers and their loads.

Challenge 8

It is much harder to reduce heavy goods vehicle emissions than lighter road vehicles. Battery powered freight vehicles are less developed than smaller electric vehicles. Different traction technologies to the battery may be needed to provide non fossil fuel alternatives for freight vehicles.

Challenge 9

Finally, the **United Kingdom's future relationship with the European Union** also presents potentially significant uncertainty and challenges for the South East area's international gateways. There is a risk of more disruption at the Channel ports in the short term, which could disrupt transport networks across Kent. In the longer run, there could be a shift in freight patterns.



The initiatives that will help address key international gateway and freight journey challenges are:

Improve public transport access to Heathrow Airport through delivering the western rail and southern access schemes, and improvements in public transport access to Gatwick Airport and Southampton Airport.

Addresses: Challenge 1

Support the use of demand management policies at Heathrow Airport, such as vehicle access charges, to minimise traffic growth arising from expansion at this airport.

Addresses: Challenge 1

Provide appropriate links and improvements to the highways and railway networks at expanding and/or relocating ports in the South East. This should include improvements to road routes, such as the A34 and A326, and parallel rail routes (serving Southampton) and A2 (serving Dover).

Addresses: Challenge 2 and Challenge 3

Deliver Lower Thames Crossing and associated improvements on the A229, Junctions 3, 5 and 7 of the M2 and Junction 6 of the M20. Deliver improvements at Junction 9 of the M3.

Addresses: Challenge 4

Implementing rail freight schemes, such as electrification and gauge enhancements, to increase capacity on strategic routes and encourage modal shift from road to rail.

Addresses: Challenge 5 and Challenge 6

Improve the efficiency of freight vehicle operations through adoption of new technologies.

Addresses: Challenge 7

Help international gateways adapt to changes in trade patterns. This may include investing in facilities such as customs checkpoints away from key locations such as Dover.

Addresses: Challenge 9

Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys, and specifically identify potential solutions to the current shortage of lorry parking and driver welfare facilities.

Addresses: All Challenges



³⁸Transport for the South East "Future Transport Technology" (October 2019).

³⁹Transport for the South East "Ticketing Options Study" (October 2019).

⁴⁰Transport for the South East "Future Transport Technology" (October 2019).



Future journeys

Context

4.40 Future journeys encompass any journey type that may be facilitated by an emerging technology. This is an exciting and rapidly developing area of transport that has the potential to deliver significant change to all aspects of mobility. A more detailed exploration of the potential impact of this emerging technology on the South East area is described in the "Future Transport Technology"³⁸ and "Ticketing Options Study"³⁹ technical reports

4.41 This transport strategy sets a vision for the South East in 2050, which is more than thirty years in the future. To understand the degree of change that could be delivered over this period, one only needs to consider what the world looked like thirty years ago in 1990. At this time:

- The Cold War was coming to an end following the fall of the Berlin Wall;
- China had not yet emerged as a superpower; and
- The internet could only be accessed by a tiny portion of the population.

4.42 Transport was also very different thirty years ago. In 1990:

- Railway patronage (by passengers) was approximately half the level it is today;
- The Channel Tunnel was still under construction;
- The low-cost airline industry was yet to emerge; and

- Many of the major roads in the South East had not been built, including parts of the M20 and M25.

4.43 It is therefore difficult to predict which technologies and social trends will influence the future over a thirty-year time horizon. That said, some trends seem more certain than others, and some of these trends will have a greater impact on transport demand than others. In the "Future Transport Technology" Technical Report⁴⁰, six themes of trends are identified that have the potential to significantly affect transport demand. These themes are:

- **Demographic trends:** Including a growing, ageing population and urban densification;
- **Social trends:** Including greater acceptance of 'sharing', higher expectation of immediacy and customer centricity, and a greater appreciation of experiences over assets;
- **Environmental attitudes:** Greater awareness and concern about climate change, air quality, scarcity of resources, circular economy and interest in greener technologies;
- **Economic changes:** Including the rise of the 'gig economy', increased automation, new business models, and on-demand manufacturing; and
- **Political landscape:** Including increased devolution to regions and countries and increasing conflict between globalisation and protectionism.



4.44 The technologies that are arguably most likely to succeed are those that respond best to the challenges and trends outlined above. The “Future transport strategy” categorises these technologies into the four following groups:

- **Connected**, which encompasses the movement of data between people, other people, vehicles, assets and systems;
- **Autonomous**, which includes any technology that replaces ‘mundane’ human tasks with technology;
- **Alternative fuels**, which includes the decarbonisation of energy production, storage and consumption; and
- **Shared**, which describes the sharing of services that traditionally were ‘owned’ by individuals.

4.45 The technologies outlined above are delivered to the public through different business models, which include:

People-based mobility models, such as:

- Ride-sharing, which match private vehicle drivers with potential passengers (sometimes co-workers) making similar regular or one-off trips;
- Ride-sourcing, which match customers with available rides using a smartphone application and enable users to pay on account via pre-approved payment methods, with prices set according to supply and demand; and

- Asset-sharing, which allow customers to access and to share use of different mobility modes without having to own them (e.g. car or bicycle). Assets are generally available at permanent or semi-permanent parking locations and booked, paid for and located via an application.

Service-based mobility models, such as:

- Mobility as a service, which integrates multimodal public and private sector mobility services through digital platforms by incorporating travel information, payments, and reservation systems into a single application;
- Parking platforms, which provide consumers with information and app-based payment functions to reduce the traditional problems associated with finding and paying for parking; and
- Digital as a mode, which uses digital connectivity to reduce/remove the need to travel (e.g. by enabling remote working and remote access to services including health and education).

Freight-based mobility models, such as:

- Digital-based freight models, which offer customers easier access to real-time and price transparent freight services, which helps improve supply chain visibility and asset utilisation; and
- Service-based freight models, which use data and automated technologies to provide customers with a wider selection of flexible last-mile delivery and collection options.

4.46 The impact that these trends have upon transport patterns will be modulated by ‘critical uncertainties’, which include:

- willingness to share data;
- willingness to adopt new technologies;
- preferences for sharing transport or travelling alone;
- future levels of automation;
- future rates of electrification; and,
- the role of/authority of the private and public sectors.

4.47 These uncertainties are significant and could have a major bearing on future technological development. This makes it difficult to develop a narrow or specific strategy when it comes to future journeys. Therefore, this strategy identifies broad challenges and opportunities relating to future journeys for further consideration.



Challenges and opportunities

4.48 While Transport for the South East may not be able to control all the levers driving the development of technology in the South East, it can help steer the direction and uptake of these innovations and shape the regulatory framework governing them. It is important to ensure that these new technologies develop in a way that supports this transport strategy (e.g. by contributing to zero-net carbon) rather than undermining any of its objectives (e.g. by encouraging mode-shift from walking/cycling/public transport to shared taxis and potentially contributing to traffic growth). Transport for the South East's overarching objective for future journeys is to ensure they are accessible to all, environmentally acceptable, and do not undermine the efficiency of the transport network.

Challenge 1

There are gaps in electric and digital infrastructure. The South East's power distribution network needs to have the capacity to accommodate the uptake of electric vehicles. It also needs to provide widespread access to charging points to ensure electric vehicles can be conveniently charged anywhere in the region. While there has been some investment in charging infrastructure in the South East, this has not yet been consistent, meaning there are gaps in accessing them. Similarly, there are gaps in internet connectivity across the region,

which could undermine the development of internet-based services and (in the longer term) connected vehicles.

Challenge 2

There is a risk some parts of the South East may be 'left behind' as some future mobility initiatives may not be accessible to all because of their cost or the technology needed to access them. Many of the service-based mobility models described above have the potential to make the lives of residents around the South East significantly easier, particularly those who have limited mobility, such as ageing members of the population who struggle to access conventional public transport modes. However, these services may not be affordable to all users or economically viable in rural areas, which means that some parts of the South East risk being left behind. There is also a risk that new mobility services may only be accessible through channels that target particular demographics (e.g. younger people with access to smart phones), which may mean other parts of society who cannot easily access these channels will miss out on the benefits these services offer.

Challenge 3

There is a risk that new technology may undermine walking, cycling and public transport modes. There is some evidence from North America that the popularity of service-based mobility models is

attracting users away from public transport to private vehicles (albeit taxis rather than privately owned vehicles). If this trend were to emerge in the South East, then this could risk increasing road traffic congestion, thus undermining any economic or environmental benefits that might arise from the uptake of new technologies.

Challenge 4

There is a risk that new technologies may further fragment the delivery of transport services. This has the potential to undermine strategic planning in the South East and make it difficult to find ways of better integrating different transport modes to promote sustainable transport choices. This is particularly pertinent of smart ticketing technologies, which are currently being developed by multiple operators across the South East area.

Challenge 5

There is a risk that the uptake of internet shopping will generate more freight traffic, particularly freight that is not well suited to more sustainable transport modes such as rail.

Challenge 6

Alternative fuel private vehicles won't solve the congestion problem. Although the switch to electric cars may reduce harmful greenhouse gas emissions, it will not reduce traffic levels on the network.



The initiatives that will help address key future journey challenges are:

'Future-proof' the digital and energy infrastructure within the South East by making provision for accelerated future uptake. The South East Energy Strategy that has been produced jointly by the Coast to Capital, Enterprise M3 and South East Local Enterprise Partnerships aims to achieve clean growth from now until 2050 in energy across the power, heat and transport sectors⁴¹. The Thames Valley Berkshire LEP has produced a similar strategy for their area⁴².

Addresses: **Challenge 1**

Incorporate 'mobility as a service' into the current public transport network (and potentially for private vehicles too), to provide better accessibility for a wider range of the population in both rural and urban areas.

Addresses: **Challenge 2**, **Challenge 3**, **Challenge 4** and **Challenge 5**

Encourage consistency in the 'smart ticketing' arrangements across the South East, expanding the use of 'pay as you go' and contactless payment.

Addresses: **Challenge 4**

Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet Transport for the South East's vision.

Addresses: **All Challenges**

Conclusions

In this section we have shown how we have applied the principles described in Section 3 to the six Journey Types to address the key transport challenges facing the South East area. In the following section, we describe how we plan to implement this Transport Strategy.

⁴¹ Coast to Capital, Enterprise M3, and South East Local Enterprise Partnerships "Local Energy Strategy" <https://www.energyhub.org.uk/wp-content/uploads/2019/09/Energy-South2East-Local-Energy-Strategy.pdf>, accessed May 2020.

⁴² Thames Valley Berkshire Local Enterprise Partnership "Energy Strategy" <https://www.energyhub.org.uk/wp-content/uploads/2019/09/Thames-Valley-Berkshire-Energy-Strategy-May-2019.pdf>, accessed May 2020.

Chapter 5

Implementation



Introduction

Priorities for interventions

- 5.1 This chapter outlines how the transport strategy will be delivered. It outlines broad priorities for interventions, outlines a high-level schedule for these interventions, describes who will be involved in delivering the transport strategy, how progress will be monitored, governance arrangements, and next steps.
- 5.2 The previous chapter highlighted examples of schemes, interventions and policies that will support the delivery of this transport strategy. Some of the schemes identified are relatively advanced in their development. Others are at feasibility stage, or earlier, in their development cycle. Five area studies will be undertaken to identify the particular schemes and interventions that will be needed in different parts of the Transport for the South East Area. Further technical work will be undertaken to identify the potential impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be used to inform the area studies.
- 5.3 It is acknowledged that the current pipeline of highway and rail schemes being delivered through the Road Investment Strategy and rail investment programmes will address short term capacity and connectivity challenges. However, in the longer term, the focus should shift away from road building ('planning for vehicles') towards investing in public transport services ('planning for people') and, supporting policies such as integrated lands use and transport planning and demand management policies ('planning for places').
- 5.4 In the course of developing the strategy, a wide range of partners and stakeholders have been asked for their priorities for schemes and interventions across the South East. The interventions have been categorised by importance (high, medium and low) and timeline (short, medium and long term).
- 5.5 The priorities for interventions and suggested timescales identified by partners and stakeholders are shown in **Figure 5.1** and are summarised below:
- Changing traffic flow patterns of the road network means there will always be a need for localised **highway schemes** to address issues that will continue to arise. New roads, improvements or extension of existing ones should be prioritised in the short term but become a lower priority in the longer term. Highways schemes should target port access, major development opportunities and deprived communities.

- **Railway schemes** are high priority across all timelines – Brighton Main Line upgrades are prioritised for the short term, while improvements to orbital rail links such as the East and West Coastway, Gatwick to Reading, Kent to Gatwick and new Crossrail lines are a longer-term goal.
- **Interchanges** are a high priority across all timelines where these facilitate multi modal journeys and create opportunities for accessible development.
- **Urban transit schemes** (e.g. Bus Rapid Transit and/or Light Rail Transit schemes, where appropriate for the urban areas they serve), are high priority and generally medium to long term.
- **Public transport access to airports** is a high priority and, in the case of Heathrow Airport, must be delivered regardless of whether airport expansion takes place.
- **Road and public transport access to ports** is also high priority and prioritised for delivery in the short term.
- **Technology** and innovation in transport technology – vehicle, fuel and digital technologies – is supported, however the widespread roll-out of some beneficial technologies may only be realised in the medium to long term.

- **Planning policy** interventions are relatively high priority and short term.
- **More significant demand management policy** interventions are a much longer-term goal.

Figure 5.1 The Phasing of Priority Interventions

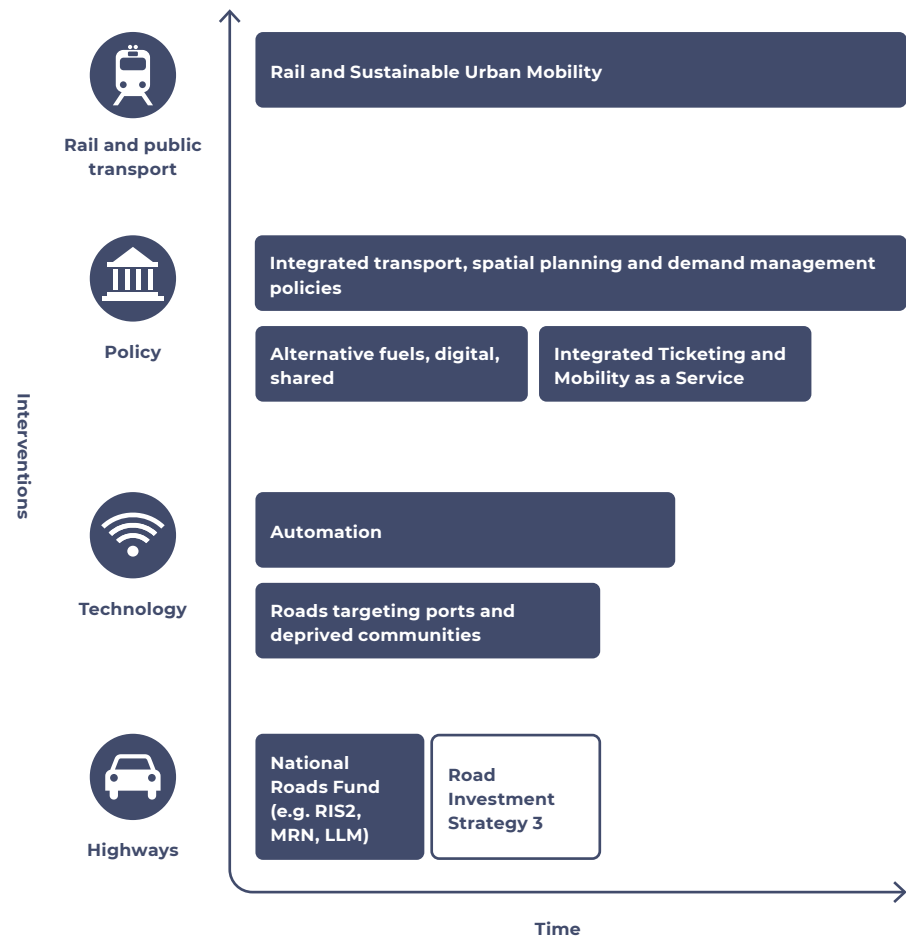


Figure 5.2 Financing options

		🛡️ Security			
		Council Balance Sheet	Multiple Balance Sheets	Corporate Balance Sheets	Asset Backed Security
Source	Institutional Investors	–	• UK Municipal Bond Agency	• Corporate Bonds	• Project Bonds
	Commercial	• Commercial Banks	–	• Developer Lending	• Project Finance / Asset Backed Vehicles
	Policy Bank / Multilateral	• Policy Banks	–	–	• Multilateral Project Finance
	HM Treasury	• Public Works and Loan Board	–	–	–

Funding and financing

5.6 Funding sources and financing arrangements are an important consideration in the development of an implementation plan for schemes and interventions identified in the transport strategy. In this context, it should be noted that:

- Funding refers to the capital which pays for the up-front costs of the scheme (i.e. it does not need to be directly repaid); and
- Financing refers to how the capital requirements of the scheme are met from various sources that are repaid over time. Financing is generally required for a project if funding is insufficient to cover the projects total costs during construction.



5.7 A “Funding and Financing Options” technical report has been developed as part of the transport strategy, which explores potential funding mechanisms for schemes and interventions. The approach it sets out has been designed so that it can be tailored to specific infrastructure investment projects.


¹ European Environment Agency “The Natura 2000 protected areas network” (2020) <https://www.eea.europa.eu/themes/biodiversity/natura-2000/the-natura-2000-protected-areas-network>, accessed May 2020.

Monitoring and evaluation

- 5.8** Due to the number and scale of schemes and interventions put forward as priorities, it is acknowledged that multiple sources of funding and financing will be required to deliver the transport strategy. A summary of the most common routes to financing infrastructure is provided in **Figure 5.2**.
- 5.9** Public finance is likely to remain the key source of funding for highway and railway infrastructure in the near future. Looking further ahead, in order to manage demand and invest in sustainable transport alternatives, new funding models will need to be pursued in future in order to secure finance to implement schemes. This could include funding models, such as hypothecated road user charging schemes, as a means of both managing demand in a ‘pay as you go’ model or as part of a ‘mobility as a service’ package, as well as providing much needed funding for investing in sustainable transport alternatives. Transport for the South East will continue to identify and secure additional sources of funding to help deliver the transport strategy.
- 5.10** A mechanism for monitoring and evaluating the progress of the transport strategy will be established. This will include monitoring the delivery of the priorities summarised in **paragraph 5.5**. It will also include tracking outcome orientated key performance indicators, which are described below. In addition, any interventions arising from the transport strategy would need to demonstrate compliance with environmental legislation. Development that would be likely to have a significant effect on a European Natura 2000 sites (designated for nature conservation)¹ will be subject to assessment under habitats regulations at project application stage.
- 5.11** Transport for the South East will use a set of key performance indicators to monitor how well the strategy is progressing. These key performance indicators will consist of a range of measures that will be used to assess the extent to which the strategic priorities, outlined in Chapter 3 (**paragraph 3.15**), are being achieved. The key performance indicators that are going to be used to monitor the performance are listed in **Table 5.1** below.

Table 5.1 Key Performance Indicator

	Strategic Priorities	Indicators
 Economic	<p>Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.</p>	<p>The delivery of improved road and railway links on corridors in need of investment.</p> <p>Improved public transport access to Heathrow and Gatwick Airports.</p> <p>Improved long-distance rail services (measured by journey time and service frequency).</p>
	<p>More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.</p>	<p>Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available).</p> <p>Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).</p>
	<p>A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.</p>	<p>Reduced delays on the highways network due to poor weather.</p> <p>Reduced number of days of severe disruption on the railway network due to poor weather.</p> <p>Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.</p>
	<p>A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.</p>	<p>The percentage of allocated sites in Local Plans that are developed in line with Local Plans.</p>
	<p>A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.</p>	<p>Increase in the number of bus services offering 'Smart Ticketing' payment systems.</p> <p>Number of passengers using 'Smart Ticketing'.</p> <p>Number of passengers using shared transport.</p>
 Social	<p>A network that promotes active travel and active lifestyles to improve our health and wellbeing.</p>	<p>Increase in the length of the National Cycle Network in the South East.</p> <p>Increase in the length of segregated cycleways in the South East.</p> <p>Increase mode share of trips undertaken by foot and cycle.</p> <p>Number of bikeshare schemes in operation in the area.</p> <p>Mode share of walking and cycling.</p>

	Strategic Priorities	Indicators
 Social	Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	Reduction in NOx, SOx and particulate pollution levels in urban areas.
	An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.	A reduction in the indicators driving the Indices of Multiple Deprivation in the South East, particularly in the most deprived areas in the South East area.
	A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to interchange between different forms of transport	Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
	A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	Reduction in the number of people Killed and Seriously Injured by road and rail transport.
 Environmental	A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	Reduction in carbon emissions by transport.
	A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	A net reduction in the number of trip kilometres undertaken per person each weekday. A reduction in the mode share of the private car (measured by passenger kilometres).
	A transport network that protects and enhances our natural, built and historic environments.	No transport schemes or interventions result in net degradation in the natural capital of the South East, instead aiming for environmental net gain for priority ecosystem services (such as natural flood risk management). No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years, in line with the requirements of the Environment Bill.
	Use of the principle of 'biodiversity next gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives	Use of the principle of 'biodiversity next gain' in all transport initiatives. No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years, in line with the requirements of the Environment Bill.
	Minimisation of transport's consumption of resources and energy.	Reduction in non-renewable energy consumed by transport.

Transport for the South East's role

Powers and functions

- 5.12 Transport for the South East proposes to become a statutory sub-national transport body, as described in Part 5A of the Local Transport Act 2008 (as amended). Transport for the South East proposes to have the 'general functions' of a sub-national transport body as set out in Section 102H (1) of this legislation. The general functions are:
- to prepare a transport strategy for the South East;
 - to provide advice to the Secretary of State about the exercise of transport functions in relation to the South East (whether exercisable by the Secretary of State or others);
 - to co-ordinate the carrying out of transport functions in relation to the South East that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions;
 - if the sub-national transport body considers that a transport function in relation to the area would more effectively and efficiently be carried out by the sub-national transport body, to make proposals to the Secretary of State for the transfer of that function to the sub-national transport body; and
 - to make other proposals to the Secretary of State about the role and functions of the sub-national transport body.

- 5.13 Under current legislation relating to sub-national transport bodies sets out that the Secretary of State will remain the final decision-maker on national transport strategies. However, the Secretary of State must have regard to a sub-national transport body's statutory transport strategy. This demonstrates the need for the strong, ongoing relationship between Transport for the South East and government on developing schemes and interventions.
- 5.14 The consultation on the draft Proposal to Government ran from 7 May to 31 July 2019. This process was concurrent with the development of the draft transport strategy. The draft proposal identifies powers required in order to successfully deliver the transport strategy. These powers include:
- **General functions:** The powers to prepare a transport strategy, advise the Secretary of State, co-ordinate the carrying out of transport functions, make proposals for the transfer of functions, make other proposals about the role and functions of the sub-national transport body;
 - **Railways:** The right to be consulted about new rail franchises and to set High Level Output Specification for the railway network in the South East;
 - **Highways:** The powers to set a Road Investment Strategy for the Strategic Road Network in the South East, to enter into agreements to undertake certain works on roads in the South

East, to acquire land to enable the delivery of schemes, and to construct highways, footpaths, bridleways;

- **Capital grants for public transport facilities:** The powers to make capital grants for the provision of public transport facilities;
- **Bus service provision:** The power to secure the provision of bus services through Quality Bus Partnerships;
- **Smart ticketing:** The powers to introduce integrated ticketing schemes;
- **Establish Clean Air Zones:** The powers to establish Clean Air Zones;
- **Other powers:** The right to promote or oppose Bills in Parliament; and
- The powers which are additional to the general functions relating to sub-national transport bodies will be requested in a way that means they will operate concurrently and with the consent of the constituent authorities.

5.15 Transport for the South East does not propose seeking the following functions or powers (some of these are subject to any changes recommended in the forthcoming devolution White Paper and governance of the rail network recommended by the Williams Rail Review):

- set priorities for local authorities for roads that are not part of the Major Road Network;
- be responsible for any highway maintenance responsibilities;
- carry passengers by rail;
- take on any consultation function instead of an existing local authority;
- give directions to a constituent authority about the exercise of transport functions by the authority in their area;
- act as co-signatories to rail franchises; or
- be responsible for rail franchising.

5.16 The Williams Rail Review may recommend significant changes to the structure of the rail industry which could affect the role of sub-national transport bodies in the planning and delivery of rail infrastructure and service specifications. Transport for the South East will review the White Paper due for publication in summer 2020 and assess its potential future role in the railway industry in due course.

5.17 Transport for the South East is intending to submit the Proposal to Government in autumn 2020, following approval of the transport strategy by the Shadow Partnership Board.

Governance

5.18 Transport for the South East has put in place governance arrangements that will enable the development, oversight, and delivery of the transport strategy. It is envisaged that this governance framework will be further formalised when Transport for the South East becomes a statutory sub-national transport body. The governance arrangements are summarised as follows:

- Transport for the South East is governed by a **Shadow Partnership Board**. The Shadow Partnership Board is formed of elected members from each constituent member authority, with the six Berkshire unitary authorities being represented by one elected member through the Berkshire Local Transport Body. This body elects a chair and vice chair from the constituent members. It currently meets four times a year. Transport for the South East's regulations provide for the appointment of persons who are not elected members of the constituent authorities but provide highly relevant expertise to be co-opted members of the Partnership Board. Currently a representative from two of the five local enterprise partnerships in the geography, two representatives from the boroughs

and districts, a representative from the protected landscapes in the geography, the chair of the Transport Forum and representatives from Network Rail, Highways England and Transport for London have been co-opted onto the board.

- The Partnership Board works by consensus but has an agreed approach to voting where consensus cannot be reached and for certain specific decisions.
- The Partnership Board has appointed a Transport Forum to act as an advisory body to the Senior Officer Group and Partnership Board. This forum comprises a wider group of representatives from user groups, transport operators, borough and district councils and business groups. The Transport Forum meets quarterly and is chaired by an independent person appointed by the Partnership Board.
- The Partnership Board and Transport Forum are complemented by a Senior Officer Group, which provides expertise and co-ordination to Transport for the South East's activities and the Shadow Partnership Board (including the development of the transport strategy). The Senior Officer Group meets monthly.

Next steps

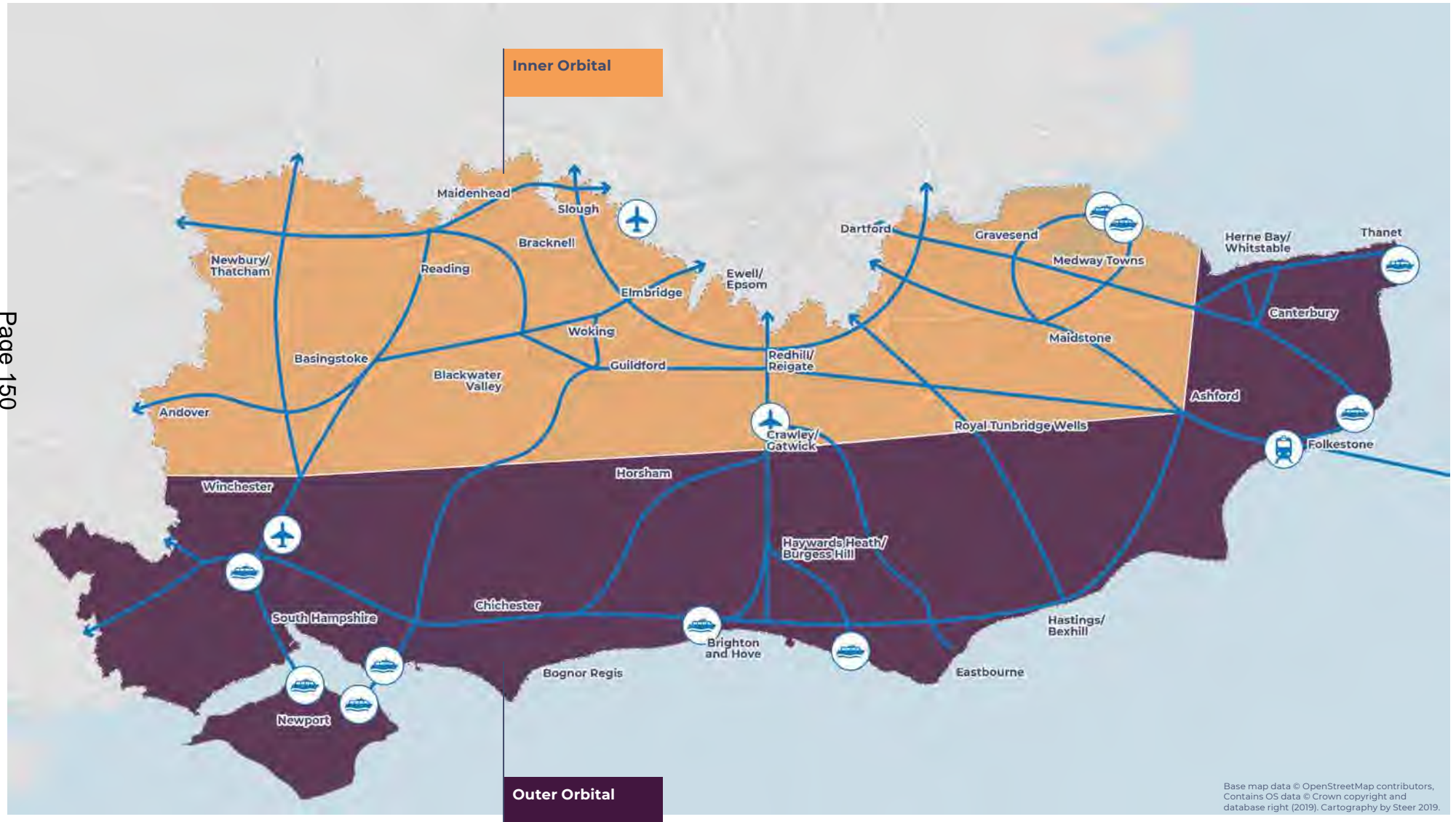
Future programme of studies

- 5.19** Further studies will be undertaken to identify the measures that will be needed to implement this transport strategy and achieve its vision. Five area studies will identify the specific schemes and policy initiatives that will be required in different parts of the Transport for the South East area. These studies will include an assessment of the potential impact of these measures in reducing carbon emissions. **Figure 5.3** shows the area that will be covered by three radial area studies and **Figure 5.4** shows the extent of two orbital area studies. In addition, two thematic studies will be undertaken to identify the specific role of these two areas in achieving the vision: one on freight and international gateways, and a second on future mobility. The outputs from these area and thematic studies will be fed into a Strategic Investment Plan setting out our short, medium, and longer-term scheme priorities.
- 5.20** A diagram showing a revised route map for our technical programme, including the timing and phasing of the area studies and thematic studies and Strategic Investment Plan outlined above, is provided in **Figure 5.5**.

Figure 5.3 Future Radial Area Studies



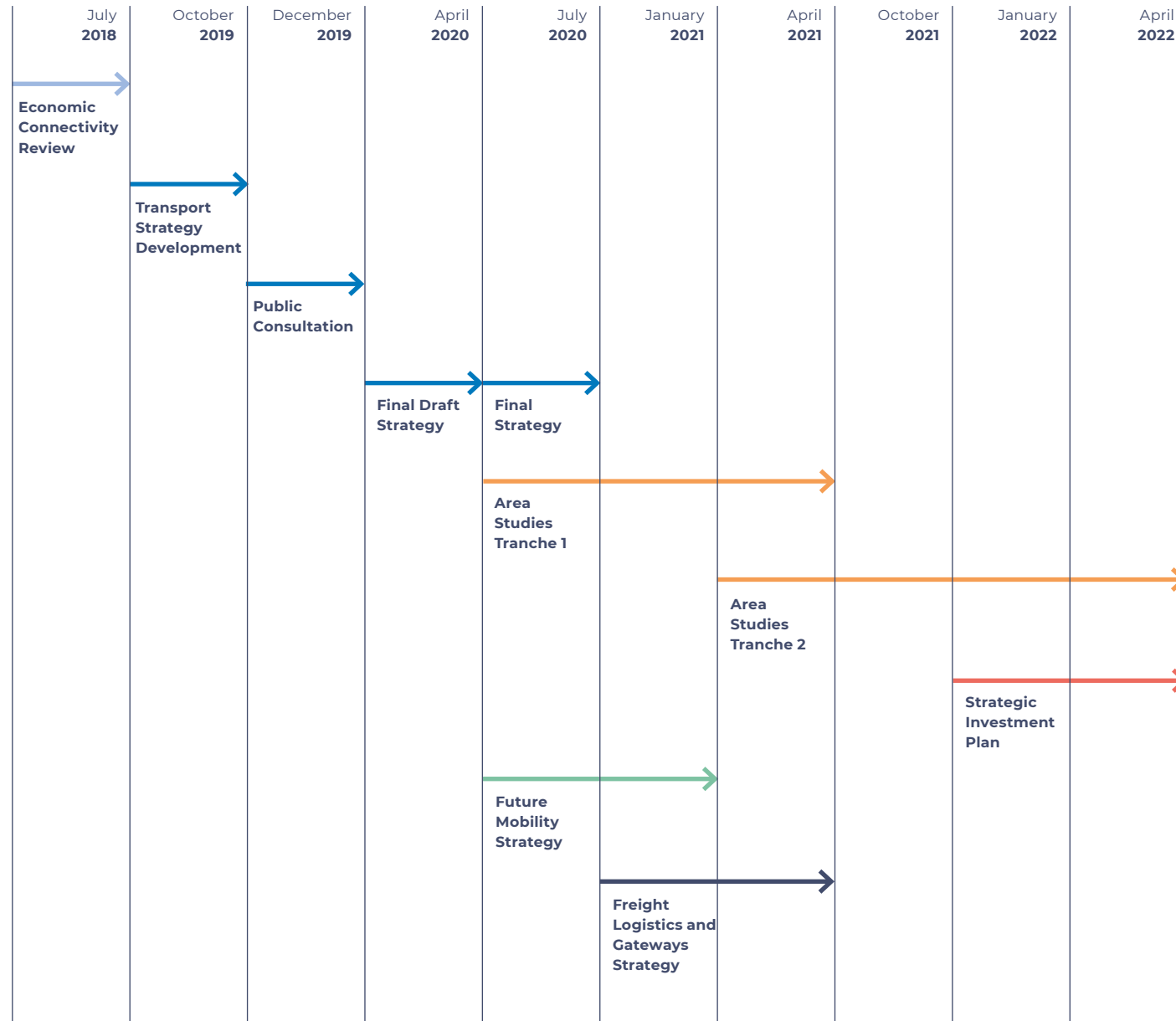
Figure 5.4 Future Orbital Area Studies



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Figure iv Transport Strategy Route Map



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Conclusions

In this chapter, we have set out how this transport strategy will be delivered, including: the broad priorities for interventions; possible funding sources and financing arrangements; how it will be monitored; our governance arrangements moving forward; and the next steps.

Overall in this transport strategy, we have set out a clear, ambitious vision for the South East area as a leading global region for net-zero carbon, sustainable economic growth. We are committed to turning this vision into a reality, working with our partners to deliver a better connected, more sustainable South East which will benefit of everybody who lives in, works in, and visits our area.



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Appendix 2

Integrated Sustainability Appraisal



Integrated Sustainability Appraisal

ISA Report

Post Consultation Draft

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Non-Technical Summary

Introduction

Transport for the South East is a newly established shadow sub-national transport body representing 16 Local Transport Authorities and five Local Enterprise Partnerships in the South East.

Transport for the South East has developed a Transport Strategy to realise its vision and strategic priorities for enhancing transport in the South East. The Transport Strategy identifies key transport corridors, journey types and types of initiatives that will be required to help the South East realise this economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

An Integrated Sustainability Appraisal has been undertaken alongside the preparation of the Transport Strategy. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.

This Integrated Sustainability Appraisal Report, including non-technical summary, represents the second stage of the Integrated Sustainability Appraisal process, following a Scoping Report which determined the issues to be included in the Integrated Sustainability Appraisal.

Integrated Sustainability Appraisal Methodology

The Integrated Sustainability Appraisal combines the following assessment processes:

Strategic Environmental Assessment

Strategic Environmental Assessment is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

Health Impact Assessment

Health Impact Assessment is a process to identify the likely health effects of plans, policies or development and to implement measures to avoid negative impacts and / or promote opportunities to maximise the benefits.

Habitats Regulations Assessment

'Screening' under the Habitats Regulations has been undertaken alongside the development of the Transport Strategy in order to identify likely significant effects on European sites for nature conservation, i.e. Special Areas of Conservation, Special Protection Areas, and Ramsar sites (wetlands of international importance).

Equalities Impact Assessment

The Equalities Impact Assessment process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy,

project or plan does not discriminate or disadvantage people, and enables consideration of how equality can be improved or promoted.

Community Safety Audit

Community Safety Audits are used to identify where potential community safety issues could arise, e.g. through level of use, accessibility, vehicle speed, or proximity to sensitive receptors.

Natural Capital Approach

Natural capital is used to describe the natural environment in terms of the benefits it provides to people (also known as ecosystem services), including food, recreation, and clean air and water. These ecosystem services fall across many sustainability topics. A natural capital approach is therefore useful for understanding the inter-dependencies between nature, people, the economy and society, and ensuring that natural capital is considered as an integrated system.

Environmental Baseline

Biodiversity

The South East is a key area for a range of priority habitats, including ancient woodland; broadleaved, mixed and yew woodland; lowland heath habitats; and coastal habitats such as vegetated shingle and offshore chalk exposure. The Transport for the South East study area also contains a wealth of protected sites, including:

- One UNESCO World Biosphere Reserves (Brighton & Lewes Downs);
- 51 Special Areas of Conservation;
- 22 Special Protection Areas;
- 16 Wetlands of International Importance (Ramsar sites);
- 559 Sites of Special Scientific Interest;
- 48 National Nature Reserves; and
- 13 Marine Conservation Areas.

Historic Environment

The historic environment encompasses buried heritage assets (archaeological and palaeoenvironmental remains) and above ground assets (standing buildings, structures, monuments and designed landscapes of historic interest and their setting). Designated historical sites in the South East region include:

- World Heritage Sites – there is one in the region; Canterbury Cathedral. Canterbury is also listed as one of five nationally designated Areas of Archaeological Importance.
- Scheduled Monuments – there are 2,657 scheduled monuments across the region.
- Statutorily Listed Buildings – the South East has the second highest density of listed buildings of all England's regions with a total of 76,799 listed buildings, of which 1,743 are Grade I listed, 3,946 are Grade II* listed and 71,110 are Grade II listed.
- Registered Battlefields – there are six within the region, including the Battle of Hastings, Battle of Lewes, and Battle of Cheriton.
- Registered Parks and Gardens – there are 376 listed parks and gardens across the region.

- Heritage Coasts – these include areas on the Isle of Wight, near Eastbourne and near Folkestone.

Landscape and Townscape

Designated landscapes in the Transport for the South East study area include:

- National Parks – there are two (New Forest and the South Downs) which cover approximately 20% of the total South East area.
- Areas of Outstanding Natural Beauty – there are eight: Chichester Harbour, Chilterns, Cranbourne Chase & West Wiltshire Downs, High Weald, Isle of Wight, Kent Downs, North Wessex Downs, and Surrey Hills.

Soils and Resources

Much of the agricultural land in the South East is rated as of good to moderate quality (grades 3a-3b), whilst land in the far east of the region and around Chichester is of excellent quality (grade 1). There is a prevalence of aggregate (including marine) deposits in the South East, with quarries producing crushed rock, sand and gravel. Clays, silica sand and chalk are also common in the region, particularly in East Sussex, West Sussex, Hampshire, Surrey and Kent; whilst Robertsbridge in East Sussex has the largest known gypsum deposit in the UK. The UK generated 222.9 million tonnes of total waste in 2016, with England responsible for 85% of the UK total. Construction, demolition and excavation waste makes up around 60% of the entire amount of waste produced by the UK each year, making this the country's largest waste stream.

Water Environment

There are a number of 'main rivers' across the South East; these predominantly drain eastwards/ southwards. The Water Framework Directive sets an objective of aiming to achieve at least 'good ecological status' for all waterbodies by 2021, however by 2015, 77% of the region's rivers and canals were predicted to have still not have achieved overall good status. According to the Environment Agency, there are almost 900,000 properties at risk of one or more forms of flooding in the South East as a whole, with an estimated 668,900 at risk from surface water flooding. Areas with particular flood risk concerns in the South East include: London, Medway, Brighton & Hove, Portsmouth, Eastbourne, urban areas in the north west of Surrey, and the rural coastal authorities of Swale, Arun and Shepway. Maintaining water supplies as the climate changes and water becomes more scarce will be particularly challenging in the South East, especially in the Thames river basin region.

Air Quality

The Clean Air Strategy 2019 reports that road transport and other transport modes (including rail and shipping) contributed 34% and 17% respectively to total national nitrogen oxide emissions in 2016, and 12% to particulate matter emissions. Where air quality objectives are not likely to be achieved an Air Quality Management Area must be declared. These are predominantly associated with nitrogen dioxide emissions from vehicles. In the Transport for the South East area, there are currently 149 Air Quality Management Areas, of which 123 are declared for nitrogen dioxide, 11 are declared for both nitrogen dioxide and particulate matter, two are declared for particulate matter alone, and two for sulphur dioxide. The urban areas of Southampton, Bournemouth and Portsmouth failed to comply with the limit value for annual mean nitrogen dioxide in 2017.

Climate Change and Greenhouse Gases

Transport is the largest single contributor to greenhouse gas emissions in the UK, accounting for 27% in 2017. Greenhouse gas emissions from transport activities include carbon dioxide, methane and nitrous oxide. Road transport – particularly passenger cars – is the most significant source of greenhouse gas emissions in this sector. However, emissions from passenger cars have decreased since the early 2000s due to lower petrol consumption outweighing an increase in diesel consumption and, more recently, improvements in fuel efficiency – particularly for petrol cars. The last four years have also seen a remarkable surge in demand for electric vehicles in the UK – new registrations of ‘plug-in’ all-electric and electric-hybrid cars increased from 3,500 in 2013 to more than 195,000 by the end of February 2019. However, since 2013 there has been a small increase in emissions due to an increase in total vehicle kilometres travelled. A number of local authorities in the South East have declared ‘climate emergencies’, including committing to setting targets for zero net carbon emissions by 2050.

In terms of climate change impacts, there were approximately 2,000 more deaths in England and Wales during the August 2003 heatwave than for the same period averaged between 1998 and 2002. Most of these were concentrated in the South East and London, particularly among those over 75 years old. By 2040, more than half of summers are expected to exceed 2003 temperatures. The character of UK rainfall has also changed, with days of very heavy rain becoming more frequent. What in the 1960s and 1970s might have been a 1-in-125 day rainfall event is now considered to be a 1-in-85 day event. The key climate change-related challenges for the South East include: increased risk of flooding; water scarcity; health issues during increasingly frequent extreme weather events, such as heatwaves; the ability of infrastructure to cope with changing demand and use; organisational resilience to climate change; and changes to natural systems.

Noise and Vibration

Increased noise pollution affects quality of life and has been linked to health problems. Noise Important Areas have been identified throughout the South East in areas where transport noise is considered to be a problem. These are mainly located along roads and railways, with the majority of road Noise Important Areas located on motorways. The latter create significant noise with noise levels over 55 dBb in areas within 1km of the source. In addition, significant noise is generated by rail/road traffic connecting with the South East’s busy ports and airports. The activities at airports, including take-off and landing, also generate high noise levels, whilst there is noise associated with the flight paths to and from these airports that will affect receptors in the South East. Recent vehicle innovations such as hybrid and electric cars have led to quieter vehicles. As these make up a greater proportion of vehicles on the road, associated noise levels will start to fall. Aircraft are also becoming quieter; however, it is anticipated that passenger numbers will continue to increase in the years ahead resulting in more flights and potential for increased noise levels.

Population and Equalities

The South East has the largest population of any government region of England, at almost 10 million. The districts in the South East generally have a high proportion of people over the age of 65, compared to the UK average. The population between 2019 and 2041 in the South East is expected to increase by 10% - particularly amongst the over 75s – with the greatest increase projected in Medway, and the smallest in West Berkshire. In terms of ethnicity, 91% of the

region is considered to be white, with just 9.3% from Black, Asian, and minority ethnic groups, which is considerably lower than the national average of 13%. In the South East, 95.1% of people identify as heterosexual, and 1.3% consider themselves to be lesbian, gay, bisexual and transgender, which are similar to the national figures. 65% of the population in the South East are religious, of which 92% state their religion as Christianity. The second largest religious group are Muslims, who make up 3.6% of the religious population.

Despite the relative prosperity of the region, 850,000 people (especially children and the over-60s) are living in the top 20% of income deprived areas in the country. According to the 2015 Index of Multiple Deprivation, Portsmouth is considered to be the most deprived of the eleven authority areas in the region, ranking 63rd most deprived out of 326 authorities in England. 20.4% of people in the region live in rural areas, which is above the national average of 18.8%. There is a considerable disparity between higher and lower performing rural areas in the region, in terms of household income, labour market skills, unemployment claimants and job density. In general, the lowest performing rural local authorities are located on or near to the coast.

Health

The South East region generally has a better life expectancy for both males and females when compared to the national average. Of the eleven authorities, West Sussex has the greatest life expectancy for males (80.6 years), whilst Surrey has the greatest life expectancy for females (84.6 years). Medway has the lowest life expectancy for both males (78.5 years) and females (82.2 years), both of which are below the national average. In general, the overall health of residents across the South East is good, with Hampshire, Surrey, West Berkshire and West Sussex all bettering the national average. However, the overall health of residents in Southampton and Portsmouth is described as being worse than the national average. When looking at disabilities and impairments, 6.9% of the population stated that their day to day activities are 'limited a lot' and 8.8% described it as 'limited a little'. On the whole, the South East has good levels of physical activity, which is reflected in the low levels of obesity. Despite this, the region has a high number of people diagnosed with diabetes, with six of the eleven authorities having significantly higher diagnoses than the national average. The proportion of people living with dementia in East Sussex, Hampshire, West Sussex and the Isle of Wight is significantly higher than the national average.

Community Safety

Between 2015 – 2017, there were 49.1 road traffic accidents (where somebody was either killed or seriously injured) per 100,000 people in the region. This is higher than the national average of 40.8. Of the eleven authority areas, the Isle of Wight had the highest number of accidents at 57.7 per 100,000, whilst Medway had the lowest (31.4 per 100,000). In 2017 there were 267 fatalities from road traffic accidents in the region (5% fewer than in 2016); however, this remains higher than any other region in the UK. Six of the top ten higher risk roads in the UK are in the South East. In 2017/2018, the number of reported sexual offences committed on public transport in the UK, increased by 16% (60% of these assaults were against females). The number of violent offences increased by 26%. Delays caused by disrupted behaviour also increased.

Economy

The South East is home to the UK's most important international and national transport assets, including the busiest airports serving the most destinations, ports on the main

international shipping line, and cross channel services from Dover and through Eurotunnel. Initially drawn by strong connectivity to international markets, businesses have clustered around international gateways and are now benefitting from proximity to other businesses in their sector. With marine, maritime and defence industry concentrated around the ports of Portsmouth and Southampton, and the 'Gatwick Diamond' being a focus for the professional services sector, international gateways are economic hubs in their own right. The economy of the South East is further driven by five large sectors which account for nearly 29% of the total output. These sectors are construction, education, health, business support (e.g. office administration services), and retail. In addition, tourism is vital to the rural and coastal economies of the South East contributing over £7.5 billion per year. However, a ratio of median house price to median earnings of nearly 9.5 compared to the national average of 7.5 puts into sharp focus the affordability constraints facing the South East.

Integrated Sustainability Appraisal

Other than schemes already under planning and development including those led by Local Enterprise Partnerships, Highways England and National Rail, further transport interventions are not specified in the Transport Strategy – these will follow in later corridor studies and in the forthcoming Strategic Investment Plan.

The Integrated Sustainability Appraisal therefore covers the following key aspects of the Transport Strategy:

- The 23 strategic corridors considered to have the greatest potential for sustainability enhancements and economic growth (representing the 'spatial alternatives'); and
- General transport interventions that would help address the challenges faced by the six journey types (representing the 'policy alternatives').

Assessment of Strategic Corridors

The assessment of each of the 23 corridors has been undertaken using spatial indicators for each of the Sustainability Objectives. The sensitivities/constraints and opportunities within a set distance buffer of the central point of each transport corridor have been identified, and the potential for significant effects highlighted. In summary, the assessment shows that:

- The economic indicators are the most susceptible to potential positive effects of future development across the corridors. Where new economic developments are proposed and where existing major international companies, economic assets and priority sector areas are located within the corridors, positive effects have been recorded.
- Positive effects on a growing population have also been identified for those corridors where housing developments are proposed.
- In terms of deprivation, (including overall deprivation, health deprivation and crime deprivation) those corridors that are considered significantly deprived, have been identified as being more sensitive to the negative effects arising from future developments. Corridors with low levels of deprivation have potential to be more resilient change, whilst those with mixed levels of deprivation have potential to be more sensitive to both negative and positive effects of future development.

- Health across the 23 corridors is varied, and the assessment has highlighted the opportunities of future development to both improve health as well as worsen the current situation. Those corridors where excess weight and physical inactivity is significantly worse than the national average, have been identified as being more sensitive to negative effects of development, than those that significantly outperform the national average.
- The number of high risk roads and the number of people who are killed or seriously injured, varies across the corridors. Sensitivities of these receptors will be dependent upon where development takes place and the opportunities for improving safety related to each intervention.
- The water environment across the corridors is likely to be sensitive to the negative effects associated with future developments. All corridors intersect multiple flood zones, and the majority intersect ground source protection zones, which are sensitive to contamination. Eleven corridors intersect flood risk areas, which are high risk areas for people, critical services and commercial and public assets from surface water flooding and potential negative effects have been identified.
- The South East area is heavily designated for its biodiversity, landscape and heritage. All designated areas and sites that have been intersected by the corridor and its buffer, have been considered highly sensitive to the negative effects that could arise from future transport development.
- National trails across the regions have potential to benefit from both the negative and positive effects of development, depending on the nature of proposals that come forward.
- The agricultural land across the corridors is highly diverse, with combinations of poor quality and non-agricultural land surrounding urban areas, with rural areas composing of higher quality versatile soils. Given the variation, the sensitivity of agricultural land is highly dependent upon where development takes place and the type of transport intervention.

Assessment of General Interventions

The general categories of transport interventions – mentioned through the Transport Strategy's 'types of initiatives' as ways of addressing the challenges faced by the region's six journey types – have been assessed as having the following predicted impacts:

- New highways are likely to result in large impacts on biodiversity due to the expected impacts arising from habitat loss and severance, including potential loss or damage to irreplaceable habitats in the region, as well as loss of ecosystem service provision. The scale of new roads and the magnitude of impacts means that residual impacts are likely and opportunities for biodiversity net gain are likely to be challenging. Negative effects are expected from new roads on the historic environment, particularly with regards to buried archaeology and setting of heritage assets. There would be both direct and indirect negative effects on landscape, relating to visual amenity, character, quality and tranquillity, all of which are under pressure from development throughout the region. New roads would also have a negative effect on air quality and noise in the region, as well as increased carbon emissions, as an increase in traffic volume is anticipated as a result,

although they have the potential to relieve impacts in congested areas. Embodied carbon, i.e. supply chain emissions associated with the construction of new roads and manufacture of their constituent parts, will also increase. Finally, permanent damage to and loss of soil can occur as a result of new road building. Positive impacts are expected to include improved road safety, improved accessibility and more reliable journey times.

- Highway improvements would have a lesser impact than new roads on biodiversity, archaeology and landscape, as the extent of land take would be limited by the nature and scale of the schemes. There is potential for a large impact on climate change to arise from highway improvement schemes, as they can increase road capacity and thus result in an increase in greenhouse gases, however, vulnerability to flood risk and other climatic factors will vary on a site-specific basis and depend on design achievable in the setting. While increased capacity could lead to negative air quality and noise impacts, road users are likely to experience more reliable journey times and increased accessibility.
- Non-infrastructure highway options are likely to have a negligible or no effect on most environmental objectives, with the exception of landscape and townscape where potential negative effects may occur from features such as signage, signals and other traffic management in regard to visual amenity, character, quality and setting, although this is much reduced from new highways infrastructure. Potential positive effects on population, health and community safety could occur from traffic management and road signage options.
- New railway lines have the potential for significant negative effects on biodiversity in a similar way to new roads but additionally may fragment or degrade farmland and result in the loss of agricultural land. Permanent damage to and loss of soil can also occur as a result of new railways. The loss of soil and habitats are likely to result in a reduction of ecosystem service provision. There is potential for significant negative effects on the historic environment and landscape because they could impact on the setting of historic assets and archaeology and would introduce new linear features into the landscape, which may affect its quality and character.
- Improving existing rail infrastructure will have reduced environmental impacts compared to new railway lines and stations. The largest beneficial effects from these improvements would occur in relation to population, health and community safety due to the potential for an increase in rail passenger number as a result, and the improved experience and safety of travel for them.
- Improvements to other public transport services such as buses and light rail would have the largest beneficial effect on population and equalities due to the likely increased uptake of public transport travel by elderly and disadvantaged people and the improvement in accessibility between communities and rural areas with towns. Modal shift as a result of the improvements would also result in beneficial effects on air, noise, climate change, health and community safety. The economy is also likely to benefit from the introduction of light rail in urban areas, as it is often used as a means of regeneration. However, there could potentially be adverse effects on townscape and cultural heritage if not sensitively designed, whilst the development phase could disturb contaminated soil.
- New and improved walkways and cycleways would have the largest beneficial effects on the ISA Sustainability Objectives, with a significant beneficial effect expected on health

due to the active, physical nature of the mode – assuming that walkways and cycleways are well connected, and maintained in good condition. Enhancements or opportunities in respect to biodiversity, air quality, climate change, noise, population and community safety are likely from the creation of new or improved walking and cycling routes. This is due predominantly to the connectivity for and between communities and employment areas, accessibility to and reliability of the routes and the potential enhancements to biodiversity through the protection or creation of green corridors. However, these policy alternatives are unlikely to provide economic benefit in relation to long distance movement of people and freight.

- Similarly, the provision of ‘other interventions’ – information, congestion charging, ticketing – would mostly result in the same objectives being benefited. Potential negative effects from ‘other interventions’ may occur in regard to the historic environment and landscape and townscape if the installation of features to support the provisions impacted on the character, quality or setting of the historic or landscape environments.

Health Impact Assessment

The general transport interventions were assessed against the following determinants of health: air quality, noise, physical activity, road safety, economy and employment, and access and accessibility. The assessment identified that interventions related to highways, including new roads, road improvements and other non-infrastructure related improvements, are likely to result in negative health outcomes, particularly in relation to air quality. The other interventions related to rail, bus, walking and cycling, and behaviour change are all likely to result in some positive health outcomes, particularly in relation to physical activity.

Habitats Regulations Assessment

A Habitats Regulation Screening Assessment was undertaken to consider whether the Transport Strategy may have significant impacts upon European sites. The assessment was based solely upon the preliminary information available in relation to the locations of the strategic corridors, rather than specific transport schemes. Through screening for potential impacts, it was not possible to categorically demonstrate that the Transport Strategy will not have any impacts upon European sites.

Given the possibility of significant effects associated with the Transport Strategy, further, detailed assessment through Appropriate Assessment is considered necessary to satisfy the requirements of the Habitats Regulations. It will only be possible to undertake this level of assessment once specific schemes are proposed and/or once sufficient detail is available at the plan level to enable a thorough and robust analysis to be carried out.

Equalities Impact Assessment

The Equalities Impact Assessment considered the impact that the general transport interventions might have on persons, or groups of persons, who share characteristics which are protected under the Equality Act 2010, and also includes others considered to be vulnerable in society such as low-income groups. The assessment found that the interventions are likely to result in a positive impact on protected characteristics, particularly age and deprivation. Improvements to the transport network, including pedestrian and cycleways, should result in more reliable and comfortable journeys, encouraging users to move away from private vehicles.

Community Safety Audit

There are a number of considerations for community safety for the Transport Strategy and subsequent development of transport in the Region. These include:

- Improving the feeling of safety particularly after dark.
- Reducing congestion, managing flows through improved road and cycleway infrastructure and taking into consideration the site-specific issues for bus stops, light rail stops or train stations to reduce conflict between users.
- Incorporation of safety features (barriers etc), traffic control measures including widening, improved signage, junction improvements, separation of pedestrians and cyclists and incorporation of green infrastructure to reduce the risk of accidents on the road, public transport, foot or cycleways.

Mitigation

Mitigation measures have been proposed to avoid or reduce the effects identified as potentially negative through the corridor and policy assessments on the Sustainability Objectives. These include a number of measures including embedding environmental and social priorities into the Strategy and further assessment at project level. :

Monitoring

The purpose of monitoring is to provide an important measure of the sustainability outcomes of the Transport Strategy, and to measure the performance of the Strategy against environmental objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.

Transport for the South East will use a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Economic, Social and Environmental Strategic Priorities. Given the potential for adverse effects predicted by the Integrated Sustainability Appraisal for many of the environmental topics, as well as some of the social topics, these are particularly important to monitor.

1 Introduction

1.1.1 Transport for the South East (TfSE) is a newly established shadow sub-national transport body representing 16 Local Transport Authorities (LTAs) and five Local Enterprise Partnerships (LEPs) in the South East (SE), as shown in Figure 1.1, and listed in Table 1.1.



Figure 1.1: Study Area

Table 1.1: LTAs and LEPs represented by TfSE

Local Transport Authorities	Local Enterprise Partnerships
<ul style="list-style-type: none"> • Berkshire Local Transport Body, comprising: <ul style="list-style-type: none"> – Bracknell Forest – Reading – Royal Borough of Windsor and Maidenhead; – Slough – West Berkshire – Wokingham • Brighton & Hove City Council • East Sussex County Council • Hampshire County Council • Isle of Wight Council • Kent County Council • Medway Council • Portsmouth City Council • Southampton City Council • Surrey County Council • West Sussex County Council 	<ul style="list-style-type: none"> • Coast to Capital • Enterprise M3 • Solent • South East • Thames Valley Berkshire

- 1.1.2 The key mechanism for expressing how TfSE will realise its vision and strategic priorities will be through its Transport Strategy. An Economic Connectivity Review¹ was completed as the first stage in the development of the Transport Strategy. This identified the key transport corridors which are economically important and the additional uplift in economic activity that could be realised from increased infrastructure investment.
- 1.1.3 The TfSE Transport Strategy has now been drafted to identify the journey types and types of initiatives that will be required to help realise this economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.
- 1.1.4 More detail is provided on the Transport Strategy in Chapter 2.
- 1.1.5 An Integrated Sustainability Appraisal (ISA) has been undertaken alongside the preparation of the Transport Strategy. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.
- 1.1.6 The ISA (as set out in Figure 1.2) combines the following assessment processes:
- Strategic Environmental Assessment (SEA);
 - Health Impact Assessment (HIA);
 - Habitats Regulations Assessment (HRA);
 - Equalities Impact Assessment (EqIA); and
 - Community Safety Audits (CSA).

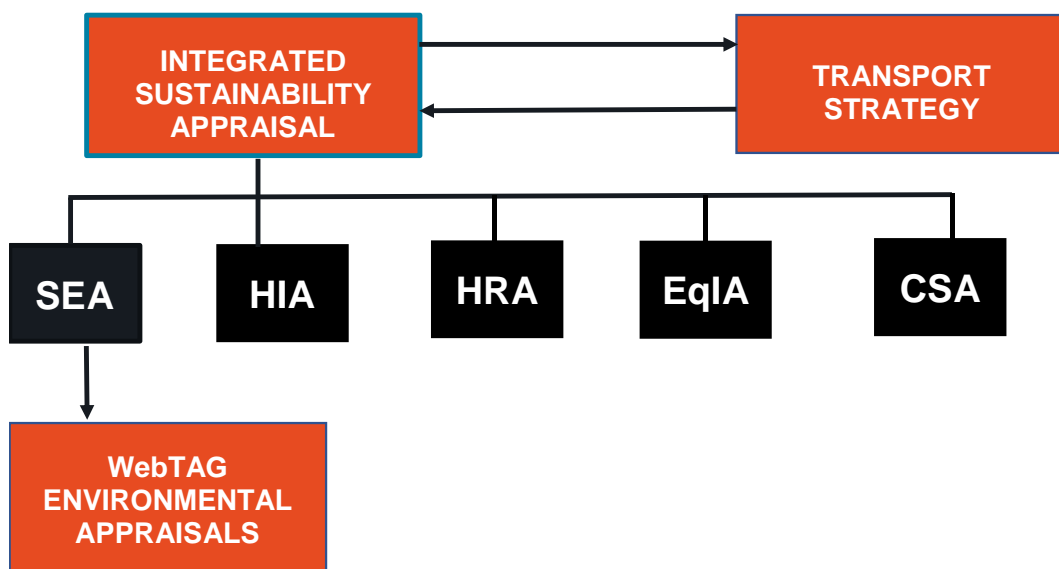


Figure 1.2: ISA and Component Processes

- 1.1.7 With the exception of the Health Impact Assessment (HIA) and Community Safety Audits (CSA), the component assessment processes are all required by separate legislation. While it is

¹ Transport for the South East. 2018. Economic Connectivity Review Final Report.

important that these assessments are undertaken according to legal requirements, they also feed into the ISA as the main tool to assess the Transport Strategy.

- 1.1.8 WebTAG (Web-based Transport Analysis Guidance) is the Department for Transport's (DfT) guidance for appraising individual transport schemes, i.e. highways and other public transport interventions including rail and aviation. This includes guidance on conducting 'social impact appraisal', 'wider economic impacts appraisal', and 'environmental impact appraisal', the latter of which is intended to build on the baseline data and impact assessment work carried out as part of an EIA². As the Transport Strategy does not detail specific new transport interventions, this level of appraisal has not been required as part of the ISA.
- 1.1.9 More detail is provided on the ISA methodology in Chapter 3.
- 1.1.10 This ISA Report sets out the second stage of the ISA process, following a Scoping Report which determined the issues to be included in the SA. This report sets out:
- Information on the Transport Strategy (Chapter 2);
 - The methodology used for the ISA and its constituent processes (Chapter 3);
 - A summary of the sustainability issues and opportunities identified during scoping (Chapter 4);
 - The results of the ISA assessments, along with proposed mitigation and monitoring (Chapter 5); and
 - The next steps in the ISA process (Chapter 6).

² Department for Transport. 2015. TAG Unit A3. Environmental Impact Appraisal. Available from: <https://www.gov.uk/government/publications/webtag-tag-unit-a3-environmental-impact-appraisal-december-2015>

2 Transport Strategy

2.1 Purpose of the Transport Strategy

2.1.1 Transport for the South East’s vision for the region is:

By 2050, the South East of England will be a leading global region for emission-free, sustainable economic growth, where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, giving our residents and visitors the highest quality of life in the country.

2.1.2 The Transport Strategy provides the key mechanism for expressing how TfSE will realise its vision, and the strategic goals and priorities that underpin it. These goals and priorities (set out in Table 2.1) help to translate the vision into more targeted and tangible actions.

Table 2.1: Strategic goals and priorities

Strategic Goals	Strategic Priorities
<p>Economic Improve productivity and attract investment to grow our economy and better compete in the global marketplace.</p>	<ul style="list-style-type: none"> • Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets. • More reliable journeys for people and goods travelling between the South East’s major economic hubs and to and from international gateways. • A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. • A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably. • A ‘smart’ transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.
<p>Social Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.</p>	<ul style="list-style-type: none"> • A network that promotes active travel and active lifestyles to improve our health and wellbeing. • Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.

	<ul style="list-style-type: none"> • A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier. • A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.
<p>Environmental Protect and enhance the South East’s unique natural and historic environment.</p>	<ul style="list-style-type: none"> • A reduction in carbon emissions to net zero by 2050 and minimise the contribution of transport and travel to climate change. • A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment. • A transport network that protects and enhances our natural, built and historic environments. • Use of the principle of ‘biodiversity net gain’ in all transport initiatives. • Minimisation of transport’s consumption of resources and energy.

2.1.3 The strategy development process has provided the opportunity to take a different perspective on the transport requirements in the SE. This involved taking a strategic spatial view and focusing on transport’s role in supporting and driving the economy, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits (or mitigate dis-benefits).

2.1.4 The strategy development process has also taken advantage of the opportunities provided by the regional perspective, by considering transformative change in transport and development rather than just focussing on the operational challenges of the current system and current development patterns specified in Borough and District Local Plans. Consequently, a key function of the Transport Strategy is to articulate the benefits of proposed policy initiatives or investment in the region in terms of the role it can play in helping to unlock and enable its wider economic potential.

2.1.5 In outline, the Transport Strategy sets out:

- The purpose of the Strategy;
- Background information on the characteristics of the SE region and its transport networks;
- The vision, goals and principles of the Strategy, and how these will be applied;
- The Strategy itself, organised around six thematic journey types;
- How the Strategy will be implemented, including funding and financing, monitoring and evaluation, and governance; and
- Next steps, including a future programme of studies.

2.2 Elements of the Transport Strategy

2.2.1 The SE is served by a relatively dense network of highways and railways. It is also home to some of the largest international gateways in the UK. TfSE has designed the Transport Strategy to focus on multi-modal strategic transport corridors, as shown in Figure 2.1 below.





Figure 2.1: Strategic corridors in the South East



2.2.2 There are 23 strategic corridors, as follows:


- SE1 – M2/A2/Chatham Main Line (Dartford – Dover)
- SE2 – A28/A299/Chatham Main Line (Faversham – Ramsgate)
- SE3 – M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)
- SE4 – A21/Hastings Line (Hastings – Sevenoaks)
- SC1 – A22/A264/Oxted Line (Crawley – Eastbourne)
- SC2 – M23/A23/Brighton Main Line (Brighton – Coulsdon)
- SC3 – A24/A264/Arun Valley Line (Crawley – Fontwell)
- SW1 – A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)
- SW2 – M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)
- SW3 – A33/Basingstoke – Reading Line (Basingstoke – Reading)
- SW4 – A34/South Western Main Line/Basingstoke – Reading Line (Reading – Winchester)
- SW5 – A36/Wessex Main Line (New Forest)
- SW6 – A303/West of England Main Line (Andover – Basingstoke)
- SW7 – M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)
- IO1 – M25 (Dartford – Slough)
- IO2 – A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)
- IO3 – A228/A229/Medway Valley Line (Maidstone – Medway Towns)
- IO4 – Redhill – Tonbridge Line/South Eastern Main Line (Ashford – Redhill)
- IO5 – A25/North Downs Line (Guildford – Redhill)
- IO6 – A31/A322/A329/A331/North Downs Line (Guildford – Reading)
- OO1 – A28/A290/A291 (Canterbury – Whitstable)
- OO2 – A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)
- OO3 – M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)


- 2.2.3 Each corridor has diverse challenges and opportunities. The Transport Strategy does not seek to prescribe a solution to each individual corridor. However, it does examine different ‘journey types’. The Transport Strategy also indicates the types of initiatives (schemes and/or policies) that TfSE believes will help the region to address the challenges. The six thematic journey types and their associated ‘types of initiatives’ are shown in Table 2.2.
- 2.2.4 Note that these ‘types of initiatives’ include short term interventions which are already in development, for example by Local Enterprise Partnerships, Highways England and Network Rail. The Transport Strategy does not set out *new* scheme proposals in specific locations. Instead it gives examples of the sort of general transport interventions – such as junction improvements, lowering speed limits, new railways, or improved bus services – that might be appropriate for addressing the challenges faced by each journey type across the region.

Table 2.2: Thematic journey types and initiatives

Thematic Journey Types		Types of Initiatives
	<p>Radial journeys are longer distance passenger journeys between the South East and Greater London area and, in the case of Berkshire and Hampshire, between the South East and the South West / South Midlands. These journeys typically use the Strategic Road Network that radiates from the M25 towards the South Coast and West of England and/or Main Line railways that terminate in Central London.</p>	<ul style="list-style-type: none"> • Provide additional capacity and resilience on radial railways, particularly the busiest corridors such as the South Western Main Line and Brighton Main Line (addresses Challenges 3 and 5). • Improve the resilience of the Strategic Road Network, potentially by adopting demand management policies (addresses Challenges 3 and 5). • Improve connectivity by both road and rail to deprived communities – particularly potential ‘left-behind towns’ in Swale, Thanet and Hastings (addresses Challenges 1 and 2). • Extend radial routes (e.g. Crossrail from Abbey Wood to Ebbsfleet, and/or extend South Eastern franchise passenger services to the Isle of Grain) that serve particularly large new housing developments (addresses Challenge 1). • Facilitate an increase in radial journeys by public transport, particularly to/from Outer London and to/from Heathrow Airport (addresses Challenge 6). • Reduce human exposure to noise and poor air quality from radial roads, particularly where these run through urban areas such as Guildford and Portsmouth (e.g. by lowering speed limits, reallocating road space to cleaner transport modes, moving routes underground and/or away from urban areas, and/or supporting the uptake of cleaner technologies such as Electric Vehicles (addresses Challenge 4).
	<p>Orbital and coastal journeys describe longer distance passenger journeys that use corridors that run perpendicular to the radial corridors described previously. The roads and railways serving these flows are sparser and have lower capacity and speeds than most radial corridors. They provide important links between economic hubs across the South East but have perhaps not received the level of investment that their function warrants in recent years.</p>	<ul style="list-style-type: none"> • In the longer term, introduce demand management policies on congested high-capacity corridors such as the M25, ideally when alternative public transport options are available (addresses Challenge 1). • Deliver the Lower Thames Crossing, which will provide an alternative route around the north of the M25, avoiding the South West Quadrant (addresses Challenge 1). • Encourage the wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line (addresses Challenge 2). • Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes, such as at Redhill (addresses Challenge 2). • Improve long distance rail connectivity and capacity between the Midlands and North of England into the region along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport (addresses Challenge 2).

		<ul style="list-style-type: none"> • Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor (addresses Challenge 3). • Improve orbital connectivity between Gatwick Airport and Hampshire and Kent (addresses Challenge 4). • Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell (addresses Challenges 4 and 5 – and potentially Challenge 1 by relieving pressure on the M25 South West quadrant). • Reduce the exposure to the adverse environmental impacts of road traffic on orbital corridors that pass through urban centres such as Gosport, Hastings, Portsmouth and Worthing, which may include lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 5). • Deliver better public transport alternatives on the M25 Corridor, such as extending Crossrail 1 into North Kent (addresses Challenge 6).
 <p>Interurban</p>	<p>Inter-urban journeys describe medium-distance passenger journeys between economic hubs and the Strategic Road Network. These journeys are predominantly served by the region’s Major Road Network and any railways that mirror these corridors.</p>	<ul style="list-style-type: none"> • Support existing Major Road Network and Large Local Majors schemes (e.g. A22 junction improvements) that bring secondary routes up to an appropriate standard for these routes (addresses Challenges 1 and 4). • Support initiatives that enhance, or at the very least, maintain the viability of bus services on inter-urban corridors (addresses Challenge 2). • Deliver better inter-urban rail connectivity, such as direct rail services from Brighton/Lewes to Uckfield (addresses Challenge 3). • Adopt a holistic approach to each corridor to ensure that traffic is not displaced from the Strategic Network onto the Major Road Network or local network (addresses Challenge 5).
 <p>Local</p>	<p>Local journeys are short distance journeys that are typically undertaken at the beginning or end of an individual journey to or from a transportation hub or service to a destination. Local journeys can take be undertaken by almost any mode of transport, including walking and cycling. In rural areas, where the bus network</p>	<ul style="list-style-type: none"> • Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, where there is a viable business case (addresses Challenges 1 and 2). • Improve air quality on urban corridors by, for example, lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 2). • Prioritise the needs of pedestrians and cyclists over the private car (addresses Challenges 1 and 2). • Invest (or encourage others to invest) in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information (addresses Challenge 3).

	<p>is much sparser than in urban areas, the choice of mode for these journeys may be more limited.</p>	<ul style="list-style-type: none"> • Develop integrated transport hubs (bus, rail, park and ride, new mobility and cycle parking), integrated smart ticketing, and integrated timetables, where feasible (addresses Challenge 3). • Lobby government to protect and enhance funding for socially necessary bus services in rural areas (addresses Challenges 4 and 5). • Lobby government to freeze rail fares in real terms and provide lower off-peak fares in the longer term (addresses Challenge 5).
	<p>The SE is home to many of the most important and busiest international gateways in the country. These gateways serve both passenger and freight markets. Many of the people who use and who benefit from these gateways live outside the SE and, indeed, outside the UK. These international gateways are therefore critically important for the whole country.</p>	<ul style="list-style-type: none"> • Improve public transport access to Heathrow Airport through delivering the Western and Southern rail access schemes (addresses Challenge 1). • Support the use of demand management policies at Heathrow, such as high car access charges, to minimise traffic growth arising from expansion at this airport (addresses Challenge 1). • Provide appropriate links and improvements to the highways and railway networks at expanding and/or relocating ports in the South East (addresses Challenges 2 and 3). This should include improvements to the A34 (serving Southampton) and A2 (serving Dover). • Deliver Lower Thames Crossing and improvements the A229, Junction 3 of the M2 and Junction 5 of the M20 (addresses Challenge 3 and 4). • Implementing rail freight schemes, such as electrification and gauge enhancements, to increase capacity on strategic routes and encourage modal shift from road to rail (addresses Challenges 5 and 6). • Improve the efficiency of freight vehicle operations through adoption of new technologies (addresses Challenge 7). • Help international gateways adapt to changes in trade patterns. This may include investing in facilities to customs checkpoints away from bottlenecks at locations such as Dover (addresses Challenge 8). • Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys (addresses all challenges).

 <p>Future</p>	<p>Future journeys encompass any journey type that may be facilitated by an emerging technology. This is an exciting and rapidly developing area of transport that has the potential to deliver significant change to all aspects of mobility.</p>	<ul style="list-style-type: none"> • ‘Future-proof’ the digital and energy infrastructure within the South East by making provision for accelerated future uptake (addresses Challenge 1). • Incorporate ‘Mobility as a Service’ into the current public transport network, to provide better accessibility for a wider range of the population (addressing Challenges 2, 3, 4 and 5). • Encourage consistency in the smart ticketing arrangements across the South East, seek the use of Pay as you go and contactless payment (addresses Challenge 4). • Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet Transport for the South East’s vision (helps to address all challenges).
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3 ISA Methodology

3.1 Component Processes

3.1.1 The ISA combines the following assessment processes:

- Strategic Environmental Assessment (SEA);
- Health Impact Assessment (HIA);
- Habitats Regulations Assessment (HRA);
- Equalities Impact Assessment (EqIA); and
- Community Safety Audits (CSA).

3.1.2 Detail on each of these, and how they fit into the ISA of the Transport Strategy, is set out below.

Strategic Environmental Assessment

3.1.3 SEA is used to describe the application of environmental assessment to plans and programmes in accordance with European Council Directive 2001/42/EC.³ The SEA Directive is enacted in England through the “Environmental Assessment of Plans and Programmes Regulations” (SI 2004/1633, known as the SEA Regulations).⁴

3.1.4 An SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the EIA Directive.

3.1.5 SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects. The effects predicted at this stage will remain at a strategic level.

3.1.6 The approach adopted for the SEA of the Transport Strategy follows that set out in the Practical Guide to SEA⁵ and the Planning Practice Guidance to SEA⁶. It involves the

³ Directive 2001/42/EC. Available from: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32001L0042>

⁴ SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004. Available from: http://www.legislation.gov.uk/ukSI/2004/1633/pdfs/ukSI_20041633_en.pdf

⁵ Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguide_sea.pdf (Accessed December 2015).

⁶ Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal [online] available at: <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/> (Accessed January 2016).

development of an assessment framework comprising a series of SA objectives, assessment criteria and indicators. This framework is developed from an understanding of environmental problems and opportunities identified through a review of existing baseline information and a review of other plans, programmes and environmental protection objectives relevant to the plan area (i.e. SE England) and subject matter (transport).

3.1.7 The key stages of the SEA process are the following:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on scope;
- Stage B: Developing and refining strategic alternatives and assessing their effects;
- Stage C: Preparing the Environmental Report;
- Stage D: Consulting on the draft plan or programme and the Environmental Report; and
- Stage E: Monitoring the significant effects of implementing the plan or programme on the environment.

Health Impact Assessment

3.1.8 HIA is a process to identify the likely health effects of plans, policies or development and to implement measures to avoid negative impacts and / or promote opportunities to maximise the benefits.

3.1.9 There is no adopted formal methodology for HIA although there is a body of practice and guidance at policy level. Assessment of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments.

3.1.10 The approach adopted for the HIA of the Transport Strategy is therefore to combine it with the SEA process, with 'health' included as a topic for assessment alongside the environmental topics. There is also a separate HIA provided in Appendix C to provide further context for the assessment.

Habitats Regulations Assessment

3.1.11 Under Article 6 (3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations⁷, an assessment (referred to as a Habitats Regulations Assessment or HRA) needs to be undertaken in respect of any plan or project which:

- Either alone or in combination with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international importance), potential SPAs (pSPA) and in England possible SACs (pSACs), are considered in this process as a matter of law or Government policy. [These sites are collectively termed 'European sites' in HRA]; and
- Is not directly connected with, or necessary to, the management of the site.

⁷ The Conservation of Habitats and Species Regulations 2017. Available from: <http://www.legislation.gov.uk/uksi/2017/1012/contents/made>

- 3.1.12 Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:
- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
 - Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
 - Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
 - Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.
- 3.1.13 The first stage of the HRA – Screening – has been undertaken alongside the development of the Transport Strategy in order to identify likely significant effects on European sites, as required by the legislation. Whilst feeding in to the SEA process (specifically the 'biodiversity' topic), the HRA Screening has been undertaken as a standalone assessment and is attached at Appendix F.
- 3.1.14 Stages 2 to 4 of the HRA have not been progressed due to the strategic nature of the Transport Strategy, and the associated absence of specific transport interventions.

Equalities Assessment

- 3.1.15 The Equality Act 2010 includes a public-sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities.
- 3.1.16 The Equality Impact Assessment (EqIA) process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people, and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following Personal Protected Characteristics:
- Age;
 - Disability;
 - Gender;
 - Gender reassignment;
 - Marriage & civil partnership;
 - Pregnancy & maternity;
 - Race;

- Religion or belief; and
- Sexual orientation.

3.1.17 The approach adopted for the EqIA of the Transport Strategy has been to combine it with the SEA process, with 'equalities' included as a topic for assessment alongside the environmental topics. There is also a separate EqIA provided at Appendix D to provide further context for the assessment.

Community Safety Audit

3.1.18 CSAs are used to identify where potential community safety issues could arise, e.g. through level of use, accessibility, vehicle speed, or proximity to sensitive receptors. Recommendations can also be made regarding future option development such as lighting or visibility in design that may help reduce accidents and/or crime.

3.1.19 There is no statutory requirement nor any adopted formal methodology for CSA of plans or programmes. However, there is relevant guidance on Road Safety Audits for significant County Council and developer promoted highway schemes.

3.1.20 The approach adopted for the CSA of the Transport Strategy has been to combine it with the SEA process, with 'community safety' included as a topic for assessment alongside the environmental topics. There is also a separate CSA provided at Appendix E to provide further context for the assessment.

3.2 Natural Capital Approach

3.2.1 Natural capital is used to describe the natural environment in terms of the benefits it provides to people (also known as ecosystem services), including food, recreation, and clean air and water. These ecosystem services fall across many sustainability topics. A natural capital approach is therefore useful for understanding the inter-dependencies between nature, people, the economy and society, and ensuring that natural capital is considered as an integrated system.

3.2.2 In 2011, the Government stated, through Commitment 32 of the Natural Environment White Paper, that it would "work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks." In response to this, Natural England published a report in 2014 investigating how land within or adjacent to transport corridors (the 'soft estate') can be used or enhanced for green infrastructure that delivers biodiversity gain, ecological connectivity and ecosystem services⁸.

3.2.3 A £3 million pilot project followed in 2015-2017, drawing together Natural England, Highways England, Network Rail, and Nature Improvement Area (NIA) partnerships in northern England⁹. The aim of the pilot was to ensure that transport corridors not only accommodate more

⁸ Davies, H., Frandsen, M. & Hockridge, B. 2014. NEWP32 Transport green corridors: literature review, options appraisal and opportunity mapping. Natural England Commissioned Reports, Number 168. Available from: <http://publications.naturalengland.org.uk/publication/5752930789490688>

⁹ Natural England, Defra and Highways England. 2014. Available from: <https://www.gov.uk/government/news/greener-transport-network-to-provide-highways-for-wildlife>

wildlife (especially pollinators), but to benefit transport users and the wider public by making infrastructure more resilient to the growing impacts of climate change, such as increased flooding and winter storms.

- 3.2.4 Its findings and recommendations have helped influence the recent Varley review into Network Rail lineside vegetation management, the establishment of the Linear Infrastructure Network (LINet)¹⁰, and Natural England's work on developing an eco-metric tool (in collaboration with project partners including WSP). The pilot has also had an ongoing impact within Highways England and with the Office of Road and Rail (ORR), and a similar approach is desired for transport corridors across the country. Other research has also been published by Natural England on green bridges¹¹.
- 3.2.5 The UK National Ecosystem Assessment (UK NEA)¹² revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services. The national 'State of Nature 2019' report¹³ shows that this declining trend is continuing. Though not the key cause, transport networks have nevertheless contributed to this decline; however, they also have the potential to improve ecosystem service delivery.
- 3.2.6 The UK's natural capital accounts¹⁴ show that approximately 20-25 million tonnes of carbon has been sequestered by vegetation in the UK each year between 2007 and 2015, whilst around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants associated with transport. Natural capital within or adjacent to transport corridors (the 'soft estate') can be used to enhance delivery of other ecosystem services, such as water purification, flood reduction, and provision of habitat for wildlife. In addition, the greening of transport routes (especially walking and cycling routes) can enhance people's physical and mental health and wellbeing, for example by reducing stress levels.
- 3.2.7 The UK Government has developed WebTAG guidance for environmental impact appraisal of transport schemes¹⁵. This sets out a natural capital style approach for appraising the WebTAG environmental topics of Landscape, Townscape, Historic Environment, Biodiversity, and Water

¹⁰ Linear Infrastructure Network (no date) Available from: <https://www.tcpa.org.uk/linear-infrastructure-network>. LINet seeks to maximise linear infrastructure resilience, environmental performance and return on investment.

¹¹ Land Use Consultants. 2015. Green Bridges: A literature review. Natural England Commissioned Reports, Number 181. Available from: <http://publications.naturalengland.org.uk/publication/6312886965108736>

¹² UK National Ecosystem Assessment (2011) The UK National Ecosystem Assessment Technical Report. UNEP-WCMC, Cambridge

¹³ State of Nature. 2019. Available from: <https://www.rspb.org.uk/our-work/state-of-nature-report/>

¹⁴ Office for National Statistics (ONS)

¹⁵ Department for Transport. 2015. TAG Unit A3. Environmental Impact Appraisal. Available from: <https://www.gov.uk/government/publications/webtag-tag-unit-a3-environmental-impact-appraisal-december-2015>

Environment¹⁶, using a methodology developed by Natural England, Historic England, and the Environment Agency, in collaboration with the DfT. The methodology is based around qualitative assessment of natural capital resources that cut across these environmental topics.

- 3.2.8 The WebTAG guidance for environmental impact appraisal does not incorporate assessments explicitly for soils and/or resources; however, the guidance on Biodiversity includes consideration of earth heritage (geological) interests. Furthermore, soils and natural resources are key natural capital assets in themselves. The sustainability topic Soils and Resources is therefore included in the natural capital approach for this ISA. Other sustainability topics within this ISA are linked to ecosystem services where appropriate.

3.3 ISA of the Transport Strategy

- 3.3.1 The ISA of the Transport Strategy has followed the stages required for Strategic Environmental Assessment (SEA). The Scoping Report therefore represented Stage A, whilst this report is the product of Stages B and C. These stages are described in more detail below.

Stage A: Scoping

- 3.3.2 A Scoping Report was issued to stakeholders on 24 April 2019 and represents Stage A of the process. This report set the context and scope of the ISA through:
- Identifying likely options for delivery of the Transport Strategy (Chapter 2 of the Scoping Report);
 - Review of relevant policies, baseline information and future trends (Chapter 3 of the Scoping Report);
 - Identifying key issues and opportunities for the Transport Strategy, reflecting for example the increased pressure of development on the natural environment or the beneficial health effects of active travel (Chapter 4 of the Scoping Report);
 - Identifying Sustainability Objectives to feed into an overall framework for appraisal of options (Chapter 4 of the Scoping Report); and
 - Setting out next steps (Chapter 5 of the Scoping Report).
- 3.3.3 A summary of the results from Scoping is provided in Chapter 4 of this Report. The appraisal framework against which the Transport Strategy has been assessed is provided in Section 4.4.

Consultation on the ISA Scope

- 3.3.4 A five-week consultation on the scope of the ISA was undertaken with the three statutory consultees (the Environment Agency, Historic England and Natural England) in addition to other stakeholders representing environmental and social interests. These organisations were consulted between 25 April 2019 and 30 May 2019. The full suite of responses from statutory consultees and other stakeholders is provided in Appendix G, along with a comment on how

¹⁶ The WebTAG guidance for environmental impact appraisal does not incorporate assessments explicitly for soils and/or resources; however, the guidance on Biodiversity includes consideration of earth heritage (geological) interests. As such – and because of the important of soils and natural resources for the provision of ecosystem services – the sustainability topic Soils and Resources is included in the natural capital approach for this ISA.

they have been accounted for in the preparation of this ISA Report. The main themes for comments raised included:

- Additional local environmental designations to be considered in addition to importance of undesignated receptors;
- The importance of natural capital and use of ecosystems services assessment at subsequent stages of assessment;
- The importance of walking and cycling as modes of transport;
- Support for promoting biodiversity and environmental net gain; and
- The importance of avoiding greenhouse gas emissions in the Transport Strategy.

Stage B: Assessment

3.3.5 The ISA assessment covers two key elements of the Transport Strategy:

- The 23 strategic corridors (i.e. the ‘spatial alternatives’) – these have been individually assessed by identifying sensitivities/constraints and opportunities, generally within 2km of the central point of each transport corridor, to identify where there is potential for significant effects on each of the ISA Sustainability Objectives.
- The general transport interventions likely to be delivered through the ‘types of initiatives’ for each of the Strategy’s thematic journey types (i.e. the ‘policy alternatives’) – these have been assessed against each of the ISA Sustainability Objectives to identify where there is potential for significant effects.

3.3.6 The listed schemes already under planning and development by Local Enterprise Partnerships, Highways England and National Rail have previously been assessed as part of the Appraisal of Sustainability for the NN NPS, and so have not been appraised individually in the ISA.

3.3.7 The assessments (presented in Sections 5.3 and 5.4 of this report) for the corridors and general interventions are presented in a table format using the colour coding shown in

3.3.8 Table 3.1 and Table 3.2, along with an accompanying narrative description of the assessment findings.

Table 3.1: Key to potential sensitivity to significant effect

Key to Potential Sensitivities	
Likely to be sensitive to positive effect	+
Negligible or no effect	0
Likely to be sensitive to negative effect	-
Likely to be sensitive to both positive and negative effects	+/-

Table 3.2: Key to effects of generic interventions

Key to Effects of Generic Interventions	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Potential for both positive and negative effects	+/-
Negligible or no effect	0

3.3.9 Following on from the findings of the assessments, Section 5.7 of this report includes a list of proposed mitigation and enhancement measures for any negative or positive significant effects that have been predicted.

Stages C and D: Reporting and Consultation

3.3.10 This report sets out the results of the ISA – incorporating the SEA, HIA, EqIA, CSA, and a summary of the HRA Screening – and constitutes the ‘Environmental Report’ under the SEA Regulations.

3.3.11 This ISA Report will be issued to consultees in Autumn 2019 for a twelve-week consultation period, alongside the Transport Strategy.

3.3.12 An ISA Statement will be prepared following the consultation period to summarise how responses to consultation and the ISA have influenced the development of the Transport Strategy.

Stage E: Monitoring

3.3.13 This report sets out recommendations for monitoring the social, environmental and economic effects of implementing the Transport Strategy in Section 5.8 of this report.

3.4 Limitations and Assumptions

3.4.1 The SEA Regulations require that limitations and assumptions should be described.

3.4.2 The ISA covers the whole of the TfSE region (the study area), though the assessment of spatial alternatives generally focuses on the area within 2km of the central point of each strategic

corridor. It is considered that this is sufficient to capture significant effects over large geographic areas at a strategic level, although it is acknowledged that for assessment of specific schemes at subsequent stages of development, study areas will need to be re-defined. In some cases, the corridor needed to be extended beyond the 2km in order to cover both the rail and road infrastructure within the corridor. Where this is the case, it has been recorded in Appendix A. It should be noted that the exercise was undertaken in order to establish sensitivity of corridors and differs from defining geographic areas in Step 4 of the Corridor Study.

- 3.4.3 For the HRA, potential effects beyond 2km are considered where appropriate, in particular for European sites designated for their bat or bird species, or for those with hydrological connectivity to the transport corridors.
- 3.4.4 The specific transport interventions set out in the Transport Strategy are being delivered by other organisations, including Highways England and Network Rail. Although they form part of the Transport Strategy, TfSE is not the authority responsible for their development and delivery. The policy framework for the delivery of these major schemes is the National Networks National Policy Statement¹⁷ (NN NPS) and as such these major schemes have been assessed within the related Appraisal of Sustainability¹⁸. As such, these schemes have not been individually assessed as part of the ISA, they are assessed as part of policy interventions described below. The NN NPS, in addition to Local Transport Plans are also considered in terms of cumulative effects.
- 3.4.5 The Transport Strategy does not contain new transport interventions for each of the corridors – these will be developed through the forthcoming Area Studies. As such, only high-level assessments of the broad corridors (spatial alternatives) and the general (non-spatial) transport interventions (policy alternatives) have been undertaken for the ISA. It is noted that a Multi Criteria Assessment Framework (MCAF) tool has been developed for the initial sifting of options for prioritising strategic interventions in a corridor. The framework is consistent with the requirements of the Department for Transport's (DfT) guidance, WebTAG and also reflects the Sustainability Objectives of this ISA. It has also been assumed that relevant design and safety standards will be applied to the development of transport interventions subsequent to the Strategy.

¹⁷ DfT, 2014, National Policy Statement for National Networks

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/387222/npsnn-print.pdf

¹⁸ Ramboll, 2014, The National Networks National Policy Statement: Appraisal of Sustainability

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/387692/aos-report.pdf

4 Identifying Sustainability Issues and Opportunities

4.1 Introduction

4.1.1 This section sets out the sustainability policy context and the current baseline, future trends, and issues and opportunities for the Transport Strategy. It also sets out the appraisal framework, against which the Transport Strategy is assessed.

4.2 Policy Context

4.2.1 The sustainability legislation and overarching policy documents of relevance to the ISA of the Transport Strategy are set out in the ISA Scoping Report. Transport policy and context has also been reviewed for the Transport Strategy.

4.3 Overview of Baseline

4.3.1 The following section provides an overview of the baseline, taken from the ISA Scoping Report. Note that transport trends and future scenarios have also been considered as part of the Transport Strategy.

Biodiversity

4.3.2 According to the SE England Biodiversity Forum¹⁹, the SE is a key area for a range of priority habitats. For example, the SE holds over 40% of England's Ancient Woodland, making this important habitat more common in the SE than most other regions of the UK. The SE also holds more than 30% of England's broadleaved, mixed and yew woodland; and more than 40% of its lowland heath habitats. Coastal habitats are also well represented in the region. For example, the SE holds more than 60% of the nation's vegetated shingle resource; and more than 40% of Europe's offshore chalk exposure, with the South Downs and the cliffs of Dover being obvious examples.

4.3.3 The TfSE study area also contains a wealth of protected sites:

- One UNESCO World Biosphere Reserves (Brighton & Lewes Downs);
- 51 Special Areas of Conservation (SAC);
- 22 Special Protection Areas (SPA);
- 16 Wetlands of International Importance (Ramsar sites);
- 559 Sites of Special Scientific Interest (SSSI);
- 48 National Nature Reserves (NNR); and
- 13 Marine Conservation Areas.

¹⁹ Climate UK. 2012. A Summary of Climate Change Risks for South East England. Available from: <https://www.arun.gov.uk/download.cfm?doc=docm93jjjm4n1708.pdf&ver=1350>

- 4.3.4 In addition to sites listed above, local designations such as Local Wildlife Sites and undesignated biodiversity is also present throughout the region.
- 4.3.5 Studies such as the 'State of Nature 2019' report²⁰ and Defra's 25 Year Environment Plan²¹ have shown that nationally biodiversity has been declining despite the prevalence of conservation efforts, and approximately 15% of all species across the UK are under threat of extinction. The most important habitats (those for which the UK has a European level responsibility) also remain in relatively poor condition (71% unfavourable for the UK versus an EU average of 30%).

Historic Environment

- 4.3.6 The historic environment encompasses buried heritage assets (archaeological and palaeoenvironmental remains) and above ground assets (standing buildings, structures, monuments and designed landscapes of historic interest and their setting).
- 4.3.7 The numbers of assets provided below are derived from the Historic England Fact Sheet²², and so apply to the SE region as a whole:
- World Heritage Sites – there is one in the region; Canterbury Cathedral. Canterbury is also listed as one of five nationally designated Areas of Archaeological Importance.
 - Scheduled Monuments – there are 2,657 scheduled monuments across the region.
 - Statutorily Listed Buildings – the SE has the second highest density of listed buildings of all England's regions with a total of 76,799 listed buildings, of which 1,743 are Grade I listed, 3,946 are Grade II* listed and 71,110 are Grade II listed.
 - Registered Battlefields – there are six within the region, including the Battle of Hastings, Battle of Lewes, and Battle of Cheriton.
 - Registered Parks and Gardens – there are 376 listed parks and gardens across the region.
 - Heritage Coasts – these include areas on the Isle of Wight, near Eastbourne and near Folkestone.
- 4.3.8 Whilst direct (physical) impacts on designated historical sites are strongly restricted, adverse effects on the setting of designated heritage assets does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue. Conversely, asset enhancement has the potential to lead to an increase in tourism and associated revenue, learning and access opportunities associated with the region's cultural heritage.

Landscape and Townscape

- 4.3.9 Designated landscapes in the study area include:
- National Parks – there are two (New Forest and the South Downs) which cover approximately 20% of the total SE area.

²⁰ State of Nature. 2019. Available from: <https://www.rspb.org.uk/our-work/state-of-nature-report/>

²¹ HM Government. 2018. A Green Future: Our 25 Year Plan to Improve the Environment Annex 1: Supplementary evidence report

²² Historic England. 2018. Listing Fact Sheet

- Areas of Outstanding Natural Beauty (AONB) – there are eight: Chichester Harbour, Chilterns, Cranbourne Chase & West Wiltshire Downs, High Weald, Isle of Wight, Kent Downs, North Wessex Downs, and Surrey Hills.

4.3.10 Designated landscapes such as National Parks, AONBs, and Special Landscape Areas are afforded some protection against development within their boundaries, however they may still be impacted indirectly through changes to setting. Major roads and railway lines such as the M3, A3 and A24 pass through and close to important designated sites such as the South Downs National Park. Gatwick – the second busiest airport in the UK by total passenger traffic – is surrounded by Areas of Outstanding Natural Beauty, including the Surrey Hills AONB, Kent Hills AONB, and the High Weald AONB.

4.3.11 Landscape and townscape character and quality is particularly vulnerable to development (including the construction and operation of transport infrastructure), for example through loss of tranquillity, increased lighting, and visual intrusion, as well as the incremental loss of landscape features.

Soils and Resources

4.3.12 According to Natural England’s Agricultural Land Classification, much of the agricultural land in the SE is rated as of good to moderate quality (grades 3a-3b). Land in the far east of the region and around Chichester, is of the best and most versatile in the region, rated excellent (grade 1).

4.3.13 There is a prevalence of aggregate (including marine) deposits in the SE. There are approximately 100 sites in the region, 17 of which are quarries producing crushed rock, whilst the remainder are worked for sand and gravel²³. Clays, silica sand and chalk are also common in the region, particularly in East Sussex, West Sussex, Hampshire, Surrey and Kent; whilst Robertsbridge in East Sussex has the largest known gypsum deposit in the UK.

4.3.14 The UK generated 222.9 million tonnes of total waste in 2016, with England responsible for 85% of the UK total. Construction, demolition and excavation (CDE) waste makes up around 60% of the entire amount of waste produced by the UK each year, making this the country’s largest waste stream. However, once hazardous waste and navigational dredging spoil is excluded, 76% of CDE waste is currently being recovered and recycled for alternative uses²⁴. This exceeds the EU target of 70%, which the UK must meet by 2020.²⁵

Water Environment

4.3.15 There are a number of ‘main rivers’ across the SE; these predominantly drain eastwards/ southwards. The Water Framework Directive (WFD) sets an objective of aiming to achieve at least ‘good ecological status’ for all waterbodies by 2021. The SE River Basin Management

²³ South East of England Aggregates Working Party. 2012. South East Aggregates Monitoring Report

²⁴ MRW. 2019. CDE recycling levels. Available from: <https://www.mrw.co.uk/knowledge-centre/do-the-numbers-reflect-true-cde-recycling-levels/10040434.article>

²⁵ Defra. 2018. UK Statistics on Waste. Available from: <https://www.gov.uk/government/statistical-data-sets/env23-uk-waste-data-and-management>

Plan, published in 2009²⁶, stated that, by 2015, 18% of the region’s rivers and canals will have improved in quality, but that 77% would still not have achieved overall good status. This was stated to be due to “limited understanding of pressures on the water environment, their sources, and the action required to tackle them”.

- 4.3.16 National Flood Zone data tends to correlate with the location of Environment Agency Main Rivers and ordinary watercourses as areas with the greatest risk of flooding. According to the Environment Agency, there are almost 900,000 properties at risk of one or more forms of flooding in the SE as a whole, with an estimated 668,900 at risk from surface water flooding²⁷. Defra’s national level mapping of key Flood Risk Areas includes three areas within the SE: London, Medway, and Brighton & Hove. In addition, the SE Regional Climate Change Vulnerability Assessment (RVA) found that Portsmouth, Eastbourne, and urban areas in the north west of Surrey, as well as the rural coastal authorities of Swale, Arun and Shepway, have particularly high numbers of properties in high flood risk areas.
- 4.3.17 Maintaining water supplies as the climate changes will be particularly challenging in the SE, particularly in the Thames river basin region. The SE is considered a water stressed area by the Environmental Agency²⁸, five of the six water companies which supply water to the SE (South East Water, Affinity Water (previously Veolia Water South East and Folkestone & Dover Water), Southern Water, Thames Water, and Sutton and East Surrey Water) are classified as being under ‘serious’ levels of water stress. The future implications of climate change projections for the SE include: increased coastal and flood-plain flood events leading to damage to property and disruption to economic activity; water shortages; and higher incidence of damage to transportation, utilities and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding).

Air Quality

- 4.3.18 The Clean Air Strategy 2019 reports that road transport and other transport modes (including rail and shipping) contributed 34% and 17% respectively to total national nitrogen oxide (NO_x) emissions in 2016, and 12% to particulate matter (PM_{2.5}) emissions. The adverse impact of ports on air quality arises mainly through the ships themselves, whilst the effect of airports is principally from surface access via road transport. Currently, the most challenging pollutant in terms of limit value compliance is nitrogen dioxide (NO₂). A Defra statistical release in April 2018²⁹ revealed that whilst concentrations of NO₂ at roadside sites decreased between 1997 and 2011, levels have since plateaued.

²⁶ Defra & Environment Agency. 2009. Available from: <https://www.gov.uk/government/publications/south-east-river-basin-management-plan>

²⁷ Environment Agency. 2010. State of the Environment – South East England. Available from: https://www.secouncils.gov.uk/wp-content/uploads/pdfs/_publications/1_SoE_Feb_2010.pdf

²⁸ Environment Agency. 2013. Water stressed areas- final classification. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/244333/water-stressed-classification-2013.pdf

²⁹ Defra. 2018. Defra National Statistics Release: Air Quality statistics in the UK 1987 to 2017

- 4.3.19 Where air quality objectives are not likely to be achieved an Air Quality Management Area (AQMA) must be declared. These are predominantly associated with NO₂ emissions from vehicles. As such, AQMAs are mostly located within urban areas and sections of the road network which are heavily trafficked and frequently congested. In the TfSE area, there are currently 149 AQMAs, of which 123 are declared for NO₂, 11 are declared for both NO₂ and PM₁₀, two AQMAs are declared for PM₁₀ alone, and two for sulphur dioxide (SO₂).
- 4.3.20 Defra has reported the following zones within the TfSE study area as failing to comply with the limit value for annual mean NO₂ in 2017: Southampton Urban Area, Bournemouth Urban Area, and Portsmouth Urban Area³⁰. The only compliant zone for annual mean NO₂ is Littlehampton. For PM₁₀ and PM_{2.5} limit values, compliance is reported for all zones³¹.

Climate Change and Greenhouse Gases

- 4.3.21 Transport is the largest single contributor to greenhouse gas (GHG) emissions in the UK. GHG emissions from transport activities include carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O). In 2017, transport accounted for 124.2 MtCO₂, equivalent to 27% of total GHG emissions in the UK, compared to 24% from energy supply, 17% from business, and 15% from the residential sector.³² Whilst GHG emissions from the latter sectors have declined since 2016, emissions from the land-based transport sector are broadly unchanged, and remain similar to 1990 levels. The Paris Agreement 2015 will require future Future Carbon budgets prepared under the Climate Change Act to keep global temperature rise to well below 2°C and pursue efforts to limit temperature increase even further to 1.5°C.
- 4.3.22 Road transport is the most significant source of GHG emissions in this sector, in particular passenger cars. Emissions from passenger cars have decreased since the early 2000s due to lower petrol consumption outweighing an increase in diesel consumption and, more recently, improvements in fuel efficiency – particularly for petrol cars, and to a lesser extent diesel cars.³³ The last four years have also seen a remarkable surge in demand for electric vehicles in the UK – new registrations of ‘plug-in’ all-electric and electric-hybrid cars increased from 3,500 in 2013 to more than 195,000 by the end of February 2019.³⁴ However, since 2013 there has been a small increase in emissions due to an increase in total vehicle kilometres travelled.³⁵

³⁰ Defra. 2018. Air Pollution in the UK 2017. Available from: <https://uk-air.defra.gov.uk/library/annualreport/>

³¹ NB – this does not reflect local authorities annual status reports, where there are exceedances of the annual mean NO₂ objective at monitoring locations.

³² Department for Business, Energy & Industrial Strategy. 2017. UK Greenhouse Gas Emissions. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776083/2017_Final_emissions_statistics_one_page_summary.pdf

³³ Department for Transport. 2018. TAG data book. Available from: <https://www.gov.uk/government/publications/tag-data-book>

³⁴ Electric car market statistics. 2019. Available from: <https://nextgreencar.com/electric-cars/statistics/>

³⁵ Department for Business, Energy & Industrial Strategy. 2018. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/695930/2017_Provisional_Emissions_statistics_2.pdf

- 4.3.23 In terms of climate change impacts, the average temperature in central England has risen by about 1°C since the 1970s, and research by the Met Office³⁶ reveals that the risk of a heatwave exceeding the temperatures experienced in the European heatwave of 2003 has at least doubled. During the August 2003 heatwave there were an estimated 2,000 more deaths in England and Wales than for the same period averaged between 1998 and 2002. Most of these were concentrated in the SE and London, particularly among those over 75 years old. By 2040, more than half of summers are expected to exceed 2003 temperatures.
- 4.3.24 The character of UK rainfall has also changed, with days of very heavy rain becoming more frequent. What in the 1960s and 1970s might have been a 1-in-125 day rainfall event is now considered to be a 1-in-85 day event. An extended period of extreme winter rainfall as was experienced in December 2015 is now thought to be seven times more likely as a result of anthropogenic emissions of GHG.
- 4.3.25 The South East has the greatest end-user carbon dioxide emissions compared to other regions in England, with transport being the greatest contributing sector³⁷. A number of local authorities in the South East³⁸ have declared ‘climate emergencies’, including committing to setting targets for zero net carbon emissions by 2050. The key climate change-related challenges for the SE include: increased risk of flooding; water scarcity; health issues during increasingly frequent extreme weather events, such as heatwaves; the ability of infrastructure to cope with changing demand and use; organisational resilience to climate change; and changes to natural systems³⁹.

Noise and Vibration

- 4.3.26 Increased noise pollution affects quality of life and has been linked to health problems. Following the strategic noise mapping undertaken to satisfy the EU Environmental Noise Directive, noise action plans have been developed. These provide a framework to manage environmental noise and its effects, with Noise Important Area (NIAs) being identified in areas where transport noise is considered to be a problem. Noise action plans also aim to protect quiet areas in agglomerations (large urban areas) where noise quality is good.
- 4.3.27 There are numerous NIAs throughout the SE. These are either located along either roads or railways with the majority of road NIAs located on trunk roads. Data from the England Noise Map Viewer⁴⁰ shows that roads such as motorways create significant noise with noise levels over 55 dBb in areas within 1km of the source (L_{den} , 24-hour annual average noise level with

³⁶ Environment Agency. 2016. Adapting to a changing climate. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526000/climate-adrep-environment-agency.pdf

³⁷ Department for Business, Energy & Industrial Strategy. 2019. UK local authority carbon dioxide emissions estimates 2017. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/812139/Local_authority_2017_greenhouse_gas_emissions_statistical_release.pdf

³⁸ As of June 2019: Brighton and Hove, Hastings, Lewes, Maidstone, Portsmouth, and Reigate & Banstead.

³⁹ Climate UK. 2012. A Summary of Climate Change Risks for South East England. Available from: <https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n1708.pdf&ver=1350>

⁴⁰ Extrium. 2012. England Noise Map Viewer. Available from: <http://www.extrium.co.uk/noiseviewer.html>

weightings applied for the evening and night periods). Areas affected are exacerbated where roads along the Major Route Network merge or where rail noise is also recorded. Road traffic noise levels are higher than the UK average across the SE in part due to the population density compared to other UK regions.

- 4.3.28 In addition, significant noise is generated by rail/road traffic connecting with the SE's busy ports and airports. The activities at airports, including take-off and landing, also generate high noise levels, whilst there is noise associated with the flight paths to and from these airports that will affect receptors in the SE.
- 4.3.29 Recent vehicle innovations such as hybrid and electric cars have led to quieter vehicles. As these make up a greater proportion of vehicles on the road, associated noise levels will start to fall. Aircraft are also becoming quieter; however, it is anticipated that passenger numbers will continue to increase in the years ahead resulting in more flights and potential for increased noise levels.

Population and Equalities

- 4.3.30 The SE has the largest population of any government region of England. According to the latest ONS population projections, the current population of the SE stands at 9,214,300⁴¹. The districts in the SE generally have a high proportion of people over the age of 65, compared to the UK average. The population between 2019 and 2041 in the SE is expected to increase by 10%, with the greatest increases seen in the over 75s, although there is some level of uncertainty associated with population predictions. Of the eleven authorities, the largest population increase is projected in Medway, with an increase of 13.5%, whilst the smallest population increase is projected in West Berkshire at 5.6%. The population increases within the Isle of Wight, Portsmouth, Southampton, Hampshire, Surrey and West Berkshire are all below the regional and national averages, of 10%⁴².
- 4.3.31 91% of the region is considered to be white and 85% are British nationals. 9.3% of the SE population come from BAME (Black, Asian, and minority ethnic) groups, which is considerably lower than the national average of 13%⁴³. However, following the national trend, the region is likely to become increasingly diverse.
- 4.3.32 In the SE, 95.1% of people identify as heterosexual, 1% higher than the national average, and 1.3% considered themselves to be LGBT (lesbian, gay, bisexual and transgender), which is slightly lower than the national average of 1.6%⁴⁴. According to the national LGBT Survey, 65% of the responders stated they avoided being open about their sexual orientation whilst using public transport for fear of a negative reaction from others⁴⁵.

⁴¹ ONS. 2016. 2016-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England

⁴² ONS. 2016. 2016-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England

⁴³ Elevation Networks. 2016. UK BME Population, Briefing Paper. Available from: www.elevationnetworks.org/wp.../UK-BME-Population-Briefing-Paper-Mar2016.pdf

⁴⁴ ONS. 2017. Annual Population Survey, Sexual Identity

⁴⁵ Government Equalities Office. 2018. National LGBT Survey, Research Report

- 4.3.33 65% of the population in the SE are religious, of which 92% state their religion as Christianity. The second largest religious group are Muslims, who make up 3.6% of the religious population. The least represented religious group are Jewish, making up just 0.3% of the religious population.
- 4.3.34 Despite the relative prosperity of the region, 850,000 people (especially children and the over-60s) are living in the top 20% of income deprived areas in the country⁴⁶. According to the 2015 Index of Multiple Deprivation, Portsmouth is considered to be the most deprived of the eleven authority areas in the region, ranking 63rd most deprived out of 326 authorities in England⁴⁷.
- 4.3.35 20.4% of people in the region live in rural areas, which is the fourth highest of the national regions and above the national average of 18.8%⁴³. There is a considerable disparity between higher and lower performing rural areas in the region, in terms of household income, labour market skills, unemployment claimants and job density. In general, the lowest performing rural local authorities are located on or near to the coast⁴⁸.

Health

- 4.3.36 The SE region generally has a better life expectancy for both males and females when compared to the national average. On average, males in the region have a life expectancy of 80.6 years, which is 0.9 years higher than the national average, whilst women have an average life expectancy of 84 years, which is 1.1 years higher than the national average. Of the eleven authorities, West Sussex has the greatest life expectancy for males (80.6 years), whilst Surrey has the greatest life expectancy for females (84.6 years). Medway has the lowest life expectancy for both males (78.5 years) and females (82.2 years), both of which are below the national average⁴⁹.
- 4.3.37 In general, the overall health of residents across the SE is good, with Hampshire, Surrey, West Berkshire and West Sussex all bettering the national average. However, the overall health of residents in Southampton and Portsmouth is described as being worse than the national average. According to the 2011 Census, 49% of people in the region described their health as very good, whilst 4.4% of the population describe their health as either bad or very bad, which is similar to the national average⁵⁰. When looking at disabilities and impairments, 6.9% of the population stated that their day to day activities are 'limited a lot' and 8.8% described it as 'limited a little'⁵⁰.
- 4.3.38 On the whole, the SE has good levels of physical activity, which is reflected in the low levels of obesity. Despite this, the region has a high number of people diagnosed with diabetes, with six of the eleven authorities having significantly higher diagnoses than the national average⁴⁹.

⁴⁶ South East England Councils. 2011. Deprivation and Public Sector Reliance in the South East, A Briefing Paper from South East England Councils.

⁴⁷ ONS. 2015. Index of Multiple Deprivation

⁴⁸ South East England Intelligent Network. 2008. The Rural South East: An Evidence Base

⁴⁹ Public Health England. 2016. Local Authority Health Profiles, South East Region

⁵⁰ Nomis. 2011. 2011 Census

- 4.3.39 The proportion of people living with dementia in East Sussex, Hampshire, West Sussex and the Isle of Wight is significantly higher than the national average. Due to an ageing population, the number of people living with dementia is likely to increase, as will the number of people with physical and sensory impairments. There will also be more people living longer with multiple long-term conditions.

Community Safety

- 4.3.40 Between 2015 – 2017, there were 49.1 road traffic accidents (where somebody was either killed or seriously injured) per 100,000 people in the region. This is higher than the national average of 40.8. Of the eleven authority areas, the Isle of Wight had the highest number of accidents at 57.7 per 100,000, whilst Medway had the lowest (31.4 per 100,000)⁴⁹. In 2017 there were 267 fatalities from road traffic accidents in the region (5% fewer than in 2016); however, this remains higher than any other region in the UK⁵¹.
- 4.3.41 According to British EurorRAP Results 2017⁵², the SE region is the worst performing region in the UK, with regards to road safety. The average risk of a serious crash on single carriageways in the SE, is nearly twice that of the West Midlands. According to the report, six out the top ten higher risk roads in the UK were in the SE⁵².
- 4.3.42 In 2017/2018, the number of reported sexual offences committed on public transport in the UK, increased by 16% (60% of these assaults were against females). The number of violent offences increased by 26% to 11,711 in 2017/18. Delays caused by disrupted behaviour also increased from 1,432,726 to 1,548,462⁵³.

Economy

- 4.3.43 The SE is home to the UK's most important international and national transport assets – the busiest airports serving the most destinations, ports on the main international shipping line, and cross channel services from Dover and through Eurotunnel providing capacity equivalent to a second Gatwick. As a result, the SE has become a powerhouse in the transport and logistics sector with a Gross Value Added (GVA) of over £8 billion per year.
- 4.3.44 The SE is at the leading edge of research into the future of the transport and logistics sector with institutions such as the Transport Research Laboratory in Wokingham, backed up by high quality research facilities at the University of Portsmouth, Canterbury Christ Church University and Southampton Solent University.
- 4.3.45 The economy of the SE is further driven by five large sectors which account for nearly 29% of the total output⁵⁴. These sectors are construction, education, health, business support (e.g. office administration services), and retail. In addition, tourism is vital to the rural and coastal economies of the SE contributing over £7.5 billion in GVA per year.

⁵¹ Department for Transport. 2017. Reported Road Casualties Great Britain: Annual report

⁵² British European Road Assessment Program (EuroRAP). 2017. Cutting The Cost Of Dangerous Roads

⁵³ British Transport Police. 2018. Annual Report 2017 -2018

⁵⁴ Cambridge Econometrics. 2017. Local Economic Forecasting Model

- 4.3.46 Initially drawn by strong connectivity to international markets, businesses have clustered around international gateways and are now benefitting from proximity to other businesses in their sector. With marine, maritime and defence industry concentrated around the ports of Portsmouth and Southampton, and the 'Gatwick Diamond' being a focus for the professional services sector, international gateways are economic hubs in their own right.
- 4.3.47 A ratio of median house price to median earnings of nearly 9.5 compared to the national average of 7.5 puts into sharp focus the affordability constraints facing the SE. However, the SE is proactively responding to its low levels of housing affordability to prevent it from becoming a constraint on the future growth of the economy.

4.4 Sustainability Appraisal Framework

- 4.4.1 While not specifically required by the SEA Regulations, sustainability objectives are a recognised way of considering the environmental, social and economic effects of a plan or programme, and comparing the effects of alternatives.
- 4.4.2 The sustainability objectives (set out in Table 4.1 below) were developed using:
- The review of key policy documents;
 - The baseline data collation;
 - An assessment of future trends; and
 - The identification of sustainability issues and opportunities.

Table 4.1: Sustainability Appraisal Framework

Topic	Key Sustainability Issues Identified	Sustainability Objective
Natural Capital and Ecosystem Services	<ul style="list-style-type: none"> Deterioration in quality, and severance/loss of connectivity of ecosystems. Effects on ecosystems with high (potential) ecosystem services provision, and/or those close to centres of population. 	To maintain and enhance the provision of ecosystem services from the region’s natural capital, and deliver environmental net gain.
Biodiversity	<ul style="list-style-type: none"> Loss, damage or fragmentation of statutory and non-statutory wildlife sites, habitats and wildlife corridors. Impacts on protected species and wider biodiversity. 	To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the region, and deliver biodiversity net gain.
Historic Environment	<ul style="list-style-type: none"> Direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. 	To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement.
Landscape and Townscape	<ul style="list-style-type: none"> Direct and indirect impacts on designated landscapes, including their settings. Erosion of the character and quality of the SE’s landscapes. 	To protect and enhance the quality of the region’s distinctive landscapes, townscapes and visual amenity.
Soils and Resources	<ul style="list-style-type: none"> Deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. Use of resources and production and disposal of waste in transport-related construction. 	To promote the use of brownfield land and existing infrastructure in the region, protect geologically/ agriculturally important land, promote the sustainable use of resources and natural assets, and seek opportunities to deliver a circular economy.
Water Environment	<ul style="list-style-type: none"> Increasing development associated with a rising population (including transport infrastructure) affecting surface water runoff and can increase flood risk on a local and catchment scale. Increased traffic flows can add to contamination of surface water runoff. 	To protect and enhance surface and groundwater quality; reduce and manage flood risk from all sources and coastal erosion risks by locating infrastructure in lower risk areas.
Air Quality	<ul style="list-style-type: none"> Increased usage of highways adding to local and regional air pollution. Increased usage of ports and airports adding to local and regional air pollution. 	To protect and enhance air quality by reducing transport related emissions.
Climate Change and GHG Emissions	<ul style="list-style-type: none"> Transport is the largest contributor to the UK’s GHG emissions. Climate change (extreme heat, flooding and storms) can impact on the quality and safety of transport infrastructure. 	To eliminate GHG emissions (including through encouraging modal shift, electric vehicle uptake, low carbon construction), and maximise resilience to climate change.
Noise and Vibration	<ul style="list-style-type: none"> Increased use of transport adding to noise impacts on human health due to stress and sleep disturbance, as well as annoyance. 	To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.

	<ul style="list-style-type: none"> Increased use of transport adding to noise impacts on wildlife and designated sites. Transport trends changing future noise profiles and climate change affecting impact on population. 	
Population and Equalities	<ul style="list-style-type: none"> A growing population and associated increase in demand for travel. Public transport provision for those in rural areas, for the elderly, for those in areas of deprivation, and for those who are socially isolated. 	To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.
Health	<ul style="list-style-type: none"> An ageing population, with restricted access to private transport. Increasing problems of physical inactivity and obesity. Increasing use of private vehicles adding to air and noise pollution. 	To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.
Community Safety	<ul style="list-style-type: none"> Increasing crime levels on public transport. High levels of serious injuries and fatalities on the SE road network compared to the rest of the UK. Safety concerns for pedestrians and cyclists. 	To promote safe transport through reducing accidents and improving security, as well as through regeneration of areas.
Economy	<ul style="list-style-type: none"> Links between transport and productivity in the SE region. Uncertainty around future demand for and supply of infrastructure, as well as the spatial and temporal distribution of movement. 	To promote a strong economy through the transport network with opportunities for the population to access centres of employment, reliable journey times and increasing trade?

5 Sustainability Appraisal

5.1 Introduction

- 5.1.1 Other than schemes already under planning and development including those led by Local Enterprise Partnerships, Highways England and National Rail, further transport interventions are not specified in the Transport Strategy – these will follow in later corridor studies and in the forthcoming Strategic Investment Plan. The location-specific schemes specified in the Transport Strategy have thus already been assessed as part of the Appraisal of Sustainability for the NN NPS and will not be appraised individually in the ISA.
- 5.1.2 This section therefore presents the findings of the assessment covering two key aspects of the Transport Strategy:
- The 23 strategic corridors (i.e. the ‘spatial alternatives’); and
 - General transport interventions that would help address the challenges faced by the six journey types (i.e. the ‘policy alternatives’).
- 5.1.3 Mitigation and enhancement measures for negative or positive significant effects are set out below in Section 5.7.

5.2 Consideration of Alternatives

- 5.2.1 Consideration of reasonable alternatives is a key feature of the SEA process.
- 5.2.2 The purpose of the Transport Strategy is to assess which major transport corridors across the SE region have the greatest potential for sustainability enhancements and economic growth, and to prioritise corridors for the subsequent development of transport interventions. The ISA has informed the development of the Transport Strategy by identifying potentially significant constraints and opportunities for each of these corridors from an environmental and social perspective. As such, the 23 strategic corridors represent the ‘spatial alternatives’ assessed through the ISA process.
- 5.2.3 The Transport Strategy also considers broad ‘types of initiatives’ for addressing the challenges faced by each of the six thematic journey types, aimed at facilitating economic growth in the region, whilst simultaneously enhancing social and environmental benefits. These ‘types of initiatives’ each comprise at least one different category of general transport intervention – for example new or improved highways or railways, or enhancements to bus or cycling routes – all of which would result in different impacts on the environment, economy and society. These general transport interventions therefore represent the ‘policy alternatives’ assessed through the ISA process.

5.3 Assessment of Strategic Corridors

- 5.3.1 The 23 corridors included in this assessment are labelled as follows:
- SE1 – M2/A2/Chatham Main Line (Dartford – Dover)
 - SE2 – A28/A299/Chatham Main Line (Faversham – Ramsgate)

- SE3 – M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)
- SE4 – A21/Hastings Line (Hastings – Sevenoaks)
- SC1 – A22/A264/Oxted Line (Crawley – Eastbourne)
- SC2 – M23/A23/Brighton Main Line (Brighton – Coulsdon)
- SC3 – A24/A264/Arun Valley Line (Crawley – Fontwell)
- SW1 – A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)
- SW2 – M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)
- SW3 – A33/Basingstoke – Reading Line (Basingstoke – Reading)
- SW4 – A34/South Western Main Line/Basingstoke – Reading Line (Reading – Winchester)
- SW5 – A36/Wessex Main Line (New Forest)
- SW6 – A303/West of England Main Line (Andover – Basingstoke)
- SW7 – M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)
- IO1 – M25 (Dartford – Slough)
- IO2 – A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)
- IO3 – A228/A229/Medway Valley Line (Maidstone – Medway Towns)
- IO4 – Redhill – Tonbridge Line/South Eastern Main Line (Ashford – Redhill)
- IO5 – A25/North Downs Line (Guildford – Redhill)
- IO6 – A31/A322/A329/A331/North Downs Line (Guildford – Reading)
- OO1 – A28/A290/A291 (Canterbury – Whitstable)
- OO2 – A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)
- OO3 – M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

The assessment of each of the 23 corridors has been undertaken using spatial indicators for each of the ISA Sustainability Objectives, as shown in Table 5.1 below.

Table 5.1: Spatial indicators used in the assessment of strategic corridors

ISA Objective	Spatial Indicators
Natural Capital & Ecosystem Services	Natural capital (and therefore ecosystem service provision) is represented through spatial indicators B1-6, HE1-5, L1-5, S1, and W1-2 below (following the approach set out in Section 3.2 of this report).
Biodiversity	B1 - Special Areas of Conservation (SAC) B2 - Special Protection Areas (SPA) B3 - Ramsar sites B4 - Sites of Special Scientific Interest (SSSI) B5 - National Nature Reserves (NNR) B6 - Marine Conservation Areas
Historic Environment	HE1 - World Heritage Sites HE2 - Scheduled Monuments HE3 - Historic Parks & Gardens HE4 - Historic Battlefields HE5 - Ancient Woodlands
Landscape & Townscape	L1 - National Parks L2 - Areas of Outstanding Natural Beauty (AONB) L3 - Heritage coasts L4 - Greenbelt L5 - National trails
Soils & Resources	S1 - Agricultural Land Classification
Water Environment	W1 - Ground Source Protection Zone W2 - Flood Zone
Air Quality	A1 - Air Quality Management Areas (AQMA)
Climate Change & Greenhouse Gases	CC1 - Indicative Flood Risk Areas CC2 - Per Capita Emissions
Noise & Vibration	N1 - Noise Action Important Areas
Population & Equalities	P1 - Index of Multiple Deprivation (IMD) - Overall Deprivation P2 - Planned Housing Developments
Health	H1 - IMD - Health H2 - Percent Physically Active Adults H3 - Excess Weight in Adults
Community Safety	CS1 - IMD - Crime CS2 - KSI Casualties on England Roads CS3 - EuroRAP Road Safety
Economy	E1 - Economic Assets E2 - Planned Major Employment Areas E3 - International Companies E4 - Priority Sector Areas

5.3.2 The sensitivities/constraints and opportunities within a set distance buffer of the central point of each transport corridor have been identified, and the *potential* for significant effects highlighted. The key for the assessment of potential sensitivity to significant effects is as follows:

Key to Potential Sensitivities	
Likely to be sensitive to positive effect	+
Negligible or no effect	0
Likely to be sensitive to negative effect	-
Likely to be sensitive to both positive and negative effects	+/-

- 5.3.3 Where possible, the buffer around each strategic corridor has been set at 2km. However, the spatially diverging routes of some of the road networks and railways represented by the strategic corridors, means buffers of varying sizes (up to a maximum of 10km) have been used in order to capture these routes. The specific buffers used for each corridor are listed in each of the corridor assessments in Appendix A.
- 5.3.4 A summary of the assessment for each of the 23 corridors is shown in Table 5.2 below. Individual assessments are provided in Appendix A.

Table 5.2: Summary of the sensitivity assessment of strategic corridors

Corridor ID	Natural Capital & Ecosystem Services															Other Sustainability Components																			
	Biodiversity					Historic Environment					Landscape & Townscape					Soils	Water Environment	Air	Climate Change	Noise	Population & Equality	Health	Community Safety	Economy											
	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas
SE1	-	-	-	-	-	-	-	-	0	-	0	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	+	+	
SE2	-	-	-	-	0	-	0	-	0	-	0	-	0	0	0	+/-	-	-	+/-	0	+/-	+/-	-	+	+/-	+/-	-	-	+/-	+/-	+	+	0	+	
SE3	-	-	-	-	-	-	-	-	0	-	0	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	+	+	
SE4	-	-	0	-	0	-	-	-	-	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
SC1	-	-	0	-	0	-	0	-	0	-	-	-	0	0	+/-	+/-	-	-	0	0	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	0	+	0	+	
SC2	-	0	0	-	-	-	0	-	-	-	-	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	

Page 206 Corridor ID	Natural Capital & Ecosystem Services															Other Sustainability Components																					
	Biodiversity					Historic Environment					Landscape & Townscape					Soils	Water Environment	Air	Climate Change	Noise	Population & Equality	Health			Community Safety			Economy									
	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas		
SC3	-	-	-	-	0	0	0	-	-	0	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+	+	+	
SW1	-	-	-	-	-	-	0	-	-	0	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
SW2	-	-	-	-	-	0	-	-	-	0	-	-	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+	
SW3	0	-	0	-	-	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	+/-	+/-	+/-	+/-	0	+	+	+	+	
SW4	-	0	0	-	-	0	0	-	-	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	+/-	+/-	+/-	+/-	+/-	+	+	0	+		
SW5	-	-	-	-	0	0	0	-	-	0	-	0	0	0	0	+/-	0	-	+/-	0	+/-	+/-	+/-	+	+/-	+/-	+/-	-	+/-	0	+	+	+	+			



Page 207	Corridor ID	Natural Capital & Ecosystem Services															Other Sustainability Components																				
		Biodiversity					Historic Environment					Landscape & Townscape					Soils	Water Environment	Air	Climate Change	Noise	Population & Equality	Health			Community Safety			Economy								
		B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas	
SW6	-	-	0	-	0	0	-	-	-	0	-	-	0	0	0	+/-	-	-	0	0	+/-	0	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+/-	+/-	+	+	0	+
SW7	-	-	-	-	0	0	-	-	-	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	0	+/-	+/-	-	+/-	+/-	+	+	+	+	+	+	
I01	-	-	-	-	-	0	0	-	-	0	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	-	+	0	-	-	+/-	+/-	+/-	+	+	+	+	+	+	
I02	-	-	-	-	-	-	0	-	-	0	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	+	+	+	+	
I03	-	0	0	-	0	0	0	-	-	0	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	0	+	+	+	
I04	-	0	0	-	-	0	0	-	-	0	0	-	0	-	0	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	-	+/-	+/-	+/-	0	+	+	+	+	+	
I05	-	0	0	-	0	0	0	-	-	0	0	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	0	+	0	+/-	+/-	+/-	+/-	+/-	+	+	+	+	+	+	

Page 208	Corridor ID	Natural Capital & Ecosystem Services															Other Sustainability Components																			
		Biodiversity					Historic Environment					Landscape & Townscape					Soils	Water Environment	Air	Climate Change	Noise	Population & Equality	Health			Community Safety			Economy							
		B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas
06		-	-	0	-	0	0	-	-	0	-	0	-	0	+/-	+/-	-	-	+/-	0	+/-	+/-	0	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
001		-	-	-	-	-	-	0	0	-	0	0	0	0	+/-	+/-	-	-	+/-	0	+/-	0	+/-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	0	+		
002		-	-	-	-	-	0	-	-	-	-	-	0	0	+/-	+/-	-	-	+/-	-	+/-	+/-	-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	+	+		
003		-	-	-	-	-	0	-	-	0	-	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+		

5.3.5 In summary Table 5.2 shows that:

- The economic indicators are the most susceptible to potential positive effects of future development across the corridors. Where new economic developments are proposed and where existing major international companies, economic assets and priority sector areas are located within the corridors, positive effects have been recorded.
- Positive effects on a growing population have also been identified for those corridors where housing developments are proposed (also see cumulative effects at Section 5.6 below).
- In terms of deprivation, (including overall deprivation, health deprivation and crime deprivation) those corridors that are considered significantly deprived, have been identified as being more sensitive to the negative effects arising from future developments. Corridors with low levels of deprivation have potential to be more resilient change, whilst those with mixed levels of deprivation have potential to be more sensitive to both negative and positive effects of future development.
- Health across the 23 corridors is varied, and the assessment has highlighted the opportunities of future development to both improve health as well as worsen the current situation. Those corridors where excess weight and physical inactivity is significantly worse than the national average, have been identified as being more sensitive to negative effects of development, than those that significantly outperform the national average.
- The number of high risk roads and the number of people who are killed or seriously injured, varies across the corridors. Sensitivities of these receptors will be dependent upon where development takes place and the opportunities for improving safety related to each intervention.
- The water environment across the corridors is likely to be sensitive to the negative effects associated with future developments. All corridors intersect multiple flood zones, and the majority intersect ground source protection zones, which are sensitive to contamination. Eleven corridors intersect flood risk areas, which are high risk areas for people, critical services and commercial and public assets from surface water flooding and potential negative effects have been identified.
- The SE area is heavily designated for its biodiversity, landscape and heritage. All designated areas and sites that have been intersected by the corridor and its buffer, have been considered highly sensitive to the negative effects that could arise from future transport development.
- National trails across the regions have potential to benefit from both the negative and positive effects of development, depending on the nature of proposals that come forward.
- The agricultural land across the corridors is highly diverse, with combinations of poor quality and non-agricultural land surrounding urban areas, with rural areas composing of higher quality versatile soils. Given the variation, the sensitivity of agricultural land is highly dependent upon where development takes place and the type of transport intervention, as shown in Section 5.4 below.

5.4 Assessment of General Interventions

5.4.1 The general categories of transport interventions – mentioned through the ‘types of initiatives’ as ways of addressing the challenges faced by the region’s six journey types – include:

- Highways – new roads and major widening;
- Highways – improvements, i.e. junction and roundabout improvements, parking, and minor widening;
- Highways – non-infrastructure options, i.e. traffic management and road safety (signage, signalling, visibility, traffic/speed restrictions);
- Rail – new railway lines and stations;
- Rail – improvements to stations, services and signalling;
- Bus and Light Rail – development of urban infrastructure and transit schemes, priority measures, and improvements to stops, services and information;
- Walking and Cycling – new cycleways and new walkways, and improvements to existing ones;
- Other – technology and innovation, public transport information provision, congestion schemes, ticketing, and behavioural change.

5.4.2 It should be noted that the Transport Strategy does not give equal weight to each of these general interventions. For example:


- The changing dynamics traffic flow patterns of the road network means there will always be a need for localised improvements to address specific issues that will continue to arise. New roads, improvements or extension of existing ones should be prioritised in the short term but become a lower priority in the longer term. In the longer-term highways schemes should target ports, development opportunities and deprived communities;
- Railway schemes are high priority across all timelines – Brighton Main Line upgrades are prioritised for the short term, while new Crossrail lines are a longer-term goal;
- Interchanges - are a high priority across all timelines where these would facilitate multi modal journeys and create opportunities for accessible development;
- Urban transit schemes (Bus Rapid Transit and/or Light Rail Transit schemes, where appropriate for the urban areas they serve), are high priority and generally medium to long term;
- Public transport access to airports is a high priority and, in the case of Heathrow Airport, must be delivered alongside airport expansion;
- Road and public transport access to ports is also high priority, and prioritised for delivery in the short term;
- Technology is medium priority and, in some cases, relatively long term;
- Planning policy interventions are relatively high priority and short term; and
- Demand management policy interventions are a much longer-term goal.


How the general categories of transport interventions relate to the ‘types of initiatives’ and ‘journey types’ is shown in

5.4.3 Table 5.3.





Table 5.3: General transport interventions included within the Transport Strategy


Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
 <p>Radial</p>	Provide additional capacity and resilience on radial railways, particularly the busiest corridors such as the South Western Main Line and Brighton Main Line (addresses Challenges 3 and 5).								
	Improve the resilience of the Strategic Road Network, potentially by adopting demand management policies (addresses Challenges 4 and 6).								
	Improve connectivity by both road and rail to deprived communities – particularly potential ‘left-behind towns’ in Swale, Thanet and Hastings (addresses Challenges 1 and 2).								
	Extend radial routes (e.g. Crossrail from Abbey Wood to Ebbsfleet, and/or extend South Eastern franchise passenger services to the Isle of Grain) that serve particularly large new housing developments (addresses Challenge 1).								
	Facilitate an increase in radial journeys by public transport, particularly to/from Outer London and to/from Heathrow Airport (addresses Challenge 6).								
	Reduce human exposure to noise and poor air quality from radial roads, particularly where these run through urban areas such as Guildford and Portsmouth (e.g. by lowering speed limits, reallocating road space to cleaner transport modes, moving routes underground and/or away from urban areas, and/or supporting the uptake of cleaner technologies such as Electric Vehicles (addresses Challenge 4).								


Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	In the longer term, introduce demand management policies on congested high-capacity corridors such as the M25, ideally when alternative public transport options are available (addresses Challenge 1).								
	Deliver the Lower Thames Crossing, which will provide an alternative route around the north of the M25, avoiding the South West Quadrant (addresses Challenge 1).								
	Encourage the wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line (addresses Challenge 2).								
	Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes, such as at Redhill (addresses Challenge 2).								
	Improve long distance rail connectivity and capacity between the Midlands and North of England into the region along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport (addresses Challenge 2).								
	Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor (addresses Challenge 3).								
	Improve orbital connectivity between Gatwick Airport and Hampshire and Kent (addresses Challenge 4).								



Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell (addresses Challenges 4 and 5 – and potentially Challenge 1 by relieving pressure on the M25 South West quadrant).								
	Reduce the exposure to the adverse environmental impacts of road traffic on orbital corridors that pass through urban centres such as Gosport, Hastings, Portsmouth and Worthing, which may include lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 5).								
	Deliver better public transport alternatives on the M25 Corridor, such as extending Crossrail 1 into North Kent (addresses Challenge 6).								
	Support existing Major Road Network and Large Local Majors schemes (e.g. A22 junction improvements) that bring secondary routes up to an appropriate standard for these routes (addresses Challenges 1 and 4).								
	Support initiatives that enhance, or at the very least, maintain the viability of bus services on Interurban corridors (addresses Challenge 2).								
	Deliver better Interurban rail connectivity, such as direct rail services from Brighton to Uckfield (addresses Challenge 3).								
	Adopt a holistic approach to each corridor to ensure that traffic is not displaced from the Strategic Network onto the								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Major Road Network or local network (addresses Challenge 5).								
	Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, where there is a viable business case (addresses Challenges 1 and 2).								
	Improve air quality on urban corridors by, for example, lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 2).								
	Prioritise the needs of pedestrians and cyclists over the private car (addresses Challenges 1 and 2).								
	Invest (or encourage others to invest) in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information (addresses Challenge 3).								
	Develop integrated transport hubs (bus, rail, park and ride, new mobility and cycle parking), integrated smart ticketing, and integrated timetables, where feasible (addresses Challenge 3).								
	Lobby government to protect and enhance funding for socially necessary bus services in rural areas (addresses Challenges 4 and 5).								
	Lobby government to freeze rail fares in real terms and provide lower off-peak fares in the longer term (addresses Challenge 5).								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Improve public transport access to Heathrow Airport through delivering the Western and Southern rail access schemes (addresses Challenge 1).								
	Support the use of demand management policies at Heathrow, such as high car access charges, to minimise traffic growth arising from expansion at this airport (addresses Challenge 1).								
	Provide appropriate links and improvements to the highways and railway networks at expanding and/or relocating ports in the South East (addresses Challenges 2 and 3). This should include improvements to the A34 (serving Southampton) and A2 (serving Dover).								
	Deliver Lower Thames Crossing and improvements the A229, Junction 3 of the M2 and Junction 5 of the M20 (addresses Challenges 3 and 4).								
	Implementing rail freight schemes, such as electrification and gauge enhancements, to increase capacity on strategic routes and encourage modal shift from road to rail (addresses Challenges 5 and 6).								
	Improve the efficiency of freight vehicle operations through adoption of new technologies (addresses Challenge 7).								
	Help international gateways adapt to changes in trade patterns. This may include investing in facilities to customs checkpoints away from bottlenecks at locations such as Dover (addresses Challenge 8).								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys (addresses all challenges).								
	'Future-proof' the digital and energy infrastructure within the South East by making provision for accelerated future uptake (addresses Challenge 1).								
	Incorporate 'Mobility as a Service' into the current public transport network, to provide better accessibility for a wider range of the population (addressing Challenges 2, 3, 4 and 5).								
	Encourage consistency in the smart ticketing arrangements across the South East, seek the use of Pay as you go and contactless payment (addresses Challenge 4).								
	Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet Transport for the South East's vision (helps to address all challenges).								

- 5.4.4 The likely impacts of these general interventions on the environment, economy and society are described in the following paragraphs, and summarised graphically in Table 5.4.
- 5.4.5 New highways are likely to result in large impacts on biodiversity due to the expected impacts arising from habitat loss and severance, including potential loss or damage to irreplaceable habitats in the region, as well as loss of ecosystem service provision. The scale of new roads and the magnitude of impacts means that residual impacts are likely and opportunities for biodiversity net gain are likely to be challenging. Negative effects are expected from new roads on the historic environment, particularly with regards to buried archaeology and setting of heritage assets. There would be both direct and indirect negative effects on landscape, relating to visual amenity, character, quality and tranquillity, all of which are under pressure from development throughout the region. New roads would also have a negative effect on air quality and noise in the region, as well as increased carbon emissions, as an increase in traffic volume is anticipated as a result, although they have the potential to relieve impacts in congested areas. Embodied carbon, i.e. supply chain emissions associated with the construction of new roads and manufacture of their constituent parts, will also increase. Finally, permanent damage to and loss of soil can occur as a result of new road building. Positive impacts are expected to include improved road safety, improved accessibility and more reliable journey times.
- 5.4.6 Highway improvements would have a lesser impact than new roads on biodiversity, archaeology and landscape, as the extent of land take would be limited by the nature and scale of the schemes. There is potential for a large impact on climate change to arise from highway improvement schemes, as they can increase road capacity and thus result in an increase in greenhouse gases, however, vulnerability to flood risk and other climatic factors will vary on a site-specific basis and depend on design achievable in the setting. While increased capacity could lead to negative air quality and noise impacts, road users are likely to experience more reliable journey times and increased accessibility.
- 5.4.7 Non-infrastructure highway options are likely to have a negligible or no effect on most environmental objectives, with the exception of landscape and townscape where potential negative effects may occur from features such as signage, signals and other traffic management in regard to visual amenity, character, quality and setting, although this is much reduced from new highways infrastructure. Potential positive effects on population, health and community safety could occur from traffic management and road signage options.
- 5.4.8 New railway lines have the potential for significant negative effects on biodiversity such as habitat loss and severance, including potential loss or damage to irreplaceable habitats in the region, as well as loss of ecosystem service provision. New railway lines may fragment or degrade farmland and result in the loss of agricultural land. Permanent damage to and loss of soil can also occur as a result of new railways. The loss of soil and habitats are likely to result in a reduction of ecosystem service provision. There is potential for significant negative effects on the historic environment and landscape because they could impact on the setting of historic assets and archaeology and would introduce new linear features into the landscape, which may affect its quality and character.

- 5.4.9 Improving existing rail infrastructure will have reduced environmental impacts compared to new railway lines and stations. The largest beneficial effects from these improvements would occur in relation to population, health and community safety due to the potential for an increase in rail passenger number as a result, and the improved experience and safety of travel for them.
- 5.4.10 Improvements to other public transport services such as buses and light rail would have the largest beneficial effect on population and equalities due to the likely increased uptake of public transport travel by elderly, young and disadvantaged people and the improvement in accessibility between communities and rural areas with towns. Modal shift as a result of the improvements would also result in beneficial effects on air, noise, climate change, health and community safety. The economy is also likely to benefit from the introduction of light rail in urban areas, as it is often used as a means of regeneration. However, there could potentially be adverse effects on townscape and cultural heritage if not sensitively designed, whilst the development phase could disturb contaminated soil.
- 5.4.11 New and improved walkways and cycleways would have the largest beneficial effects on the ISA Sustainability Objectives, with a significant beneficial effect expected on health due to the active, physical nature of the mode – assuming that walkways and cycleways are well connected, and maintained in good condition. Enhancements or opportunities in respect to biodiversity, air quality, climate change, noise, population and community safety are likely from the creation of new or improved walking and cycling routes. This is due predominantly to the connectivity for and between communities and employment areas, accessibility to and reliability of the routes and the potential enhancements to biodiversity through the protection or creation of green corridors. However, these policy alternatives are unlikely to provide economic benefit in relation to long distance movement of people and freight.
- 5.4.12 Similarly, the provision of ‘other interventions’ – information, congestion charging, ticketing – would mostly result in the same objectives being benefited. Potential negative effects from ‘other interventions’ may occur in regard to the historic environment and landscape and townscape if the installation of features to support the provisions impacted on the character, quality or setting of the historic or landscape environments.
- 5.4.13 A summary of the (pre-mitigation) assessment for each of the general interventions by ISA Sustainability Objective is shown below in Table 5.4. The full assessment matrix is provided in Appendix B. The key used for this assessment is as follows:

Key to Effects of Generic Interventions	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Potential for both positive and negative effects	+/-
Negligible or no effect	0

Table 5.4: Summary of the assessment of general transport interventions

General Transport Interventions	Applicable Thematic Journey Types	Sustainability Objectives												
		Natural Capital	Biodiversity	Historic Environment	Landscape & Townscape	Soils	Water Environment	Air	Climate Change	Noise	Population & Equalities	Health	Community Safety	Economy
Highways – new roads and major widening	Radial; Orbital & Coastal; International Gateways & Freight	--	--	--	--	--	-	--	--	--	+/-	-	+/-	++
Highways – improvements to junctions and roundabouts, parking and minor widening	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	+/-	-	-	-	-	+/-	-	--	-	+/-	-	+	+
Highways – non-infrastructure options, e.g. traffic management and road safety	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	0	0	-	-	0	0	+/-	0	0	+	+	+	+
Rail – new railway lines and stations	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	--	--	--	--	--	-	+	+	+/-	+/-	+/-	+	++
Rail – improvements to stations, services and signalling	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	+/-	+/-	+/-	-	0	+	+	0	+	+	+	+
Bus and light rail – development of urban infrastructure, priority measures, and improvements to stops, services and information	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	0	-	+/-	-	0	+	+	+	++	+	+	+
Walking and cycling – new or improved walkways and cycleways	Local	+	+	0	+/-	0	0	+	+	+	+	++	+	+/-
Other – public transport information, congestion schemes, ticketing, behavioural change	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	0	-	-	0	0	+	+	+	+	+	+	+

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5.5 Interaction with other Assessments

- 5.5.1 As described in Section 3.1, in addition to SEA, there are a number of other assessments that have been incorporated into the assessments above. These are presented in full in Appendices C – F, and summarised below.

Health Impact Assessment

- 5.5.2 An assessment of health, population, environment and deprivation was undertaken for the general transport interventions listed in section 5.4. The interventions were assessed against the following determinants of health: air quality, noise, physical activity, road safety, economy and employment, and access and accessibility.
- 5.5.3 The assessment identified that interventions related to highways, including new roads, road improvements and other non-infrastructure related improvements, are likely to result in negative health outcomes, particularly in relation to air quality. The other interventions related to rail, bus, light rail, walking and cycling, and behaviour change are all likely to result in some positive health outcomes, particularly in relation to physical activity.

Habitats Regulations Assessment

- 5.5.4 A Habitats Regulation Screening Assessment (HRSA) was undertaken to consider whether the Transport Strategy may have significant impacts upon European sites (Natura 2000 or Ramsar sites). The assessment was based solely upon the preliminary information available in relation to the locations of the strategic corridors, rather than specific plans (policies) and / or projects. Through screening for potential impacts, it was not possible to categorically demonstrate that the Transport Strategy will not have any impacts upon European sites.
- 5.5.5 Given the possibility of significant effects associated with the Transport Strategy, further, detailed assessment through Appropriate Assessment is considered necessary to satisfy the requirements of the Habitats Regulations. It will only be possible to undertake this level of assessment once specific plans and/or projects are proposed and/or once sufficient detail is available at the plan level to enable a thorough and robust analysis to be carried out.

Equalities Impact Assessment

- 5.5.6 An Equalities Impact Assessment (EqIA) was undertaken to assess the general transport interventions (listed in section 5.4) from an equality perspective. The EqIA has considered the impact that these interventions might have on persons, or groups of persons, who share characteristics which are protected under the Equality Act 2010, and also includes others considered to be vulnerable in society such as low-income groups.
- 5.5.7 The assessment found that the interventions are likely to result in a positive impact on protected characteristics and other considered characteristics, particularly age and deprivation. Improvements to the transport network, including pedestrian and cycleways, should result in more reliable and comfortable journeys, encouraging users to move away from private vehicles.

Community Safety Audit

5.5.8 There are a number of considerations for community safety for the Transport Strategy and subsequent development of transport in the Region. These include:

- Improving the feeling of safety particularly after dark, for example through the incorporation of lighting, CCTV or providing service information.
- Reducing congestion, managing flows through improved road and cycleway infrastructure and taking into consideration the site-specific issues for bus stops, light rail stops or train stations would reduce conflict between users.
- Reducing risk of accidents through design and incorporation of safety features.

5.6 Cumulative Effects

5.6.1 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies have a combined effect on an objective; or
- Where several plans each have insignificant effects but together have a significant effect.

5.6.2 A review of plans and policies identified a number of plans for cumulative effects assessment, in addition to cumulative effects within the Transport Strategy. This is set out in Table 5.5 below.

5.6.3 It should be noted that at the strategic level, this list is not exhaustive and cumulative effects arising from individual projects and plans should be revisited as part of a project level assessment of the plan. For example, noise, dust and visual have a combined effect which can only be determined at the project level.

Table 5.5: Identification of Cumulative Effects

Policy or Plan	Potential source of Cumulative Effects
TfSE Transport Strategy	There is potential for cumulative regional impacts on all topics from development of multiple corridors. The nature and extent of the effects will depend on final schemes selected but, in particular, there is potential for cumulative effects from multiple new road or rail schemes.
<p>National Networks National Policy Statement, DfT, 2014</p> <p>The NPS sets out the need for, and Government’s policies to deliver, development of NSIPs on the national road and rail networks and strategic rail freight interchanges in England.</p>	<p>The National Networks NPS supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing dual and single carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of strategic rail freight interchanges will also be developed.</p> <p>The Appraisal of Sustainability for the National Networks NPS⁵⁵ recognises that some developments will have adverse local impacts on noise, emissions, landscape / visual amenity, loss of greenfield/ agricultural land, biodiversity, cultural heritage and water resources.</p> <p>There may be a number of additive effects where priorities identified by the TfSE Strategy are not covered by the NN NPS.</p>
Airports National Policy Statement, DfT, 2018	<p>Expansion at London Heathrow in addition to making best use of existing aviation capacity (e.g. London Gatwick) is likely to increase transport requirements for all modes.</p> <p>The Appraisal of Sustainability for the Airports NPS⁵⁶ identifies a number of significant adverse effects on communities, quality of life, biodiversity, noise, soil, water, air quality, carbon, waste and resources, historic environment and landscape.</p>
Local Plans	<p>Local plans are prepared by the Local Planning Authority (LPA), usually the Council or the national park authority for the area. They provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities. The Local Plan documents for the SE are identified at Appendix A of the Scoping Report. Allocations for economic and residential development are likely to stimulate transport demand and conversely improvements in economic transport corridors are likely to stimulate development.</p> <p>Sustainability Appraisals undertaken for Local Plans have similar topics to those listed for this ISA and identify potential for significant effects.</p>

⁵⁵ Ramboll for Department for Transport, 2014, The National Policy Statement for National Networks Appraisal of Sustainability.

⁵⁶ WSP for Department of Transport, 2018, Appraisal of Sustainability: Airports National Policy Statement

<p>Local Transport Plans</p>	<p>Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, like the Transport Strategy they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period.</p> <p>Sustainability Appraisals undertaken for Local Transport Plans have similar topics to those listed for this ISA and identify potential for significant effects.</p>
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5.6.4 The review of plans and policies has identified a number of areas for cumulative effects:

- Natural Capital and Ecosystem Services – There is potential deterioration in quality, and severance / loss of connectivity of ecosystems and green infrastructure, with consequent reductions in ecosystem service provision. This may be particularly prevalent where there is development from a number of sources (e.g. from local plans) close to population centres, or that stimulated by transport corridors.
- Biodiversity – There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory wildlife sites and habitats. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. Net gain over multiple development plans may be difficult to achieve.
- Historic Environment – There is potential for cumulative direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. This is in addition to cumulative effects on undesignated and unknown assets, the latter being potentially important.
- Landscape and Townscape – There is potential for cumulative direct and indirect impacts on designated landscapes and townscapes, including their settings. There is also potential for cumulative erosion of the character and quality of the SE’s landscapes and townscapes.
- Soils and Resources – There is potential for cumulative deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. There would be a cumulative use of resources and production and disposal of waste in construction.
- Water Environment – There is potential for cumulative increase in surface water runoff and flood risk; and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water are likely to be limited.
- Air Quality – There may be cumulative benefits from transport initiatives in the SE in improving air quality, but increased uptake of vehicular traffic (especially in the short term) may worsen air quality in some areas.
- Climate Change and Greenhouse Gases – There may be cumulative benefits from transport initiatives in the SE in reducing greenhouse gases, but increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic. Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented region-wide.
- Noise and Vibration – There are likely to be cumulative effects arising from noise of increased development, particularly transport related development such as road and rail, with cumulative effects on health and wellbeing, tranquillity and wildlife.
- Health – There may be cumulative effects, both positive and negative (depending on schemes implemented), from multiple transport schemes on health outcomes related to social isolation, physical inactivity and obesity. There may also be cumulative effects on health relating to air quality and noise.

- Equalities – There may be cumulative benefits from the integration of multiple transport interventions enabling more reliable and comfortable public transport, which is accessible by walking and/or cycling.
- Community Safety – There may be cumulative benefits (depending on scheme design) on fear of crime and transport related accidents, due to opportunities to improve safety standards on all forms of transport.
- Economy – there are likely to be cumulative economic benefits in relation to development in the SE due to links between transport and productivity in the SE region.

5.7 Mitigation

5.7.1 The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as ‘mitigation’ measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

5.7.2 The mitigation measures proposed in Table 5.6 are designed to avoid or reduce the effects identified as potentially negative through the corridor and policy assessments on the ISA Objectives.

Table 5.6: Mitigation

ISA Topics	Mitigation / Enhancement	Mechanism
Air Quality, Climate Change and GHG Emissions, Population and Equalities, Health.	New transport infrastructure or upgrade to existing infrastructure should include provisions for walking and cycling and connectivity to public transport modes.	Already embedded within Transport Strategy’s Strategic Priorities and underpinning Principles Project level Equalities or Diversity Impact Assessment
Biodiversity, Historic Environment, Landscape and Townscape, Soils, Noise.	Optioneering and design of new transport infrastructure should avoid landscape/ townscape, historic environment and nature conservation designations.	Needs to be embedded within Transport Strategy’s Strategic Priorities and underpinning Principles Area Studies: Multi Criteria Assessment and Option Assessment Framework Environmental Assessments (e.g. EIA), HRA
Natural Capital and Ecosystem Services, Biodiversity	New transport infrastructure or upgrade to existing infrastructure should deliver a net gain in biodiversity (in line with the requirements of the Environment Bill and using the net gain principles as developed by CIEEM/IEMA/CIRIA in 2016), and aim to contribute towards major new initiatives such as Nature	Already embedded within Transport Strategy’s Strategic Priorities; needs to be included within the underpinning Principles Area Studies

	Recovery Networks and large scale woodland creation ambitions of the 25 Year Environment Plan and Environment Bill.	Biodiversity net gain calculation (using the Defra Metric 2.0)
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure.	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies Environmental Assessments, e.g. Landscape design and assessment, and Ecosystem Services Assessment
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. (Environmental net gain should be underpinned by biodiversity net gain).	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies: Further Appraisal Environmental net gain calculation (e.g. using the Ecometric)
Landscape and townscape, historic environment	Design and optioneering should consider direct and indirect impacts such as setting in relation to landscape quality and the historic environment.	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies: Further Appraisal Environmental assessment Design
Population and equalities, health, Community Safety	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Already embedded within Transport Strategy's Strategic Priorities and underpinning Principles Project level CSA, EqIA, HIA

<p>Climate change and greenhouse gases, Waste and resources</p>	<p>Optioneering and design should seek to achieve zero GHG emissions through reducing the need to travel by non-sustainable means, and efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging).</p>	<p>Already embedded within Transport Strategy's Strategic Priorities and underpinning Principles</p> <p>Area Studies: Option Assessment Framework; Further Appraisal</p> <p>Carbon Footprinting; Lifecycle assessment; Design Future Mobility Strategy</p>
<p>Climate change, Soils and resources, Natural capital and ecosystem services</p>	<p>Optioneering and design should seek to adapt to climate change, in terms of: location (avoiding areas of flood and erosion risk); working with natural processes (adopting natural flood risk management measures and Sustainable Urban Drainage Schemes alongside transport routes); use of materials (e.g. to with-stand extreme weather events); and provision of transport information.</p>	<p>Needs to be embedded within Transport Strategy's Strategic Priorities and underpinning Principles</p> <p>Area Studies: Option Assessment Framework</p> <p>Flood Risk Assessment; Geotechnical Assessment; Ecosystem Services Assessment; Design</p>
<p>Natural capital and ecosystem services, Water Environment, Biodiversity, Soils</p>	<p>Optioneering and design should seek to ensure environmental protection, including avoiding damage to soils, water resources.</p>	<p>Needs further embedding within Transport Strategy's Strategic Priorities and underpinning Principles</p> <p>Area Studies: Further Appraisal</p> <p>Drainage strategy and design; Project level design</p>
<p>Landscape and townscape, historic environment</p>	<p>Preservation in situ (of unknown assets as well as known ones) should be considered earlier in the design stages, before route options are selected. The local distinctiveness of landscapes and heritage assets should also be considered in design.</p>	<p>Needs further embedding within Transport Strategy's Strategic Priorities and underpinning Principles</p> <p>Area Studies: Option Assessment Framework;</p> <p>Environmental assessment; Design</p>

5.7.3 Further mitigation measures are proposed with respect to the findings of the HRA. Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the habitats regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66. In addition:

- development should not be located within any European site so that no direct habitat loss will occur;
- wherever possible works should be avoided where there is a direct transmission pathway to European sites (such as a European site downstream of a new road);
- buffer zones should be provided between construction/improvement works and European sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors); and
- there should be a general presumption against the permitting of construction/improvement works which generate adverse effects in proximity to European sites, which are sensitive to those effects – e.g. where adverse impacts on the water environment are identified; and that improved access to European sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

5.7.4 These mitigation measures should be used to inform the subsequent development of specific interventions along the prioritised corridors.

5.7.5 Once developed, these specific interventions, or schemes, will need to undergo further stages of assessment. These assessments will require further, more detailed information to be obtained in relation to each of the ISA topics. Potential sources of such information are set out in Table 5.7 below.

Table 5.7: Further information requirements for future assessments

Topic	Potential sources of additional data (and tools) for subsequent WebTAG Appraisal of specific transport interventions
Natural Capital and Ecosystem Services	<ul style="list-style-type: none"> • Non-statutory ecological and geological sites • Woodland Trust sites • Environmental stewardship schemes • Public Rights of Way • Local green infrastructure sites • Biodiversity Opportunity Areas • Priority and BAP habitats • Phase 1 habitats (or other detailed habitat data e.g. derived from a remote sensing assessment using aerial imagery, LiDAR and algorithms approved by Natural England) • Environment Agency water quality data (e.g. river ecological status) • Ecosystem services potential data (e.g. from Natural England) • Outdoor Recreation Valuation Tool (ORVal)⁵⁷ • Natural Environment Valuation Online tool (NEVO)⁵⁸

⁵⁷ Day, B. H., and G. Smith. 2018. Outdoor Recreation Valuation (ORVal) User Guide: Version 2.0, Land, Environment, Economics and Policy (LEEP) Institute, Business School, University of Exeter. Available from: <https://www.leep.exeter.ac.uk/orval/>

⁵⁸ SWEEP. 2018. Natural Environment Valuation Online tool (NEVO). Available from: <https://sweep.ac.uk/portfolios/natural-environment-valuation-online-tool-nevo/>

	<ul style="list-style-type: none"> • Eco-metric tool⁵⁹ • Natural Capital Planning Tool (NCPT)⁶⁰ • Cultural ecosystem services assessment, e.g. using a participatory GIS tool⁶¹
Biodiversity	<ul style="list-style-type: none"> • Priority and BAP habitats • Non-statutory ecological designated sites • Woodland Trust sites • Protected and priority species records • Local green infrastructure sites • Environmental stewardship schemes • Local Biodiversity Partnerships data • Biodiversity Opportunity Areas • Land Cover Map data • Local wildlife sites • Phase 1 habitats (or other detailed habitat data e.g. derived from a remote sensing assessment using aerial imagery, LiDAR and algorithms approved by Natural England) • Defra Metric 2.0
Historic Environment	<ul style="list-style-type: none"> • Conservation areas • Listed Buildings • Historic England Heritage at Risk register • Historic Ordnance Survey maps • British Geological Survey data • Burial grounds • Archaeological Priority Areas • Archaeologically Sensitive Areas • Non-designated sites of sites of local and national importance
Landscape and Townscape	<ul style="list-style-type: none"> • Local landscape designations, including Country Parks, Special Landscape Areas and Areas of Great Landscape Value • Locally protected views • Local conservation areas • Locally listed sites and buildings • Public Rights of Way • National Landscape Character Area objectives
Water Environment	<ul style="list-style-type: none"> • River Basin Management Plans • Strategic Flood Risk Assessments (SFRAs) • Surface Water Management Plans (SWMPs) • Aquifer designations • Groundwater Vulnerability areas • Water Framework Directive waterbody status • Environment Agency water quality data (e.g. river ecological status)
Air Quality	<ul style="list-style-type: none"> • UK Government's National Atmospheric Emissions Inventory (NAEI) • Clean Air Zone data

⁵⁹ Defra. 2019. Eco-metric. Available from: <https://ecosystemsknowledge.net/ecometric>

⁶⁰ CEEP. No date. Natural Capital Planning Tool. Available from: <http://ncptool.com/>

⁶¹ Natural England (2015) Participatory GIS. Available from: <https://ecosystemsknowledge.net/participatory-gis-tool-pgis>

Climate Change and Greenhouse Gases	<ul style="list-style-type: none"> Local authority flood risk data Local authority emissions data Green Alliance data UK Regional Climate Change Projections 2018
Noise and Vibration	<ul style="list-style-type: none"> Defra’s Noise Exposure data
Soils, Land Use, Resources and Waste	<ul style="list-style-type: none"> Non-statutory geological sites, e.g. RIGS Waste and mineral site allocations Local contaminated land registers South East of England Aggregates Working Party data
Population and Equalities	<ul style="list-style-type: none"> Local authority monitoring reports Local transport plans Public Rights of Way Ward demographics data from the Office for National Statistics (ONS)
Health	<ul style="list-style-type: none"> Data from local clinical commissioning groups (CCGs) Local authority public health profiles/ health reports Air Quality Management Areas (AQMAs) Noise Action Planning Important Areas Local green infrastructure sites Public Rights of Way Sport England data Outdoor Recreation Valuation Tool (ORVal)
Community Safety	<ul style="list-style-type: none"> Crime data from local authorities and police Local authority monitoring reports
Economy	<ul style="list-style-type: none"> Local Enterprise Partnerships data Local authority labour market profiles Key local employment/economic sites

5.8 Monitoring

- 5.8.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified and remedial action imposed. The purpose of the monitoring is to provide an important measure of the environmental outcome of the final plan, and to measure the performance of the plan against environmental objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.
- 5.8.2 Specific transport interventions (other than short term interventions which are already in development) are not specified in the Transport Strategy, but will follow in the corridor studies and the Strategic Investment Plan.
- 5.8.3 The Transport Strategy states that a mechanism for monitoring and evaluating the progress of the Strategy will be established. TfSE will use a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Strategic Priorities outlined in Section 2.1 of this ISA Report. These indicators are listed in Table 5.8 below.

Table 5.8: Monitoring via Key Performance Indicators

Strategic Priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	<ul style="list-style-type: none"> • The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).
More reliable journeys for people and goods travelling between the SE’s major economic hubs and to and from international gateways.	<ul style="list-style-type: none"> • Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	<ul style="list-style-type: none"> • Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics relating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably.	<ul style="list-style-type: none"> • The percentage of allocated sites in Local Plans developed in line with Local Transport Plans.
A ‘smart’ transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	<ul style="list-style-type: none"> • Increase in the number of bus services offering Smart Ticketing payment systems. • Number of passengers using smart ticketing. • Number of passengers using shared transport.
Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	<ul style="list-style-type: none"> • Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Number of bikeshare schemes in operation in the area. • Mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	<ul style="list-style-type: none"> • Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces	<ul style="list-style-type: none"> • A reduction in the indicators driving the Indices of Multiple Deprivation in the South

Strategic Priorities	Indicators
barriers to employment, learning, social, leisure, physical and cultural activity.	East, particularly in the most deprived areas in the SE area.
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier.	<ul style="list-style-type: none"> • Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	<ul style="list-style-type: none"> • Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	<ul style="list-style-type: none"> • Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	<ul style="list-style-type: none"> • A net reduction in the number of trip kilometres undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	<ul style="list-style-type: none"> • No transport schemes or interventions result in net degradation in the natural capital of the South East, instead aiming for environmental net gain for priority ecosystem services (such as natural flood risk management).
Use of the principle of ‘biodiversity net gain’ in all transport initiatives.	<ul style="list-style-type: none"> • No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years in line with the requirements of the Environment Bill.
Minimisation of transport’s consumption of resources and energy.	<ul style="list-style-type: none"> • Reduction in non-renewable energy consumed by transport.

6 Next Steps

- 6.1.1 This ISA Report was issued for public consultation in Autumn 2019 for a twelve-week consultation period, alongside the Transport Strategy. It has been updated following consultation.
- 6.1.2 An ISA Statement will be prepared following the consultation period to summarise how responses to consultation and the ISA have influenced the development of the Transport Strategy.
- 6.1.3 A number of further studies are also being progressed, these include:
- Areas focussed studies, focusing on groups of corridors as shown in Figure 5.3: South Central Area; South East Area; and South West Area; Inner Orbital Area; Outer Orbital Area.
 - Freight Strategy and Action Plan;
 - Future Mobility Strategy;
 - Mobility as a Service; and
 - Smart and Integrated Ticketing.

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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **16 July 2020**

By: **Vice Chair, Transport for the South East**

Title of report: **Proposal to Government**

Purpose of report: **To agree the final proposal for submission to Government**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Agree the final version of the proposal to Government;**
 - (2) Note the position on formal consent from constituent authorities and letters of support from partner organisations;**
 - (3) Agree that the proposal will be submitted to Government alongside the Transport Strategy in September 2020, subject to the receipt of formal consent from all of the constituent authorities; and**
 - (4) Agree the proposed communications and engagement approach for key stakeholders and MPs.**
-

1. Introduction

1.1 At the Shadow Partnership Board on 19 September 2019 the Board approved a revised version of the proposal to Government, which reflected the feedback received through the 12-week public consultation.

1.2 It was agreed that the proposal should be submitted to Government alongside the final Transport Strategy. This enabled further discussions to be held with the ministerial team at the Department for Transport.

1.3 Constituent authorities have been asked to provide their formal consent to support the submission of the proposal to Government and letters of support have been sought from partner organisations.

1.4 This paper sets out the updated proposal to Government and suggests a possible timescale for the submission to Government.

2. Proposal to Government

2.1 TfSE published the consultation draft of the proposal to Government on 7 May 2019 for a period of 12 weeks. Prior to the formal consultation exercise, there had

been extensive discussions with constituent authorities, Local Enterprise Partnerships (LEPs), district and borough authorities and other stakeholders to inform the types of powers that TfSE might seek to support the delivery of the Transport Strategy.

2.2 During the 12-week consultation, TfSE was required to engage with all constituent authorities, LEPs, neighbouring authorities and other appropriate stakeholders. In addition to the 16 constituent authorities and five LEPs, there are 16 neighbouring transport authorities that TfSE included in the formal consultation

2.3 The consultation resulted in 98 responses from a wide range of stakeholders, including a number of local interest groups and members of the public. The overall findings of the consultation exercise are positive, with 94 respondents offering support for the principle of establishing a sub-national transport body for the south east. However, some of this support was conditional upon TfSE addressing concerns with the proposal and overall vision for the organisation.

2.4 The revised proposal, which was agreed at the September 2019 meeting of the Shadow Partnership Board, incorporated a number of changes, which can be summarised:

- The 2050 vision has been updated following extensive consultation on the draft Transport Strategy. This is included in the final proposal and sets out the aspiration for the South East to be a leading global region for net zero carbon sustainable economic growth. This principle is embodied in one of the fifteen strategic priorities that underpin the vision.
- Strengthening the opening narrative and strategic case to ensure that social inclusion and environmental protection, including reducing emissions, are clearly recognised as a priority for TfSE. This reflects the final Transport Strategy, including the revised vision, goals and objectives.
- The proposal highlights that the current governance arrangements for co-opted members are considered to work well, and would strongly recommend that the statutory body would continue with them.
- Clarification is provided around the principle of consent and the concurrent nature of the powers. Additionally, the principle of subsidiarity has been incorporated into the document to demonstrate that any decisions relating to the powers is made at the most relevant level and that, where possible, future aspirations will focus on drawing down powers from central government.
- The bus franchising power has been removed from the proposal, with the emphasis placed on building stronger relationships with the bus operators and working with local authorities to ensure that services are operating in a way that supports the delivery of the Transport Strategy, e.g. smart and integrated ticketing at a regional (or wider) level.
- The powers relating to rail have remained unchanged. However, TfSE is closely monitoring the outcomes of the William's Rail Review and will consider whether it should include provision to assume a role in contracting for rail services as it matures as an organisation. The current situation with the Covid-19 global pandemic is also likely to have an impact on the future of rail services.

2.5 It was agreed at the December 2019 meeting of the Shadow Partnership Board that TfSE should seek to submit the proposal to Government upon completion of the Transport Strategy, which will firmly set out the ways in which TfSE and the

Department for Transport can work in partnership to implement the bold and ambitious approach included in the Strategy.

2.6 Although there have been no further changes to the substantive sections of the proposal, specifically the powers and responsibilities and governance sections, it has been necessary to update the opening narrative of the proposal so that it reflects the impact the Covid-19 global pandemic will have upon the economy of the south east and travel behaviours. The proposed final version of the document is attached as Appendix 1.

3. Engagement with Government

3.1 Board members have previously agreed to seek the advice and views of the Department for Transport (DfT) prior to making any formal submission for statutory status. TfSE has developed positive relationships with the DfT at both ministerial level and with civil servants.

3.2 There were a number of discussions with George Freeman MP, the previous Minister of State, including his attendance at the 'Connecting the South East' event in Farnborough to launch the draft Transport Strategy. The Minister was complementary of the way in which TfSE has operated, recognising the importance that has been placed on partnership working, the role we have played in providing a collective single voice on priorities and our lean and efficient structures. He was also supportive of the TfSE priorities to have a modern integrated public transport system and future proofing against climate change impacts.

3.3 As a result of the ministerial reshuffle in February 2020 responsibility for sub-national transport bodies (STBs) has transferred to Baroness Vere of Norbiton, Parliamentary Under Secretary of State at the Department for Transport. The Chair of TfSE has written to Baroness Vere requesting a meeting to discuss TfSE's priorities, including its ambition to gain statutory status. The meeting with Baroness Vere has been confirmed for 14 July 2020 and an update will be provided at the Shadow Partnership Board meeting.

4. Formal Consent and Letters of Support

4.1 It was agreed at the December 2019 meeting of the Shadow Partnership Board that TfSE should seek to submit the proposal to Government upon completion of the Transport Strategy, which will firmly set out the ways in which TfSE and the DfT can work in partnership to implement the bold and ambitious approach included in the strategy.

4.2 The legislation requires that a new sub-national transport body will be promoted by, and have the consent of, its constituent authorities. Formal consent is required before the Shadow Partnership Board approves the final proposal. It was agreed by the Shadow Partnership Board in December 2019 that all constituent authorities should aim to take the draft proposal through their relevant committee and sign off structures by spring 2020, however committee timescales were delayed due to Covid-19. We have received the formal letters confirming necessary consent from the majority of constituent authorities, as shown in Appendix 2. Two further constituent authorities are currently taking the proposal through their governance processes and,

subject to the outcome of these decisions, should be in a position to provide formal consent shortly after the Board meeting.

4.3 Although other partners, such as LEPs, district and borough authorities and protected landscapes are not required to offer formal consent for the creation of a statutory body, a number of partners have submitted letters of support. These letters recognise that by working strategically with local transport authorities, local planning authorities, LEPs, operators, delivery bodies and Government, TfSE will be uniquely positioned to influence how and where money is invested to best deliver transport improvements that benefit people and businesses in the south east and across the entire country. Copies of the letters are attached as Appendix 3.

4.4 Both the consent and support letters will be attached as appendices to the final proposal document when it is submitted to Government.

5. Timescales and Proposed Communications Approach

5.1 The draft proposal to Government was widely supported during the consultation exercise and there is recognition from stakeholders that the creation of a sub-national transport body would benefit the south east area. As such, it is proposed that it should be submitted to Government, subject to the formal consent from all constituent authorities, along with the final transport strategy in September 2020.

5.2 It is intended that TfSE will use the period between the Shadow Partnership Board meeting in July to the submission in September to build a communications and engagement campaign. This will be focused on gaining support from MPs, preparing relevant communications materials, such as website, social media, etc, and ensuring that stakeholders have access to a 'toolkit' to enable them to lobby/advocate on behalf of TfSE.

5.3 Working with Board members, a planned approach for MP engagement will be developed and will utilise a series of virtual meetings to share key messages. This will form the basis of a campaign which will run until spring 2021 and will maximise the opportunity for TfSE to make a compelling case for the funding and powers it needs to deliver its transport strategy and help drive economic recovery in the South East and across the UK. An update email was recently issued to all MPs in the TfSE area and a number of meeting requests have been received as a result of this. The relevant TfSE Board member will be copied into any correspondence and will be invited to any meetings that are arranged. Further details on the proposed communications approach are contained in Paper 8.

6. Conclusion and recommendations

6.1 The draft proposal to Government was widely supported during the consultation exercise and there is recognition from stakeholders that the creation of a sub-national transport body would benefit the south east area. The proposal to Government has been updated to reflect the feedback received from the consultation exercise and to fully align with the transport strategy.

6.2 Formal consent has been provided from constituent authorities, with two further letters of consent to be received later in July. In addition, letters of support have been

received from various partners, including district and borough authorities, Local Enterprise Partnerships and operators.

6.3 The Shadow Partnership Board is recommended to (subject to the consent of all constituent authorities) agree the final version of the proposal to Government and to agree to submit the final proposal to Government in September 2020, alongside the final version of the transport strategy. Members are also recommended to agree the proposed communications and engagement approach for key stakeholders and MPs.

COUNCILLOR TONY PAGE
Vice Chair
Transport for the South East

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Proposal to Government for statutory status

September 2020

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1. Executive summary

- 1.1 Transport for the South East is a sub-national transport body (STB) established to speak with one voice on the strategic transport priorities for the South East region.
- 1.2 Our aim is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the South East area more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.
- 1.3 By operating strategically across the South East on transport infrastructure – a role that no other organisation currently undertakes on this scale – we will directly influence how and where money is invested and drive improvements for the travelling public and for businesses in a region which is the UK's major international gateway.
- 1.4 Already we are commanding the attention of government, facilitating greater collaboration between South East local authorities, local enterprise partnerships (LEPs) and government to shape our region's future.
- 1.5 Our proposal has been developed in partnership with Transport for the South East's constituent authorities, partners and stakeholders and represents a broad consensus on the key issues facing the region and the powers required to implement our Transport Strategy.
- 1.6 Our constituent authorities, partners and stakeholders are clear that a statutory sub-national transport body for the South East is vital if we are to successfully:
 - Increase our 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.
- 1.7 We have taken a proportionate approach and are only seeking those powers that will be effective in helping us achieve our strategic aims and objectives, and which will complement and build on the existing powers of our constituent authorities.
- 1.8 These powers will enable us to deliver significant additional value at regional level through the ability to directly influence and inform national investment programmes, enable more efficient and effective operational delivery and better coordination of pan-regional schemes.

- 1.9 The South East has a varied and highly valued natural environment. The environmental assets of the South East help make the South East area an attractive place to live, work and visit, as well as providing an important contribution to the economy. The future development of the South East area and its transport network will need to be managed to minimise any potential adverse impact and enhance these natural assets.
- 1.10 The South East also has a significant role to play in tackling climate change. The South East accounts for 12% of the United Kingdom’s greenhouse gas emissions. In 2018, transport accounted for a third of the United Kingdom’s greenhouse gas emissions.
- 1.11 The submission of our proposal to Government and the publication of our Transport Strategy has coincided with the COVID-19 global pandemic. It is recognised that changes to the way we live, work and do business, as a result of coronavirus, are likely to have an impact on travel behaviour and demand for travel. These changes may not be immediately apparent – and it may be some time before the ‘new normal’ establishes itself – but TfSE remains committed to achieving our vision of a better, more productive and more sustainable South East.
- 1.12 Further technical work will be undertaken to try to anticipate the potential short-term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs from this work will be fed into five area and thematic studies, which will follow on from our Transport Strategy.

2. Our ambition

“By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

“A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, giving our residents and visitors the highest quality of life in the country.”

Transport for the South East 2050 vision statement

- 2.1 Transport for the South East (TfSE) was established in shadow form in June 2017. In the short period since, we have emerged as a powerful and effective partnership, bringing together 16 local transport authorities, five local enterprise partnerships and other key stakeholders including protected landscapes, transport operators, district and borough authorities and national agencies to speak with one voice on the region’s strategic transport needs.
- 2.2 Our 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.
- 2.3 Our Transport Strategy, which covers the period to 2050, forms the basis for achieving that vision. It will deliver sustainable economic growth across the South East, whilst taking account of the social and environmental impacts of the proposals outlined in the strategy.
- 2.4 The publication of our Transport Strategy has coincided with the COVID-19 global pandemic. It is recognised that changes to the way we live, work and do business, as a result of coronavirus, are likely to have an impact on travel behaviour and demand for travel.
- 2.5 Further technical work will be undertaken to try to anticipate the potential short-term impacts of the Covid-19 pandemic on travel behaviour, employment patterns and the economy in the South East. The outputs

from this work will be fed into five area and thematic studies, which will follow on from our Transport Strategy.

- 2.6 TfSE has already, in shadow form, added considerable value in bringing together partners and stakeholders to work with Government on key strategic issues, securing positive outcomes for the region in the Roads Investment Strategy 2 and Major Road Network, influencing rail franchising discussions and providing collective views on schemes such as southern and western rail access to Heathrow.
- 2.7 The requirements within our proposal seek to provide TfSE with the initial functions and powers to move to the next stage of our development – to begin delivering the Transport Strategy and realising the benefits that a high quality, sustainable and integrated transport system can unlock for people, businesses and the environment.
- 2.8 We are clear that we only seek those powers and functions which are necessary to deliver our Strategy and achieve our vision. Our requirements differ from those of other STBs and reflect the different geographic, economic, political, social and environmental characteristics of our region and the strategic objectives of TfSE and its partners.
- 2.9 We are only seeking powers that are applicable to a sub-national transport body as outlined by the legislation. There are many other bodies that have environmental and economic remits beyond those held by an STB and it will be essential that we work with these partners to deliver sustainable economic growth across the south east.

3. The strategic and economic case

The Transport for the South East area

- 3.1 The South East is already a powerful motor for the UK economy, adding £183 billion to the economy each year¹ – second only to the contribution made by London and more than Scotland, Wales and Northern Ireland combined.
- 3.2 It is home to 7.5m people and 329,000 businesses including some of the world’s biggest multinationals as well as a large number of thriving, innovative SMEs. It is a world leader in knowledge intensive, high value industries including advanced engineering, biosciences, financial services and transport and logistics.
- 3.3 The South East area includes both of the nation’s busiest airports in Heathrow and Gatwick, a string of major ports including Southampton, Dover and Portsmouth, many of the country’s most vital motorways and trunk roads and crucial railway links to London, the rest of Britain and mainland Europe.



- 3.4 The South East’s international gateways support the economic wellbeing of the whole of the UK. As we withdraw from the European Union, they will be integral to supporting a thriving, internationally facing economy.
- 3.5 Half of all freight passing through Dover going on to other parts of the country. Southampton sees £71 billion of international trade each year and Portsmouth handles two million passengers a year. More than 120 million air passenger a year use Gatwick, Southampton and Heathrow airports.

¹ Cambridge Econometrics “Local Economic Forecasting Model” (2017).

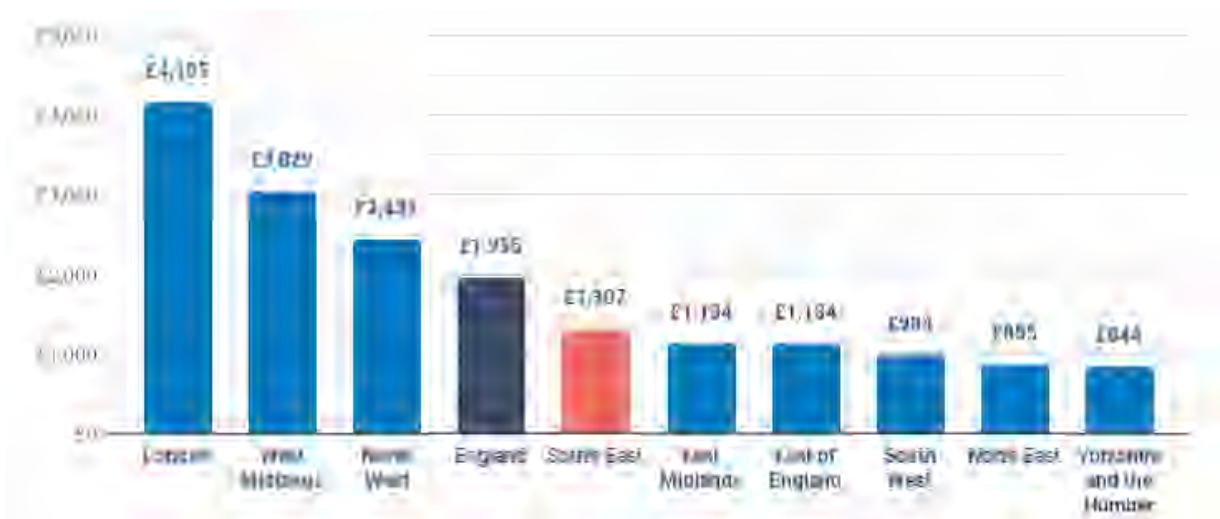
3.6 Our people and infrastructure are not our only assets. With two national parks, five areas of outstanding natural beauty and much of the region allocated as green belt, the South East draws heavily on its unique and varied natural environment for its success. It offers outstanding beaches, historic towns, dynamic cities and unparalleled links to London, the UK, Europe and the rest of the world. It is, in short, an amazing place to live, work and visit.

The scale of the challenge and why change is needed

3.7 But we face a real challenge. Despite these enviable foundations – and in some cases because of them – our infrastructure is operating beyond capacity and unable to sustain ongoing growth.

3.8 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 capita spend that is significantly below the England average and a third of that in London.

Fig 1.1 Planned transport infrastructure spending per head



Source: IPPR North analysis of planned central and local public/private transport infrastructure spending per capita 2017/19 onwards (real terms 2016/17 prices)

3.9 So while transport links to and from the capital are broadly good, elsewhere connectivity can be poor – even between some of our region’s major towns and cities. Train journey times between Southampton and Brighton (a distance of around 70 miles) are only marginally less than the fastest train journeys between London and Manchester. The corresponding journey on the A27 includes some of the most congested parts of the South East’s road network.

- 3.10 Underinvestment in road and rail infrastructure is making life harder for our residents and businesses. New housing provision is being hampered by the lack of adequate transport infrastructure. In our coastal communities, lack of access to areas of employment and further education and higher education are major contributors to high unemployment and poor productivity.
- 3.11 The social geography of the South East is varied. The South East area is home to some of the most prosperous and productive areas of the country, but also contains significant areas of deprivation. Improving transport connectivity can help reduce the likelihood of deprivation, but this cannot be considered in isolation and needs to work alongside other important factors, such as improving skills levels.
- 3.12 The South East has a varied and highly valued natural environment. Significant parts of the South East area are designated as National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest. The environmental assets of the South East help make the South East area an attractive place to live, work and visit, as well as providing an important contribution to the economy. The future development of the South East area and its transport network will need to be managed to minimise any potential adverse impact and enhance these natural assets. The principle of biodiversity net gain will be vital in achieving this.
- 3.13 The South East area faces several significant environmental challenges in the future. There are a significant number of Air Quality Management Areas in place across the South East area. These areas have been established to improve air quality and reduce the harmful impact of Nitrogen Oxides (NOx), Sulphur Oxides (SOx), and particulates on human health and the natural environment. Transport – particularly road transport – is one of the largest contributors to poor air quality in the South East area. Transport therefore has a significant role to play in improving air quality. Noise pollution is also a significant issue, particularly for communities located close to the Strategic Road Network.
- 3.14 The South East also has a significant role to play in tackling climate change. The South East accounts for 12% of the United Kingdom’s greenhouse gas emissions. In 2018, transport accounted for a third of the United Kingdom’s greenhouse gas emissions.
- 3.15 The Covid-19 global pandemic will change the way we live, work and do business. These changes may not be immediately apparent – and it may be some time before the ‘new normal’ establishes itself – but TfSE remains committed to achieving our vision of a better, more productive and more sustainable South East.
- 3.16 These are challenges that extend beyond administrative and political boundaries. They require TfSE to have the powers to effectively join up transport policy, regulation and investment and provide clear, strategic

investment priorities which will improve connectivity into and across the region, boost the economy and improve the lives of millions.

The powers to achieve our vision

- 3.17 To enable us to achieve our vision through the efficient and effective delivery of the Transport Strategy, we propose that a range of functions exercisable by a local transport authority, passenger transport executive or mayoral combined authority are included in the regulations to establish TfSE on a statutory footing.
- 3.18 We have only sought those powers which we believe are proportionate and will be effective in helping us achieve our strategic aims and objectives, complementing and building on the existing powers of local authorities. The powers will be sought in a way which means they will operate concurrently with – and only with the consent of – the constituent authorities.
- 3.19 These powers would enable us to deliver significant additional value at regional level in three key areas:
- **Strategic influence:** Speaking with one voice and with the benefit of regional scale and insight to influence the development of national investment programmes; a trusted partner for Government, Network Rail and Highways England.
 - **Coordination:** Developing solutions which offer most benefit delivered on a regional scale; working with partners and the market to shape the development of future transport technology in line with regional aspirations.
 - **Operational:** Accelerating the delivery of schemes and initiatives which cross local authority boundaries, ensuring strategic investment happens efficiently and that the benefits for residents and businesses are realised as soon as possible.

The benefits of establishing TfSE as a statutory body

- 3.20 **One voice for strategic transport in the South East**
TfSE will provide a clear, prioritised view of the region's strategic transport investment needs. We already offer an effective mechanism for Government to engage with local authorities and LEPs in the region; statutory status would take that a step further, enabling us to directly inform and influence critical spending decisions by Government and key stakeholders including Highways England and Network Rail.
- 3.21 **Facilitating sustainable economic growth**
The Transport Strategy will facilitate the delivery of jobs, housing and growth across the South East and further build on our contribution to UK GVA. Implementation of strategic, cross-boundary schemes, particularly investment in our orbital routes, will connect economic centres and

international gateways for the benefit of people and businesses, regionally and nationally. TfSE also offers a route to engage with other sub-national transport bodies and Transport for London on wider cross-regional issues.

However, this cannot be growth at any cost. The implementation of the Transport Strategy must ensure that the region's high-quality environmental assets are protected and, where possible, enhanced, as well as improving health, safety, wellbeing, quality of life, and access to opportunities for everyone.

3.22 **Delivering benefits for the travelling public**

TfSE can support the efficient delivery of pan-regional programmes that will offer considerable benefits to the end user – for example, integrated travel solutions combined with smart ticketing will operate more effectively at a regional scale and can best be facilitated by a regional body than by individual organisations.

3.23 **Local democratic accountability**

Our Transport Strategy has been subject to public consultation and, provides a clear, prioritised view of investments agreed by all the South East's local transport authorities and with input from passengers, businesses and the general public. Delivery of the strategy will be led by the Partnership Board, comprising elected members and business leaders with a direct line of accountability to the people and organisations they represent.

3.24 **Achieving the longer-term vision**

Securing statutory status offers TfSE the permanence and security to deliver the Transport Strategy to 2050, providing a governance structure that matches the lifecycle of major infrastructure projects. It will provide confidence to funders, enable us to work with the market to ensure the deliverability of priority schemes and support development of the skills needed to design, build, operate and maintain an improved transport network.

4. Constitutional arrangements

Requirements from legislation

Name

- 4.1 The name of the sub-national transport body would be 'Transport for the South East ("TfSE")' and the area would be the effective boundaries of our 'constituent members'.

Members

- 4.2 The membership of the STB is listed below:
- Bracknell Forest Borough Council
 - Brighton and Hove City Council
 - East Sussex County Council
 - Hampshire County Council
 - Isle of Wight Council
 - Kent County Council
 - Medway Council
 - Portsmouth City Council
 - Reading Borough Council
 - Royal Borough of Windsor and Maidenhead Council
 - Slough Borough Council
 - Southampton City Council
 - Surrey County Council
 - West Berkshire Council
 - West Sussex County Council
 - Wokingham Borough Council

Partnership Board

- 4.3 The current Shadow Partnership Board is the only place where all 'constituent members' are represented at an elected member level². Therefore, this board will need to have a more formal role, including in ratifying key decisions. This would effectively become the new 'Partnership Board' and meet at least twice per annum. The Partnership Board could agree through standing orders if it prefers to meet more regularly.
- 4.4 Each constituent authority will appoint one of their councillors / members or their elected mayor as a member of TfSE on the Partnership Board. Each constituent authority will also appoint another one of their councillors / members or their elected mayor as a substitute member (this includes directly elected mayors as under the Local Government Act 2000). The person appointed would be that authority's elected mayor or leader, provided that, if responsibility for transport has been formally delegated to

² The six constituent members of the Berkshire Local Transport Body (BLTB) will have one representative between them on the Partnership Board.

another member of the authority, that member may be appointed as the member of the Partnership Board, if so desired.

- 4.5 The Partnership Board may delegate the discharge of agreed functions to its officers or a committee of its members in accordance with a scheme of delegation or on an ad hoc basis. Further detail of officer groups and a list of delegations will be developed through a full constitution.

Co-opted members

- 4.6 TfSE proposes that governance arrangements for a statutory STB should maintain the strong input from our business leadership, including LEPs, district and borough authorities and protected landscapes. The regulations should provide for the appointment of persons who are not elected members of the constituent authorities but provide highly relevant expertise to be co-opted members of the Partnership Board.
- 4.7 A number of potential co-opted members are also set out in the draft legal proposal. Co-opted members would not automatically have voting rights but the Partnership Board can resolve to grant voting rights to them on such issues as the Board considers appropriate, for example on matters that directly relate to co-opted members' areas of interest.

Chair and vice-chair

- 4.8 The Partnership Board will agree to a chair and vice-chair of the Partnership Board. The Partnership Board may also appoint a single or multiple vice-chairs from the constituent members. Where the chair or vice-chair is the representative member from a constituent authority they will have a vote.

Proceedings

- 4.9 It is expected that the Partnership Board will continue to work by consensus but to have an agreed approach to voting where consensus cannot be reached and for certain specific decisions.
- 4.10 A number of voting options were considered to find a preferred option that represents a straightforward mechanism, reflects the characteristics of the partnership and does not provide any single authority with an effective veto. We also considered how the voting metrics provide a balance between county and other authorities, urban and rural areas and is resilient to any future changes in local government structures.
- 4.11 The steering group considered these options and preferred the population weighted option based on the population of the constituent authority with the smallest population (the Isle of Wight with 140,000 residents).
- 4.12 This option requires that the starting point for decisions will be consensus; if that cannot be achieved then decisions will require a simple majority of those constituent authorities who are present and

voting. The decisions below will however require both a super-majority, consisting of three quarters of the weighted vote in favour of the decision, and a simple majority of the constituent authorities appointed present and attending at the meeting:

- (i) The approval and revision of TfSE's transport strategy;
- (ii) The approval of the TfSE annual budget;
- (iii) Changes to the TfSE constitution.

The population weighted vote would provide a total of 54 weighted votes, with no single veto. A table showing the distribution of votes across the constituent authorities is set out in Appendix 1. This option reflects the particular circumstances of TfSE, being based on the population of the smallest individually represented constituent member who will have one vote, and only a marginally smaller proportionate vote. It is considered that this option is equitable to all constituent authority members, ensures that the aim of decision-making consensus remains and that smaller authorities have a meaningful voice, whilst recognising the size of the larger authorities in relation to certain critical issues.

- 4.13 The population basis for the weighted vote will be based on ONS statistics from 2016 and reviewed every ten years.
- 4.14 As outlined in paragraph 4.7, co-opted members would not automatically have voting rights but the Partnership Board can resolve to grant voting rights to them on such issues as the Board considers appropriate, for example on matters that directly relate to co-opted members' areas of interest. The current shadow arrangements to allocate votes to co-opted board members are working well, recognising the important contribution that these members bring on environmental, economic and social issues. It would be strongly recommended that the statutory body would continue with these arrangements.
- 4.15 The Partnership Board is expected to meet twice per year. Where full attendance cannot be achieved, the Partnership Board will be quorate where 50% of constituent members are present.

Scrutiny committee

- 4.16 TfSE will appoint a scrutiny committee to review decisions made or actions taken in connection with the implementation of the proposed powers and responsibilities. The committee could also make reports or recommendations to TfSE with respect to the discharge of its functions or on matters relating to transport to, from or within TfSE's area.
- 4.17 Each constituent authority will be entitled to appoint a member to the committee and a substitute nominee. Such appointees cannot be otherwise members of TfSE including the Partnership Board.

Standing orders

- 4.18 TfSE will need to be able to make, vary and revoke standing orders for the regulation of proceedings and business, including that of the scrutiny committee. This will ensure that the governance structures can remain appropriate to the effective running of the organisation.
- 4.19 In regards to changing boundaries and therefore adding or removing members, TfSE would have to make a new proposal to Government under Section 102Q of the Local Transport Act 2008 and require formal consents from each constituent authority.

Miscellaneous

- 4.20 It may be necessary that certain additional local authority enactments are applied to TfSE as if TfSE were a local authority, including matters relating to staffing arrangements, pensions, ethical standards and provision of services etc. These are set out in the draft legal proposal.
- 4.21 TfSE also proposes to seek the functional power of competence as set out in Section 102M of the Local Transport Act 2008.
- 4.22 TfSE will consider options for appointing to the roles of a Head of Paid Service, a Monitoring Officer and a Chief Finance Officer whilst considering possible interim arrangements.

Funding

- 4.23 TfSE has raised local contributions from the constituent authorities and has secured grant funding from the Department for Transport to support the development of the Transport Strategy.
- 4.24 TfSE will work with partners and the Department for Transport to consider a sustainable approach to establishing the formal STB and effectively and expeditiously as possible, bearing in mind the considerable support among regional stakeholders for TfSE's attainment of statutory status.

Governance: Transport Forum and Senior Officer Group

- 4.23 The Partnership Board will appoint a Transport Forum. This will be an advisory body to the Senior Officer Group and Partnership Board, comprising a wider group of representatives from user groups, operators, district and borough councils as well as Government and national agency representatives.
- 4.24 The Transport Forum will meet quarterly and be chaired by an independent person appointed by the Partnership Board. The Transport Forum may also appoint a vice-chair for the Transport Forum, who will chair the Transport Forum when the chair is not present.

- 4.25 The Transport Forum's terms of reference will be agreed by the Partnership Board. It is envisaged that the Transport Forum will provide technical expertise, intelligence and information to the Senior Officer Group and the Partnership Board.
- 4.26 The Partnership Board and Transport Forum will be complemented by a Senior Officer Group representing members at officer level providing expertise and co-ordination to the TfSE programme. The Senior Officer Group will meet monthly.

5. Functions, powers and responsibilities

TfSE's proposal is to become a statutory sub-national transport body as set out in section part 5A of the Local Transport Act 2008.

General functions

- 5.1 Transport for the South East proposes to have the 'general functions' as set out in Section 102H (1) including:
- a. to prepare a Transport Strategy for the area;
 - b. to provide advice to the Secretary of State about the exercise of transport functions in relation to the area (whether exercisable by the Secretary of State or others);
 - c. to co-ordinate the carrying out of transport functions in relation to the area that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions;
 - d. if the STB considers that a transport function in relation to the area would more effectively and efficiently be carried out by the STB, to make proposals to the Secretary of State for the transfer of that function to the STB; and
 - e. to make other proposals to the Secretary of State about the role and functions of the STB. (2016, 102H (1))5.
- 5.2 The general functions are regarded as the core functions of a sub-national transport body and will build on the initial work of TfSE in its shadow form. To make further proposals to the Secretary of State regarding constitution or functions, Transport for the South East will need formal consents from each 'constituent member'.
- 5.3 Transport for the South East recognises that under current proposals the Secretary of State will remain the final decision-maker on national transport strategies, but critically that the Secretary of State must have regard to a statutory sub-national transport body's Transport Strategy. This sets an important expectation of the strong relationship Transport for the South East aims to demonstrate with Government on major programmes like the Major Road Network and Railway Upgrade Plan.

Local transport functions

- 5.4 Initial work has identified a number of additional powers that Transport for the South East may require that will support the delivery of the Transport Strategy. The table below provides an assessment of these functions.

- 5.5 The powers which are additional to the general functions relating to STBs will be requested in a way that means they will operate concurrently and with the consent of the constituent authorities.
- 5.6 To support the principle of consent, TfSE will adopt three further principles:
- That future operations of TfSE should, where possible, seek to draw down powers from central government, rather than seek concurrent powers with the local transport authorities;
 - That decisions on the implementation of the powers are made at the most immediate (or local) level, i.e. by constituent authorities in the particular area affected; and
 - Consent from the relevant constituent authorities will be obtained in advance of any Partnership Board decision on a particular scheme or project.
- 5.7 This approach will help to ensure that TfSE complements and supports the work of the constituent authorities and enables TfSE to promote and expedite the delivery of regionally significant cross-boundary schemes

Table 1: Proposed powers and responsibilities

POWER	RATIONALE
General functions	
<p>Section 102 H of the Local Transport Act 2008</p> <p><i>Prepare a transport strategy, advise the Secretary of State, co-ordinate the carrying out of transport functions, make proposals for the transfer of functions, make other proposals about the role and functions of the STB.</i></p>	<p>This legislation provides the general powers required for TfSE to operate as a statutory sub-national transport body, meeting the requirements of the enabling legislation to facilitate the development and implementation of a Transport Strategy to deliver regional economic growth.</p> <p>Government at both national and local level recognises that the solutions required to deliver regional economic growth are best identified and planned for on a regional scale by those who best understand the people and businesses who live and work there.</p>
Rail	
<p>Right to be consulted about new rail franchises</p> <p><i>Section 13 of the Railways Act 2005 – Railway Functions of Passenger Transport Executives</i></p>	<p>We are seeking the extension of the right of a Passenger Transport Executive to be consulted before the Secretary of State issues an invitation to tender for a franchise agreement.</p> <p>The right of consultation is significant to TfSE as it confirms our role as a strategic partner, enabling us to influence future rail franchises to ensure the potential need for changes to the scope of current services and potential new markets identified by TfSE are considered.</p> <p>TfSE is uniquely placed to provide a regional perspective and consensus on the priorities for rail in its area. This would benefit central government as a result of the vastly reduced need for consultation with individual authorities.</p> <p>We recognise that changes to the current franchising model are likely following the Williams Review; regardless of these changes, TfSE is clear that it should have a role in shaping future rail service provision.</p>
<p>Set High Level Output Specification (HLOS) for Rail</p>	<p>TfSE requires a strong, formal role in rail investment decision making over and above that which is available to individual constituent</p>

<p><i>Schedule 4A, paragraph 1D, of the Railways Act 1993</i></p>	<p>authorities. We act as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for investment in our rail network.</p> <p>This power would enable TfSE to act jointly with the Secretary of State to set and vary the HLOS in our area, ensuring TfSE's aspirations for transformational investment in rail infrastructure are reflected in the HLOS and enabling an integrated approach across road and rail investment for the first time.</p>
Highways	
<p>Set Road Investment Strategy (RIS) for the Strategic Road Network (SRN)</p> <p><i>Section 3 and Schedule 2 of the Infrastructure Act 2015</i></p>	<p>TfSE requires a strong, formal role in roads investment decision making over and above that which is available to individual constituent authorities. We act as the collective voice of our constituent authorities, providing an evidence-based regional perspective and consensus on the priorities for roads investment.</p> <p>This power would enable TfSE to act jointly with the Secretary of State to set and vary the RIS in our area, ensuring TfSE's aspirations for transformational investment in road infrastructure are reflected in the RIS and enabling an integrated approach across road and rail investment for the first time.</p>
<p>Enter into agreements to undertake certain works on Strategic Road Network, Major Road Network or local roads</p> <p><i>Section 6(5) of the Highways Act 1980, (trunk roads) & Section 8 of the Highways Act 1980 (local roads)</i></p>	<p>We are seeking the power that local highway authorities currently have to enter into an agreement with other highway authorities to construct, reconstruct, alter, improve or maintain roads.</p> <p>These powers, operated concurrently with the local authorities, will enable TfSE to promote and expedite the delivery of regionally significant cross-boundary schemes that otherwise might not be progressed. They would overcome the need for complex 'back-to-back' legal and funding agreements between neighbouring authorities and enable us to reduce scheme development time and overall costs.</p>
<p>Acquire land to enable construction, improvement,</p>	<p>This power, exercisable concurrently and only with the consent of the relevant highway authority,</p>

<p>or mitigate adverse effects of highway construction</p> <p><i>Sections 239, 240, 246 and 250 of the Highways Act 1980</i></p>	<p>would allow preparations for the construction of a highways scheme to be expedited where highway authorities are not in a position to acquire land.</p> <p>Land acquisition by TfSE could facilitate quicker, more efficient scheme delivery, bringing forward the economic and broader social and environmental benefits. In the event that it is not possible to prevent environmental impact on the site of the scheme or project, consideration will be given to appropriate compensation/mitigation measures.</p>
<p>Construct highways, footpaths, bridleways</p> <p><i>Sections 24, 25 & 26 of the Highways Act 1980</i></p>	<p>The concurrent powers required to effectively promote, coordinate and fund road schemes are vital to TfSE. Without them, we would not be able to enter into any contractual arrangement in relation to procuring the construction, improvement or maintenance of a highway or the construction or improvement of a trunk road.</p> <p>Granting of these powers would enable TfSE directly to expedite the delivery of regionally significant road schemes that cross constituent authority boundaries that otherwise might not be progressed.</p>
<p>Make capital grants for public transport facilities</p>	
<p>Make capital grants for the provision of public transport facilities</p> <p><i>Section 56(2) of the Transport Act 1968</i></p>	<p>This concurrent power would enable TfSE to support the funding and delivery of joint projects with constituent local authorities, improving deliverability and efficiency.</p> <p>Constituent authorities would benefit from the granting of this concurrent power as they may, in future, be recipients of funding from TfSE to partly or wholly fund a transport enhancement within their local authority area.</p>
<p>Bus service provision</p>	
<p>The power to secure the provision of such public passenger transport services as they consider it appropriate to secure to meet any public transport requirements within their area which would not in</p>	<p>Local transport authorities and integrated transport authorities have the power to secure the provision of such public passenger transport services as it considers appropriate and which would not otherwise be provided.</p> <p>Travel-to-work areas do not respect local authority boundaries. TfSE is seeking to have this power</p>

<p>their view be met apart from any action taken by them for that purpose.</p> <p><i>Paragraph 4 of Section 63 Transport Act 1985</i></p>	<p>concurrently with the local transport authorities in our area, enabling us to fill in identified gaps in bus service provision within our geography or secure the provision of regionally important bus services covering one or more constituent authority areas which would not otherwise be provided.</p>
<p>Quality Bus Partnerships</p> <p><i>The Bus Services Act 2017 Sections 113C – 113O & Sections 138A – 138S</i></p>	<p>TfSE is seeking powers, currently available to local transport authorities and integrated transport authorities, to enter into Advanced Quality Partnerships and Enhanced Partnership Plans and Schemes to improve the quality of bus services and facilities within an identified area. These powers would be concurrent with the local transport authority in the area.</p> <p>This would allow us to expedite the introduction of partnership schemes covering more than one local transport authority area which otherwise might not be introduced.</p>
<p>Smart ticketing</p>	
<p>Introduce integrated ticketing schemes</p> <p><i>Sections 134C- 134G & Sections 135-138 Transport Act 2000</i></p>	<p>We are seeking powers concurrently with local transport authorities to enable TfSE to procure relevant services, goods, equipment and/or infrastructure; enter into contracts to deliver smart ticketing and receive or give payments.</p> <p>This would enable us to expedite the introduction of a cost effective smart and integrated ticketing system on a regional scale which would dramatically enhance the journey experience and increase access to transport to support jobs and education.</p>
<p>Air quality</p>	
<p>Establish Clean Air Zones</p> <p><i>Sections 163-177A of the Transport Act 2000 – Road User Charging</i></p>	<p>Local transport authorities and integrated transport authorities have the power under the Transport Act 2000 to implement road charging schemes.</p> <p>TfSE is seeking this general charging power as a mechanism for the introduction of Clean Air Zones, enabling reduced implementation and operating costs across constituent authority boundaries. This will be subject to the consent of the local transport authority.</p>

	<p>Transport is a major contributor to CO2 emissions and poor air quality; these are increasingly critical issues which our Transport Strategy will seek to address.</p>
Other powers	
<p>Promote or oppose Bills in Parliament</p> <p><i>Section 239 Local Government Act 1972</i></p>	<p>Local authorities have the power to promote or oppose Bills in Parliament; granting the power concurrently to TfSE reflects the devolution agenda of which STBs are a key part.</p> <p>Under the Transport and Works Act 1992, a body that has power to promote or oppose bills also has the power to apply for an order to construct or operate certain types of infrastructure including railways and tramways.</p> <p>Granting of this power would enable TfSE to promote, coordinate and fund regionally significant infrastructure schemes, accelerating delivery of cross-boundary schemes which might otherwise not be progressed.</p>
<p>Incidental amendments</p> <p><i>Local Government Act 1972, Localism Act 2011, Local Government Pension Scheme Regulations 2013</i></p>	<p>A statutory STB requires certain incidental amendments to enable it to operate as a type of local authority, with duties in respect of staffing, pensions, monitoring and the provision of information about TfSE.</p> <p>The incidental amendments sought are listed below in Appendix 2.</p>

Powers and responsibilities not being sought

5.8 Transport for the South East does not propose seeking the following functions/powers:

POWER	RATIONALE
Set priorities for local authorities for roads that are not part of the Major Road Network (MRN)	TfSE will only be responsible for identifying priorities on the MRN
Being responsible for any highway maintenance responsibilities	There is no intention of TfSE becoming involved in routine maintenance of MRN or local roads
Carry passengers by rail	There are no aspirations for TfSE to become a train operating company
Take on any consultation function instead of an existing local authority	Local authorities are best placed to seek the views of their residents and businesses
Give directions to a constituent authority about the exercise of transport functions by the authority in their area (General Power s102P of Part 5A of the Transport Act 2008)	Constituent authorities understand how best to deliver their transport functions to meet the needs of their residents and businesses

5.9 The Williams Rail Review, to which TfSE have submitted a response, could recommend significant changes to the structure of the rail industry, including the role of STBs in both operations and infrastructure enhancement. As a result, we will keep the following functions under review pending Williams' recommendations and subsequent White Paper.

POWER	RATIONALE
Act as co-signatories to rail franchises	There are no current aspirations for TfSE to become involved in this area.
Be responsible for rail franchising	

6. Summary of support and engagement

- 6.1 Transport for the South East consulted on the draft proposal to government between 7 May and 31 July 2019. The consultation resulted in 96 responses from a wide range of stakeholders, including a number of local interest groups and members of the public.
- 6.2 An overwhelming number of respondents offered support for the creation of a statutory sub-national transport body in the south east. There were many, varied reasons for this support including:
- Opportunity for TfSE to speak with 'one-voice' to identify regional priorities and influence the investment decisions of central government and national agencies;
 - Greater focus on integrated transport solutions, developing multi-modal solutions that improve the end user experience;
 - Offering a greater level of democratic accountability; and
 - The ability to accelerate delivery of long-term, strategic infrastructure schemes.
- 6.3 A number of amendments have been made to the final draft proposal to reflect the comments raised by respondents to the consultation:
- Greater emphasis on environmental protection, climate change and social inclusion (sections 2 and 3);
 - Principle of subsidiarity and consent (para 5.6);
 - Governance (para 4.14); and
 - Bus and rail powers (section 5).
- 6.4 TfSE has secured consent from its constituent authorities and the support of a wide range of partners, including LEPs and district and borough authorities. Further information is included in Appendices 3-5.

Appendix 1: Distribution of votes

TfSE constituent authorities	Population ³	Number of votes ⁴
Brighton and Hove City Council	287,173	2
East Sussex County Council	549,557	4
Hampshire County Council	1,365,103	10
Isle of Wight Council	140,264	1
Kent County Council	1,540,438	11
Medway Council	276,957	2
Portsmouth City Council	213,335	2
Southampton City Council	250,377	2
Surrey County Council	1,180,956	8
West Sussex County Council	846,888	6
<i>Bracknell Forest Council</i>	<i>119,730</i>	
<i>Reading Borough Council</i>	<i>162,701</i>	
<i>Royal Borough of Windsor & Maidenhead</i>	<i>149,689</i>	
<i>Slough Borough Council</i>	<i>147,736</i>	
<i>West Berkshire Council</i>	<i>158,576</i>	
<i>Wokingham Borough Council</i>	<i>163,087</i>	
Berkshire Local Transport Body (total)	901,519	6
Total	7,552,567	54

³ Population as per ONS 2016 estimates

⁴ Number of votes = population/140,000 (the population of constituent authority with the smallest population, this being the Isle of Wight)

Appendix 2: List of incidental powers sought

This appendix sets out the incidental amendments that will be needed to existing legislation. They include areas relating to the operation of TfSE as a type of local authority with duties in respect of staffing, pensions, transparency, monitoring and the provision of information about TfSE.

(1) Section 1 of the Local Authorities (Goods and Services) Act 1970 has effect as if TfSE were a local authority for the purposes of that section.

(2) The following provisions of the Local Government Act 1972 have effect as if TfSE were a local authority for the purposes of those provisions—

- (a) section 101 Arrangements for discharge of functions by local authorities
- (b) section 111 (subsidiary power of local authorities);
- (c) section 113 (secondment of staff)
- (d) section 116 (member of TfSE not to be appointed as officer);
- (e) section 117 (disclosure by officers of interests in contracts);
- (f) section 135 (standing orders for contracts);
- (g) section 142(2) (provision of information);
- (h) section 222 (power to investigate and defend legal proceedings);
- (i) section 239 (power to promote or oppose a local or personal Bill).

(4) Sections 120, 121 and 123 of that Act (acquisition and disposal of land) have effect as if—

- (a) TfSE were a principal council;
- (b) section 120(1)(b) were omitted;
- (c) section 121(2)(a) were omitted.

(5) Section 29 of the Localism Act 2011 (registers of interests) has effect as if—

- (a) TfSE were a relevant authority, and
- (b) references to “the monitoring officer” were references to an officer appointed by TfSE for the purposes of that section.

(6) In the Local Government Pension Scheme Regulations 2013—

- (a) in Schedule 2 (scheme employers), in Part 2 (employers able to designate employees to be in scheme), after paragraph 14 insert—
“15. Transport for the South East.”;
- (b) in Schedule 3 (administering authorities), in the table in Part 2 (appropriate administering authorities for categories of scheme members), at the end insert—

“An employee of Transport for the South East	East Sussex County Council”
--	-----------------------------

(7) The Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 have effect as if TfSE is a local authority within the meaning of s 101 Local Government Act 1972.

Appendix 3: Register of consents to proposal

Constituent authority	Consent obtained	Letter of support confirming consent returned
Bracknell Forest Borough Council	22 May 2020	8 June 2020
Brighton & Hove City Council	Full council 2 April 2020	1 July 2020
East Sussex County Council	Cabinet 3 March 2020	23 June 2020
Hampshire County Council	<i>Full council 16 July 2020 (TBC)</i>	
Isle of Wight Council	<i>Cabinet/Full Council 2 July 2020 (TBC)</i>	
Kent County Council	<i>Full council XX July 2020 (TBC)</i>	
Medway Council	Cabinet 7 April 2020	18 June 2020
Portsmouth City Council	Granted under Standing Order 58 of the constitution	23 April 2020
Reading Borough Council	Strategic Environment, Planning and Transport Committee 20 November 2019	10 June 2020
Royal Borough of Windsor and Maidenhead		30 June 2020
Slough Borough Council	Significant decision approved 6 May 2020	23 June 2020
Southampton City Council	Cabinet 17 March 2020	19 June 2020
Surrey County Council	Cabinet 16 July 2019	6 July 2020
West Berkshire Council	Executive 13 February 2020	22 June 2020
West Sussex County Council	Delegated approval from Director of Highways	14 April 2020
Wokingham Borough Council	Executive 25 July 2019	19 June 2020

Appendix 4: Letters of consent from TfSE constituent authorities

(Letters appended separately)

Appendix 5: Letters of support from TfSE partners

(Letters appended separately)

Organisation	Letter of support received
Transport for London	16 June 2020
District and Borough Authorities	16 June 2020
Coast to Capital LEP	
Enterprise M3 LEP	3 July 2020
Solent LEP	
South East LEP	23 June 2020
Thames Valley Berkshire LEP	
South Downs National Park	
Transport East	26 June 2020
Heathrow Airport	17 June 2020
Gatwick Airport	24 June 2020
Confederation for Passenger Transport UK	29 June 2020
Go South Coast	30 June 2020
Hampshire Chamber of Commerce	16 June 2020
Thames Valley Chamber of Commerce	18 June 2020
Isle of Wight Chamber of Commerce	22 June 2020
CBI South East	24 June 2020
Portsmouth University	17 June 2020
University of Chichester	22 June 2020
University of Sussex	22 June 2020
University of Southampton	22 June 2020
Transport Focus	25 June 2020
HelloDone	16 June 2020
AECOM	18 June 2020
Atkins	22 June 2020
Eurovia UK Limited	6 July 2020

Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE

tfse@eastsussex.gov.uk

tfse.org.uk



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Cllr Keith Glazier
Chair
Transport for the South East
County Hall
St Annes Crescent
LEWES
BN7 1UE

Date: 8th June 2020
Our Ref: CT/CB 080620

Dear Cllr Glazier


Re: Transport for the South East (TfSE) – Formal Consent for Proposal to Government

I confirm that Bracknell Forest Council is happy to provide formal consent for the South East's Proposal to Government.

Bracknell Forest is pleased to be part of this proposal and would like to emphasise the importance of Bracknell and the Berkshire area to the South East region. Bracknell and Berkshire have a vital role to play in the current Covid 19 crisis and supporting economic recovery in the South East region.

We look forward to continuing work as part of TfSE alongside the other constituent authorities, Local Enterprise Partnerships and Transport operators.

Yours sincerely



Councillor Chris Turrell
Executive Member - Planning & Transport

PLACE, PLANNING AND REGENERATION DIRECTORATE

Bracknell Forest Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD
T: 01344 352000 www.bracknell-forest.gov.uk



Leader's Office
First Floor, Room 193
Hove Town Hall
Norton Road
Hove
BN3 3BQ

To : Councillor Keith Glazier	Date:	1 st July 2020
Leader of East Sussex County Council	Phone:	01273 291011
Chair of Transport for The South East	e-mail:	john.allcock@brighton-hove.gov.uk

Dear Councillor Glazier,

Consent on Draft Order and Powers for Statutory Status

I am delighted to notify you, and the wider Board, that on the 19th March Brighton & Hove City Council's Policy & Resources Committee referred a Report to its Full Council on 2nd April 2020 where it agreed to grant its consent for the creation of Transport for The South East as a Statutory Body.

The City Council has been part of the early founding cohort of Local Authorities that have supported TfSE's aspirations to be a voice for the South East and to influence government Transport policy, whilst also supporting the local aims of its constituent authorities. Our elected members and officers have also been actively involved in supporting delivery of the Transport Strategy and Statutory Powers through participation in officer and member working groups, we were also very proud to host one of the regional Transport Strategy Roadshows here in Brighton. So welcome the opportunity to continue our support in this important milestone in the advancement of this body from shadow to statutory status.

I was pleased with the way the consultation on the Statutory Powers was conducted in enabling wide engagement with Local Authorities, its partners, neighbours and a range of interested parties across the region to come forward and help shape the final document, particularly in highlighting the need to operate its new powers jointly that will strengthen its ability to support both local interests and wider region.

Working together on developing and ultimately delivering our emerging Transport Strategy will also be important as we emerge from the Pandemic and re-shape our Transport Infrastructure that in turn will further support our environmental aspirations to become a Carbon Neutral City by 2030.

Recent support and partnership working between TfSE and Brighton & Hove has also helped secure new funding opportunities, and more importantly, effective long-term partnership and working relationships between us, irrespective of geographical and political boundaries.

I believe the powers within the draft Statutory Instrument will enable Transport for The South East and its partners deliver the important work that flows from the Transport Strategy and will support the region's economic recovery as well as its important environmental ambitions.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Anne Pissaridou', written in a cursive style.

Councillor Anne Pissaridou
Chair of Environment, Transport & Sustainability Committee

cc. Mark Prior, Nick Hibberd, Elizabeth Culbert

23 June 2020

Dear Councillor Keith Glazier

**Transport for the South East's submission of proposal to Government
Consent from East Sussex County Council**

I write to confirm East Sussex County Council's consent for Transport for the South East (TfSE) to submit their proposal to create a Sub-national Transport Body (STB) to Government.

A report on TfSE's revised draft proposal to Government was considered by the County Council's Cabinet on 3 March 2020. The report highlighted that overall, the County Council is supportive of TfSE's revised draft proposal to create a STB, with its proposed powers and responsibilities, and consents to TfSE submitting their proposal to Government. The establishment of TfSE provides an opportunity to support and grow the economy, through the delivery of their transport strategy focussed on unlocking growth, boosting connectivity, and speeding up journeys whilst improving access to opportunities for all and protecting and enhancing our region's unique environment.

Through the proposed range of powers and responsibilities being sought, TfSE will enable the County Council to more directly influence how and where money is invested by strategic transport providers such as Highways England and Network Rail. It will also help drive improvements for the travelling public and for businesses in the county, helping to secure the delivery of longstanding transport infrastructure ambitions which improves our economic connectivity. In doing so, TfSE will provide a more co-ordinated strategic role that speaks with one voice for the region to Government.

Therefore, the County Council's Cabinet on 3 March resolved to agree the submission to Government of the draft proposal. It also agreed to delegate authority to the Director of Communities Economy and Transport, in consultation with the Lead Member for Transport and Environment, to finalise our agreement to the proposal prior to TfSE's submission to Government and to take any actions necessary to give effect to agreeing to the submission. A copy of the report and the agreed minutes are available on the County Council website at <https://democracy.eastsussex.gov.uk/ieListDocuments.aspx?CId=133&MId=3863&Ver=4>

We look forward to continue working with and supporting TfSE on the delivery of their Transport Strategy, including the forthcoming area-based studies; making the case for investment in transport infrastructure which will support our economy, and planning for people and places in East Sussex.

Yours sincerely



Rupert Clubb
Director
Communities, Economy & Transport

Keith Glazier
Chair – Transport for the South East
County Hall
St. Anne's Crescent
Lewes BE7 1UE

Director's Office
Regeneration, Culture & Environment
Medway Council
Gun Wharf, Dock Road
Chatham, Kent ME4 4TR
Telephone: 01634 331022
Facsimile: 01634 331729
Minicom (text): 01634 331300
Email: richard.hicks@medway.gov.uk

Date: 18 June 2020

Dear Keith

Transport for the South East – formal consent for Proposal to Government

I am writing to provide formal consent from Medway Council for Transport for the South East (TfSE) to submit its final proposal to Government seeking statutory status. This follows the decision of Cabinet in April of this year to support the creation of a Sub National Transport Body for the region.

TfSE's aim to grow the region's economy by delivering an integrated and sustainable transport system aligns with Medway's vision to improve the quality of life for all our residents, protect and enhance our natural and built environment and deliver economic regeneration and growth. Medway is the largest conurbation in the South East outside of London, and our population of 280,000 will grow further over the next twenty years. Medway's ambitious regeneration programme, along with our aspiration to become a leading waterfront university city by 2035, is set to benefit future generations and provide growth for all, as well as help our town centres thrive.

As a constituent authority, Medway Council looks forward to working within TfSE to address the strategic transport infrastructure issues that have acted as a barrier to growth of the economy. The Council recognises that a Sub National Transport Body would allow its constituent authorities to speak as a single voice on our key strategic priorities, supporting the delivery of growth plans through the development of a long-term programme of transport measures to facilitate economic growth and make the South East more competitive.

Yours sincerely



Councillor Alan Jarrett
Leader, Medway Council



Richard Hicks
Director of Place & Deputy Chief Executive



Cllr Keith Glazier
Chair
Transport for the South East
County Hall
ST Anne's Crescent
LEWES
BN7 1UE

Chief Executive's Office

Civic Offices
Guildhall Square
Portsmouth
PO1 2AL
Phone: 023 9283 4010
Email: david.williams@
portsmouthcc.gov.uk
Ref: DW/kab

22 April 2020

Dear Cllr Glazier

Re: Transport for the South East (TfSE) - Formal Consent for Proposal to Government

We are writing to provide formal consent from Portsmouth City Council for Transport for the South East's proposal to Government which was granted under Standing Order 58 of the constitution; this meeting was held in place of the usual Traffic and Transportation meeting due to the current Covid-19 situation.

Portsmouth City Council is pleased to be part of this proposal and would like to emphasise the importance of Portsmouth and the Solent area to the South East region and the importance of west-east trips, as well as orbital journeys across the region. Portsmouth also has a vital role to play in the current Covid-19 crisis, and supporting the economic recovery of the South East region.

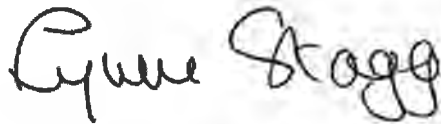
In 2016 the Portsmouth economy generated some £5.7bn in goods and services - making up some 22% of the economy of the Solent sub-region. Portsmouth is a key maritime gateway: Portsmouth International Port is England's second busiest passenger port, serving around 2 million passengers and around 900,000 vehicle movements annually on eight routes to France, Spain and the Channel Islands. Portsmouth is also a key gateway to the Isle of Wight, being the mainland port for three out of six cross-Solent ferry routes (which handled 4.3 million passengers and 925,000 vehicles in 2019), and Portsmouth Naval Base is the home of the Royal Navy. Other highlights of Portsmouth's economy include a large University (around 25,000 students) with ambitious growth plans (an estimated £400m to be invested in city centre sites over the next 10 to 15 years) together with strong presence of some major multinational employers such as BAE Systems and IBM (whose UK headquarters are at Lakeside North Harbour).

Cont/....


We look forward to continuing work as part of TfSE alongside the other constituent authorities, Local Enterprise Partnerships and transport operators.

The Council recognises that the formation of a statutory sub-national South Eastern Transport Body would allow for authorities in the region to speak with a united voice on key strategic priorities. It is acknowledged that by working strategically across the South East, with Local Highway Authorities, Local Enterprise Partnerships and Government, the Transport Body will influence how and where money is invested in order to best deliver transport improvements for the travelling public; improving productivity, quality of life and the environment.

Yours sincerely



Cllr Lynne Stagg
Cabinet Member for Traffic & Transportation



David Williams
Chief Executive

Cllr Gerry Clark
Lead Member for Transport and Infrastructure

Email address cldr.clark@rbwm.gov.uk



26 June 2020

Cllr Keith Glazier

Chair, Transport for the South East

Dear Cllr Glazier

Transport for the South East

I confirm that the Royal Borough of Windsor and Maidenhead is pleased to provide formal consent for the South East's Proposal to Government.

Investment in transport and infrastructure is critical to the economy. TfSE provides a great opportunity to work in partnership across the region and will play an important role in strategic planning, particularly in light of the current covid-19 crisis as we plan for economic recovery in the south east region.

We look forward to continuing work as part of TfSE alongside the other Local Authorities, Local Enterprise Partnerships and Transport operators.

Yours sincerely

Cllr Gerry Clark

Lead Member for Transport and Infrastructure

Royal Borough of Windsor and Maidenhead

Duncan Sharkey - Managing Director

Town Hall, St. Ives Road, Maidenhead, SL6 1RF

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Reading
Borough Council
Working better with you

Frances Martin
Executive Director for
Economic Growth and
Neighbourhood Services

Civic Offices, Bridge Street
Reading, RG1 2LU

☎ 0118 937 3787

Our Ref: TfSEJun2020
Your Ref: TfSE Jun2020

Direct: ☎ 0118 937 3735
Email: transport@reading.gov.uk

Date: 10th June 2020

Cllr Keith Glazier
Chair - Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE

Your contact is: James Turner, Transport Planning

Dear Keith,

Transport for the South East (TfSE) - Formal Consent for proposal to Government

I am writing to provide formal consent from Reading Borough Council for Transport for the South East's proposal to Government. The Council has previously supported the progress made by Transport for the South East in developing its proposals for statutory status and the inclusion of Reading Borough Council as a constituent member of the Sub-national Transport Body was approved at the Council's Strategic Environment, Planning and Transport Committee (SEPT) on 20th November 2019.

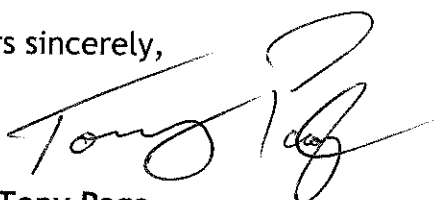
Reading is a major regional hub with a large travel to work area as well as being a centre for shopping, health, education and leisure. We have recently developed our fourth Local Transport Plan (RTS 2036) for the Borough of Reading which sets the strategy to 2036 for a cleaner, healthier and more sustainable Reading and includes schemes to tackle poor air quality and congestion and to us achieve our net zero carbon target in less than a decade. This has been developed alongside TfSE's own Transport Strategy and is consistent with it. We believe there are significant benefits for Reading and the wider region in the establishment of Transport for the South East (TfSE) as a statutory sub-national transport body.

A Statutory TfSE will enable the South East region to speak with a united voice on key issues as well as being better represented at national level. The Council believes the formation of TfSE as a Statutory Body will enable the region to provide a better and more co-ordinated long-term approach to delivering the transport strategy across the South East region. It will provide us with the structure and support to assist us in delivering some of the major schemes in Reading as part of a wider integrated strategic vision for the region.

The TfSE aim of promoting a more joined-up approach to the delivery of strategic schemes within the region, and which cross local authority boundaries, is also a particularly important issue for a unitary authority such as Reading.

For these reasons we therefore support TfSE as it seeks to become a Sub-National Transport Body to represent the South East region and look forward to continuing to work as an integral member of the TfSE in the future.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tony Page', written over a horizontal line.

Cllr Tony Page

Deputy Leader of the Council

Lead Member for Strategic Environment, Planning & Transport

Contact Name: Cllr. Robert Anderson
Contact No: 01753 875056
Email: Rob.Anderson@slough.gov.uk
Our Ref: TFSE Final Proposal
Date: 23rd June 2020

Cllr Keith Glazier
Chairman
Transport for the South East
County Hall
St. Anne's Crescent
Lewes
BN7 1UE

Cc: Savio DeCruz

Sent via email

Dear Cllr Glazier

Re: Support for TFSE Final Proposal and Strategy

I am writing to state Slough Borough Council's support for the Transport for the South East (TFSE) *Final Proposal to Government* and the associated *TFSE Strategy*.

For your records, this was formalized in a significant decision (SD) document, which was prepared by our Major Infrastructure Projects service, and which I approved. The SD is dated 6th May 2020 and signed by Savio DeCruz, Head of Service, on behalf of Stephen Gibson, our Interim Director of Regeneration. This SD follows up on previous reports in 2019 which were been approved by cabinet, supporting the establishment of TFSE as a subnational body and subsequently endorsing the various draft proposal updates. A PDF format copy of the SD document is provided along with this letter which is being sent to you by email.

I am particularly pleased to note the shared objectives of our respective organizations, most of all the commitment to a fully sustainable, integrated transport solution. Slough Borough Council is committed to the fundamental TFSE principles, which are designed to deliver on all the key pillars of sustainability, i.e. economic growth, environmental benefits and social inclusion. I note and commend the pledge to support *'growth, but not at any cost'*.

Slough Borough Council is firmly focused on measures designed to improve the quality of people's lives, and to making Slough an attractive place in which to live and work. We recognize the importance of a partnership approach across the region, and the benefits that an enhanced transport network, boosting connectivity, will provide in both Slough and more widely in the South East.

In conclusion, I look forward to hearing from you with confirmation that the secretary of state has formally ratified Transport for the South East as a substantial body. I am also happy to commit, along with the relevant officers, to continuing to work with you and all involved in realising the TFSE vision, and to facilitating all the benefits that are expected to be delivered both locally and across the entire region.

Yours sincerely,

A handwritten signature in black ink, appearing to read "R Anderson". The signature is fluid and cursive, with a small mark at the end.

Cllr. Robert Anderson

Cabinet Member for Sustainable Transport and Environmental Services

DIRECTORATE OF PLACE
Southampton City Council
Civic Centre
Southampton
SO14 7LY



Transport for the South East
FAO: Jasmin Barnicoat
County Hall
St. Anne's Crescent
Lewes
BN7 1UE

Please ask for: Pete Boustred
Direct dial: 023 8083 4743
Email: pete.boustred@southampton.gov.uk
19th June 2020

Dear Jasmin

Transport for the South East Governance Proposal

I am pleased to confirm that, on 17th March 2020, Cabinet agreed to endorse Transport for the South-East's proposal to establish a Sub-National Transport Body and the accompanying suite of powers set out in its proposal. The report recommending the endorsement of the Transport for the South East's proposal, and a record of the decision, is available on our website:

<http://www.southampton.gov.uk/modernGov/mglIssueHistoryHome.aspx?Ild=26337&Opt=0>.

I, on behalf of Southampton City Council, welcome the proposal to officially constitute TfSE as a Sub-National Transport Body, which will further strengthen the sub-region's position as an economic driver and national gateway, whilst aspiring to transform the lives of people living, working and visiting the sub-region. The creation of the Sub-National Transport Body will help deliver the ambitions of the sixteen Local Transport Authorities making up the sub-region as set out in their respective Local Transport Plans and new or emerging Local Plans. TfSE will be able to support these ambitions by facilitating complex cross-boundary and multi-agency discussions on strategic transport matters as well as at a regional and national level.

TfSE will be able to speak as 'one voice' on behalf of the collective LTAs when lobbying and influencing Central Government and transport agencies, such as Highways England and Network Rail, making the case for investment to deliver local and sub-regional priorities. The proposed objectives and priorities outlined in the emerging Transport Strategy for the South-East, including improving quality of life and enabling economic growth, are aligned and consistent with our Local Transport Plan, Connected Southampton Transport Strategy 2040, which was adopted in March 2019. Furthermore, our successful bids to the Transforming Cities Fund and Future Mobility Zone Fund, in partnership with Hampshire County Council and Solent Transport, will provide much needed investment in the transport network and provide opportunities to investigate and deliver innovative solutions to transport and mobility challenges in the city region, including the creation of Local Mobility Hubs. I understand that Mobility Hubs are being considered in the emerging Strategy and would be happy for Officers to share our knowledge and plans through existing TfSE channels.

We look forward to continuing to input and shape the development of the Transport Strategy and to delivering its priorities alongside other partners.

Yours sincerely,

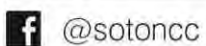


Councillor Steve Leggett
Cabinet Member for Green City and Place



WEBCHAT

southampton.gov.uk



@sotoncc



@southamptoncc

DX115710 SOUTHAMPTON 17

Councillor Keith Glazier
Chair, Transport for the South East
[by email: cllr.keith.glazier@eastsussex.gov.uk]

Monday 6 July 2020

Dear Keith,

Transport for the South East – Formal Consent for the Proposal to Government

I am writing to provide formal consent from Surrey County Council for Transport for the South East's (TfSE) proposal to Government. I have delegation to do so, in consultation with my Executive Director, as agreed by the County Council's Cabinet on 16 July 2019.

This council is delighted to be part of the TfSE proposal to Government. Surrey's economic success is core to the power house economy of the south east region. The effectiveness of our regional economy as a conglomeration will be critical in leading the rejuvenation of the national economy post COVID19. This council looks forward to working with our partnership across the TfSE region to make this recovery happen as quickly as possible. Government's support will be key in ensuring a strong economic recovery is maximised. Across the region local authorities continue to work to help and support people, businesses and communities assisting recovery and ensuring we may collectively prosper once more. Investment in better transport will be key to the region's recovery, with a much better-connected region clearly vital for the UK's economic recovery.

Integral to our backing of the proposal to Government is our resolute support for the TfSE Transport Strategy, a document that sets out the future strategic direction for the region. The baseline is an excellent piece of analysis, as is the public and stakeholder consultation, which helped refine the Transport Strategy. Of course, the on-going and developing impact of COVID19 means that we need to be flexible in our approach. We may well need to adjust delivery in our response to the emerging 'new set of norms'. This will likely include seizing new opportunities, for example, the growth in active travel, and supporting infrastructure, alongside the positive reduction in carbon emissions. The opportunity to bring forward our net zero carbon ambition in particular should be kept under review.

Overall TfSE is well placed to deliver the ambitions outlined in the proposal, with TfSE founded on a solid partnership of the willing.

Yours sincerely,



Colin Kemp
Deputy Leader of the Council

22nd June 2020

Councillor Keith Glazier
Chair of Partnership Board
Transport for the South East

Environment Delivery Team

Council Offices
Market Street Newbury
Berkshire RG14 5LD

Our Ref:

Your Ref:

Please ask for: Jenny Graham

Direct Line: 01635 519623

e-mail: Jenny.Graham@westberks.gov.uk

Dear Councillor Glazier

Consent for Transport for the South East's proposal to Government

At a meeting on 13th February 2020, I outlined to West Berkshire Council's Executive the proposal for TfSE to become a Sub-National Transport Body. I highlighted the advantages of working together across the South East and how these can build on our successes of joint working across the Thames Valley Berkshire area.

At that Executive meeting it was resolved that:

- It be agreed that as a constituent authority, West Berkshire Council formally gave its consent to TfSE seeking statutory status and becoming a Sub-national Transport Body based on the Proposal to Government
- It was also agreed that delegated authority be given to the Portfolio Holder for Transport & Countryside to agree any minor changes that TfSE might make to their proposal for the final submission to Government.

Whilst within the TfSE area, West Berkshire also borders two other sub-national transport body areas: Western Gateway and England's Economic Heartland. I am therefore mindful of the need to consider proposals in these other areas and their impact on West Berkshire and the South East. I know TfSE will want to engage with its neighbours and see this as an opportunity to work together to influence plans in neighbouring areas to ensure strategies are aligned where there is a clear practical or strategic benefit.

TfSE's proposals include the statutory powers and responsibilities considered necessary to help deliver economic growth, improve quality of life and protect and enhance the environment. This is considered to be a positive step forward for the south east and something that West Berkshire Council, via the Berkshire Local Transport Body look forward to playing an active and supportive role in.

I can therefore confirm West Berkshire Council's consent to TfSE's proposal to Government as formally agreed by the Executive on 13th February 2020. I look forward to continuing to work with TfSE and thank you and your team for the engagement so far.

Yours sincerely,

A handwritten signature in black ink that reads "Richard Somner". The signature is written in a cursive style with a large initial 'R'.

Councillor Richard Somner
Executive Portfolio: Transport and Countryside

14 April 2020

Private and Confidential

Keith Glazier
Chairman, Transport for the South East
Transport for the South East
County Hall
St. Anne's Crescent
Lewes
BN7 1UE

Dear Keith

Re: Transport for the South East Proposal to Government – constituent authority consent

I am writing to you on behalf of West Sussex County Council to give constituent authority consent for Transport for the South East (TfSE) to submit its final proposal to Government seeking statutory status.

The Local Transport Act 2008, as amended by the Cities and Local Government Devolution Act 2016, provides the legislative basis and process for establishing a Sub-national Transport Body (STB). The legislation allows constituent authorities to make a Proposal to Government for a STB covering their area, providing they give their formal consent. The Government will respond to the Proposal setting out any powers and responsibilities that it is willing to grant before a Statutory Instrument is laid before Parliament.

On 30 July 2019, the Cabinet Member for Highways & Infrastructure wrote to TfSE in response to the consultation on the draft Proposal to Government. The Cabinet Member expressed support for the draft Proposal as it was presented and highlighted the importance of the power to jointly set priorities for national investment programmes. The Cabinet Member also provided comments that TfSE were requested to take into account when finalising the Proposal to Government.

The County Council's comments highlighted the importance of constituent authority consent to use concurrent powers and included requests to; avoid creating additional bureaucracy; improve understanding about the roles and responsibilities of TfSE; and identify opportunities to generate income to avoid impacts on local authority finances.

The key changes to the Proposal following the public consultation are:

- The Proposal has been strengthened to ensure that social inclusion and environmental protection are clearly recognised as a priority;
- The Proposal highlights that the current governance arrangements for co-opted members are considered to work well, and would strongly recommend that the Statutory Body continue with them;

- Clarification has been provided around the principle of consent and the concurrent nature of the powers. Additionally, the principle of subsidiarity has been incorporated into the document to demonstrate that any decisions relating to the powers is made at the most relevant level and that, where possible, future aspirations will focus on drawing down powers from central government;
- The bus franchising power has been removed from the proposal, with the emphasis placed on building stronger relationships with the bus operators and local authorities; and
- The powers relating to rail have remained unchanged, pending the outcome of the William's Rail Review.

These changes are considered to respond to the feedback on the draft Proposal, including the County Council's own consultation response.

In July 2019, the Cabinet Member for Highways and Infrastructure approved (Key Decision HI10 (19/20)) the County Council's response to the consultation on the draft Proposal to Government and delegated authority to the Director of Highways, Transport and Planning to endorse the submission of the final Proposal to Government, provided that no substantive changes were made prior to submission.

Having considered the proposed changes, I am happy to endorse the final Proposal to Government for submission to the Secretary of State on behalf of the County Council.

Yours sincerely

A handwritten signature in blue ink that reads "Matt Davey". The signature is written in a cursive style with a clear, legible font.

Matt Davey
Director of Highways, Transport & Planning



Cllr Keith Glazier
Chair
Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE

Wokingham Borough Council
Shute End
Wokingham
Berkshire
RG40 1BN

19 June 2020

Dear Cllr Glazier

TRANSPORT FOR THE SOUTH EAST (TFSE) – FORMAL CONSENT FOR PROPOSAL TO GOVERNMENT

I am writing to provide formal consent and support from Wokingham Borough Council for TfSE's proposal to government as detailed in our response to the original consultation for the proposal, which was approved by our Executive on 25 July 2019. I am pleased that those consultation comments have been taken on board and the final proposal is, in our view, a further improvement of the consultation draft which we approved.

As part of the Berkshire Local Transport Body we are pleased to be part of the proposal and as a constituent member of TfSE we fully appreciate the previous and ongoing support in developing a Major project for the region and look forward to future support in strategic schemes for Berkshire.

The Council recognises that the formation of a statutory sub-national Transport Body would allow for authorities in the region to speak with a united voice on key strategic priorities; we hope that this will help with key concerns in the region including rail access to Heathrow from the west and many constituents' commitments to becoming carbon neutral by 2030. It is acknowledged that by working strategically across the South East in partnership with Local Authorities, Local Enterprise Partnerships and key stakeholders the Transport Body will influence how and where money is invested to best deliver the improvements required for the region.

Yours sincerely,

Cllr Pauline Jorgensen

Executive Member for Highways and Transport, Wokingham Borough

Appendix 3

AECOM Limited
The Colmore Building
Colmore Circus Queensway
Birmingham B4 6AT
United Kingdom

T: +44 (121) 262 1900
aecom.com

18 June 2020

Dear Cllr Glazier,
Chair, Transport for the South East

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of AECOM Ltd, an Infrastructure Consulting Engineers business which provides support to national, regional and local authorities across the UK.

I confirm that AECOM fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



Manjinder Singh
Head of Consulting UK&I
manjinder.singh@aecom.com

Our reference: Letter of Support

Your reference: .

Cllr Keith Glazier
Chair, Transport for the South East
By email: tfse@eastsussex.gov.uk

atkinsglobal.com
snclavalin.com

22 June 2020

Dear Cllr Glazier

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Atkins.

Atkins, a member of the SNC-Lavalin Group, is one of the world's most respected design, engineering and project management consultancies. Employing approximately 9,000 people in the UK we support local authorities, sub-national transport bodies, Government agencies and central Government departments in delivering their ambitions. We also work for private sector organisations in the energy, transport, aviation, defence, infrastructure, development, utilities and environmental sectors.

I write to confirm that Atkins fully supports TfSE's proposal to Government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable the local authorities in the region to speak with one voice in relation to strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

We recognise that a statutory sub-national transport body will have greater influence over infrastructure investment decisions, ensuring that government spending is targeted to the projects with the greatest impact. We believe this is particularly important in supporting the UK's economic recovery from the effects of COVID-19.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



Lizi Stewart
Managing Director, Transportation UK

Contains *private* information

Atkins Limited
Registered office: Woodcote Grove Ashley Road Epsom Surrey KT18 5BW England
Registered in England Number 688424



WORTHING BOROUGH
COUNCIL

Worthing Borough Council
Worthing Town Hall
Chapel Road
Worthing
West Sussex, BN11 1HA
www.adur-worthing.gov.uk

Cllr Glazier
Chair, TfSE

sent via email: Cllr.keith.glazier@eastsussex.gov.uk

Date: 16th June 2020

Service: Worthing

Tel: 01903 221002

daniel.humphreys@worthing.gov.uk

Our Reference: TfSE/DH/MR/tw

Dear Cllr Glazier

re: Transport for the South East (TfSE) – Proposal to Government for Statutory Status

We are writing on behalf of the 46 district and borough authorities in the Transport for the South East Region, in our capacity as Board members representing the views of those authorities on the TfSE Shadow Partnership Board.

We confirm that we fully support TfSE's proposal to the Government for Statutory Status. We have been involved with the development of the proposal and the associated transport strategy throughout the process of their evolution. The powers requested within the proposal will enable TfSE to deliver the vision of the transport strategy and the emerging corresponding technical delivery programme, improving quality of life, productivity and the environment for all in our region.

We recognise that the formation of a Statutory Sub-National Transport Body for the South East Region will allow for all partners, including the local authorities, to speak with a united voice on key strategic priorities. By working strategically across the South East with Local Highway Authorities, Local Planning Authorities, Local Enterprise Partnerships, operators, delivery bodies and Government, TfSE will be well placed to influence how and where money is invested in order to best deliver transport improvements that benefit not just the South East, but the entire country.

We look forward to continuing to work as part of TfSE alongside the Constituent Authorities, Local Enterprise Partnerships and transport operators.

Yours sincerely

Dan Humphreys
Leader
Worthing Borough Council

David Monk
Leader
Folkestone & Hythe District Council



Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

24/06/20

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of the Confederation of British Industry (CBI) in my capacity as Regional Director for the South East and Thames valley.

I confirm that the CBI fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,

Malcolm Hyde

Regional Director, South East & Thames Valley CBI



Cllr Keith Glazier
Chair
Transport for the South East

By email: tfse@eastsussex.gov.uk

29 June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

We are writing on behalf of the Confederation for Passenger Transport UK. CPT UK is the trade association of the bus and coach industry, representing over 1000 operators including large bus and coach companies and numerous SME companies.

We can confirm that CPT supports TfSE's proposal to government for statutory status, especially in relation to the strategic and economic case the proposal sets out and also the general powers and functions TfSE has requested.

We would like to repeat the comments previously included in our consultation response, and also expressed during meetings with officers that TfSE should primarily be a strategic body that focuses on securing funding and influence for the region, and not on localised delivery of services, especially where powers relating to that delivery already exist and are held by local transport authorities.

CPT will look to continue and build upon the positive relationship that already is in place between our respective organisations. We offer to work collaboratively along with our operator members to ensure bus becomes not only an obvious alternative to continued car use, but the transport mode of choice for everyone. CPT and our operator members would support any request by TfSE to join in new or existing voluntary partnerships. We will also work closely with TfSE to develop new and exciting payment methods that allow customers to access public transport in a flexible and integrated way that is easy to use and cost effective, whilst also maintaining revenue.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.



TfSE offers an important opportunity to provide strategic direction and bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users across the South East.

For this reason, we very much recognise and welcome the significant value that TfSE will clearly be able to add at a strategic level to support the excellent work already underway at a local level.

Yours sincerely

Karen Tiley
CPT Regional Manager

Mark Purchase
CPT Operations Manager

Rupert Clubb
Transport for the South East

BY EMAIL

3rd July 2020

Dear Rupert,

Transport for the South East - Proposal to Government

As Chair of Enterprise M3 LEP I wish to offer the full support of the LEP to the proposal you intend to submit to Government later this year to demonstrate the strategic case for the creation of a sub-national transport body and how Transport for the South East (TfSE) would fulfil the statutory requirements for such a body

The Enterprise M3 LEP Board considered the final draft of the proposal at its May meeting and agreed with the range of functions and responsibilities being sought for the TfSE. The Board believes that establishment of the TfSE with statutory status would create a regional organisation with the ability to make the case for investment in infrastructure. As a sub-national transport body for the South East TfSE would be able to exercise greater influence over Government, attract more investment in the region and obtain powers over and above those held by specific authorities and LEPs.

As such Enterprise M3 LEP supports the establishment of TfSE as a statutory body.

Yours sincerely



Kathy Slack
Chief Executive Enterprise M3 LEP



Eurovia UK Limited
Albion House, Springfield Road,
Horsham, West Sussex, RH12 2RW
Tel: 01403 215800 Fax: 01403 215801
www.eurovia.co.uk

Our Ref: SW/ah/006/20

6th July 2020

Cllr Keith Glazier
Chair - Transport for the South East

By email: tfse@eastsussex.gov.uk

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Eurovia and Ringway. As you may know, our businesses design, construct, maintain and manage highway and public realm infrastructure in the South East, and nationally.

I confirm that my businesses fully support TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

In particular, we are very supportive of the vital role that TfSE will play in facilitating and accelerating digital and sustainable innovation – particularly as we emerge into a 'new normal'. Some examples of this may include:

Enhanced 5G infrastructure – supporting local business and new ways of working, as well as powering the next generation of semi and fully autonomous vehicles

Re-configuring our high streets – re-imagining our public spaces to create work and social hubs, better manage travel across the region and stimulating our local economies

Supporting mode shift – focusing on the '5 mile' connectors that will enable local cycling, walking, and improved public transport connections

In short, TfSE offers a unique opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users.

For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add to our region and to support a prosperous regional recovery.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Scott Wardrop', written in a cursive style.

Scott Wardrop
Chief Executive

Cllr Keith Glazier
Chair, Transport for the South East
By email: tfse@eastsussex.gov.uk

24th June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing to you to confirm that Gatwick Airport fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

As you know, Gatwick is the UK's second largest airport, playing a key role at the heart of a thriving, vibrant region that makes a significant contribution to the UK economy, tourism and national identity. We are proud of the role we play as a catalyst for the region's economy, and recognise now more than ever the responsibility we have to deliver growth and opportunity as the nation recovers from the COVID-19 epidemic.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

Prior to the COVID-19 outbreak, Gatwick helped bring 5.5 million overseas visitors to our region every year, delivering jobs and prosperity. We look forward to working with TfSE to help build up our sector following such an unprecedented drop in passenger demand. Gatwick sits at the heart of our transport network, and over 1 million regular commuters who live locally use Gatwick Train Station to get to work. They will directly benefit from the £150million upgrade to the station, part funded by Gatwick Airport, which has now begun.

What the COVID-19 outbreak has shown is the interconnectedness of our community – between Gatwick and local authorities, between people and businesses, and between the UK and the world. When the virus has receded, we are very aware that the road back to prosperity might be slow and difficult, but working with TfSE, local businesses, and the local community, we know we can bounce back and once again be a positive force for our region. By working strategically with local highway authorities, local planning authorities, local enterprise partnerships, transport operators, delivery bodies and government, TfSE will be uniquely positioned to influence how and where money is invested for the benefit of our region and the entire country.

Gatwick will play a key role in the region's economic recovery, and we look forward to working constructively with TfSE to make that happen in the months ahead. As Gatwick again looks to grow, we know that TfSE, with the powers to take a strategic view of our region's transport needs, will help deliver for our communities for decades to come. These

must include improving east west connectivity, and continually looking to develop and integrate public transport, including alignment between bus and rail travel.

As an economic and transport hub for the region, Gatwick is keen to play its part in making travel sustainable and inclusive. We hope that TfSE, as a statutory body, can continue to improve our transport networks, and make the region the best connected in the UK.

Yours sincerely,



Stewart Wingate
Chief Executive Officer
Gatwick Airport

Cllr Keith Glazier
Chair
Transport for the South East

By email: tfse@eastsussex.gov.uk

30th June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to Government for Statutory Status

Go South Coast operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight. With a fleet of over 800 vehicles across all brands, we help our customers make over 47 million journeys annually. We are a major employer in the south of England with over 1900 colleagues delivering services every day of the year. We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative on-board technology from free wifi to USB charging points, smart ticketing and cashless payments.

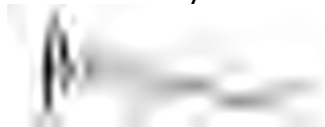
We can confirm our support for TfSE's proposal to government for statutory status, especially in relation to the strategic and economic case the proposal sets out and also the general powers and functions TfSE has requested.

We would like to repeat the comments previously included in our consultation response, and also expressed during meetings with officers that TfSE should primarily be a strategic body that focuses on securing funding and influence for the region, and not on localised delivery of services, especially where powers relating to that delivery already exist and are held by local transport authorities.

It is important that TfSE offers an important opportunity to provide strategic direction and bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users across the SouthEast.

For this reason, we very much recognise and welcome the significant value that TfSE will clearly be able to add at a strategic level to support the excellent work already underway at a local level.

Yours sincerely



**Andrew Wickham
Managing Director**



Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

Wates House
Ground Floor
Wallington Hill
Fareham
Hampshire
PO16 7BJ

Tuesday 16th June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Hampshire Chamber of Commerce.

I confirm that Hampshire Chamber of Commerce fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely

Ross McNally
CEO/Executive Chair
Hampshire Chamber of Commerce

Mark Miller
Chair of Planning & Transport Business
Strategy Group at Hampshire Chamber of
Commerce

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

16th June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Heathrow Airport Limited to confirm that Heathrow fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours Sincerely



Tony Caccavone
Surface Access Director

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

Monday 22nd June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of the Isle of Wight Chamber of Commerce.

I confirm that the Isle of Wight Chamber of Commerce fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely etc.



Steven Holbrook
Chief Executive
Isle of Wight Chamber

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

23rd June 2020

Transport for the South East (TfSE) – Proposal to government for statutory status

Dear Keith

I am writing on behalf of the South East Local Enterprise Partnership (SELEP) to confirm SELEP's support for the proposal to government for statutory status, in both case it makes for investment and the specific powers sought by TfSE.

We have been closely involved with the development of the proposal, along with the associated transport strategy, and have welcomed the attendance of your officers at our Strategic Board meetings to provide regular updates. We believe that the powers requested will enable TfSE and its partners to deliver the vision at the heart of the transport strategy, helping boost our economy, improve quality of life and delivering a net-zero carbon future for our region. Together SELEP and TfSE can play a vital role in supporting the UK's economic recovery from the effects of COVID-19.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

By working strategically with local enterprise partnerships, local highway authorities, transport operators, delivery bodies and government, TfSE will be well positioned to influence how and where money is invested for the benefit of people and businesses in our region and across the entire country.

We look forward to continuing to work as part of TfSE.

Yours sincerely,



Christian Brodie
Chair, South East LEP



Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

26 June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Transport East, the Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend and Thurrock.

I confirm that Transport East fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested. These powers will enable TfSE and its partners to deliver the vision at the heart of their transport strategy, driving sustainable economic growth that benefits not just the South East area but across the whole UK.

As a neighbouring Sub-national Transport Body, we continue to work closely with TfSE on common issues, such as decarbonisation of the transport system, and have been able to help shape the development of TfSE's proposal to government and its transport strategy and associated technical programme.

It is clear that Sub-national Transport Bodies have a vital role to play in supporting economic recovery and sustainable economic growth, as well as improving quality of life and creating a net-zero carbon future.

By working strategically with local enterprise partnerships, local highway authorities, local planning authorities, private sector, transport operators, delivery bodies and government, a statutory TfSE will be uniquely positioned to influence how and where money is invested for the benefit of people and businesses in its region and across the entire country.

We look forward to continuing to work in partnership with TfSE.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Kevin Bentley".

Cllr Kevin Bentley
Chair of Transport East



Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

16 June 2020

Dear Cllr Glazier,

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Transport for London (TfL) who is pleased to be a member of TfSE's Board. It is critically important that London and the South East work together to ensure we secure sustained funding and better public transport for everyone.

I confirm that TfL fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely

A handwritten signature in black ink that reads "Alex Williams".

Alex Williams
Director of City Planning
Email: alexwilliams@tfl.gov.uk
Direct line: 020 3054 7023



Thames Valley Chamber of Commerce Group
150 Edinburgh Avenue ■ Slough
Berkshire ■ SL1 4SS

Tel: +44 (0)1753 870500

Fax: +44 (0)1753 870501

Executive Assistant: Madhu Hafiz: +44 (0)1753 870582

Email: madhuhafiz@tvchamber.co.uk

www.thamesvalleychamber.co.uk

18th June 2020

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of Thames Valley Chamber of Commerce.

I confirm that Thames Valley Chamber of Commerce supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, the Thames Valley the UK's true turbo-economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East, that will also reflect and work collaboratively across the functioning economic area of the Thames Valley, will enable TfSE to speak with:

- one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.
- England's Economic Heartland to collaborate and ensure strategic transport initiatives are supported and delivered.

TfSE offers the opportunity to bring together the public and private sectors across the function economic areas mentioned to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely

Paul Britton
Chief Executive



From: Professor Jane Longmore
☎: 01243 816387
e-mail: j.longmore@chi.ac.uk

Tel: +44 (0)1243 816000

Bishop Otter Campus,
College Lane,
Chichester,
West Sussex
PO19 6PE UK

chi.ac.uk

Cllr Keith Glazier
Chair
Transport for the South East
By email: tfse@eastsussex.gov.uk

16 June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

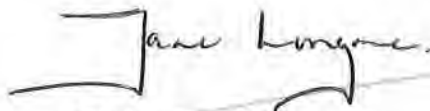
I am writing on behalf of The University of Chichester.

I confirm that the University of Chichester fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



Professor Jane Longmore
Vice-Chancellor

Copy to: Professor Dave Cooper, Head of the Business School, University of Chichester



EST 1839



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ANNIVERSARY
OF HIGHER EDUCATION

Friday, 12 June 2020

CLlr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

Dear CLlr Glazier

Transport for the South East (TfSE) – Proposal to government for statutory status

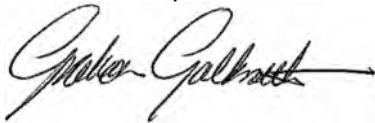
I am writing on behalf of the University of Portsmouth.

I confirm that the University fully supports TfSE's proposal to Government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



Graham Galbraith
Vice-Chancellor

Our Ref: VC-MC-2020 06 26 TfSE

22 June 2020

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

Dear Cllr Glazier,

Re: Transport for the South East (TfSE) – Proposal to government for statutory status

I am writing on behalf of the University of Southampton.

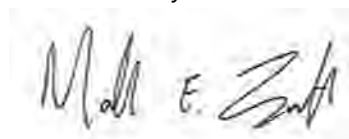
The University's Transportation Research Group, based in the School of Engineering but working across disciplines, is the longest established and largest academic centre for transportation in the South East of England. Overall, the University of Southampton is ranked number two in the world by CWUR for Transportation Science and Technology (<https://cwur.org/2017/subjects.php#Transportation>) and 16 in the 2019 Shanghai rankings (<http://www.shanghairanking.com/Shanghairanking-Subject-Rankings/transportation-science-technology.html>).

I confirm that the University of Southampton fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely,



Professor Mark E. Smith CBE
President and Vice-Chancellor

Cllr Keith Glazier
Chair, Transport for the South East

By email: tfse@eastsussex.gov.uk

22 June 2020

Dear Cllr Glazier,

Transport for the South East (TfSE) – Proposal to government for statutory status

I confirm the University of Sussex fully supports TfSE's proposal to government for statutory status, both in terms of the strategic and economic case it sets out and the specific powers and functions TfSE has requested.

The South East is a vital motor for the UK's economy, contributing more than any other region outside London, and is the UK's principal international gateway for people and goods. The formation of a statutory sub-national transport body for the South East will enable us to speak with one voice on our strategic transport priorities, ensuring a better connected, more prosperous and more sustainable South East.

TfSE offers the opportunity to bring together the public and private sectors to achieve better economic outcomes and to improve the experience for transport users. For this reason, we very much recognise and welcome the value that TfSE will clearly be able to add.

Yours sincerely



Professor Adam Tickell

Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Technical Programme Progress Update**

Purpose of report: **To provide a progress update on the forthcoming area studies, the future mobility strategy, the freight, logistics and gateways strategy, and the carbon emissions assessment work.**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) note the progress on the procurement process to secure a provider to undertake the five area studies;**
 - (2) note progress on the development of the future mobility strategy;**
 - (3) note the progress on the scoping work for the freight, logistics and gateways strategy; and**
 - (4) note the progress on the carbon emissions assessment work.**
-

1. Introduction

1.1 The purpose of this report is to provide an update on the various elements of the technical work programme. The report includes a progress update on the procurement process to secure a provider to undertake the area studies that will identify the interventions needed to deliver the transport strategy. The report also provides updates on the development of the future mobility strategy and on the scoping work undertaken to develop a brief for the freight, logistics and gateways strategy. The report also provides an update on the carbon emissions assessment work that was commissioned to understand the potential impact of the interventions identified as part of the area studies on carbon emissions and the trajectory to net-zero emissions.

2. Area studies procurement

2.1 In September 2019 the Shadow Partnership Board considered a report giving a progress update on the development of the transport strategy and agreed a recommendation that a process should commence to secure a provider to undertake the five area studies. These studies will identify where geographically, when in time, and under what conditions, specific scheme interventions and wider policy initiatives should be implemented to deliver the transport strategy. Maps showing the five radial and orbital study area locations (mapped to constituent authority areas) are contained in Appendix 1.

2.2 On the 9 April 2020, invitations to tender to undertake the area studies work were published by East Sussex County Council (ESCC) (as the accountable body for TfSE) through the Eastern Shires Purchasing Organisation (ESPO) Lot 5 (Highways and Transport Consultants) Framework. The requirement was for one supplier to undertake all five of the area studies. Tenders were returned on 22 May 2020, and three suppliers submitted bids for the work.

2.3 A tender evaluation panel consisting of members of the TfSE Transport Strategy Working Group was convened to undertake the quality and interview assessments, whilst the price and social value evaluations were undertaken separately by the ESCC procurement team.

The tender was evaluated as follows:

- 60% Quality
- 20% Price
- 15% Interview and Presentation
- 5% Social Value

2.4 A preferred provider has been identified and notified. A statutory 10-day standstill period is now in place, following which an inception meeting will be held and work will commence. A further verbal update will be provided at the Board meeting.

2.5 The programme for delivering five area studies will be phased over two financial years. There is currently sufficient funding from the 2019/20 grant allocation for one area study to commence on contract award. The Department for Transport (DfT) are still to advise on the grant award for 2020/21. Confirmation of this would possibly enable further studies to be undertaken in 2020/21, with the remainder subject to a further funding award covering 2021/22. Flexibility has been built into the area studies contract to accommodate different potential funding scenarios, and each study will be commissioned separately as funding becomes available.

2.6 The current timescale for delivering the five area studies is set out in Appendix 2. Initially work will begin on the Outer Orbital Area Study, with other area studies commencing as further funding from DfT is secured.

2.7 Following the completion of the five area studies a strategic investment plan (SIP) will be developed which will set out the prioritised programme of transport scheme investment needed across the South East up to 2050. The procurement process to secure a provider to deliver the SIP will commence later in 2020/21, once the DfT grant determination has been made.

2.8 Updates on progress with the technical work undertaken through the area studies will be presented to the board at future meetings.

3 Future mobility strategy

3.1 In April 2020 members of the Shadow Partnership Board received an update on the procurement process to secure a supplier to develop a future mobility strategy. WSP in partnership with Steer were awarded the contract in March 2020, following a Request for Quote (RFQ) procurement process in accordance with the Procurement Rules operated by East Sussex County Council as the accountable body for TfSE. The value of the tender submitted by WSP and Steer was £97,000.

3.2 The inception meeting for the strategy work was held with WSP and Steer in April 2020. The development of the future mobility strategy consists of four tasks, which are:

- Core Task 1: high level strategy, policy and investment fit;
- Core Task 2: the potential that future mobility interventions could have in meeting future social, economic and movement needs;
- Core Task 3: future mobility strategy development; and,
- Core Task 4: action plan development

3.3 Work has now commenced on the above tasks and the Transport Strategy Working Group will be overseeing the key project milestones to ensure the individual tasks and the overall strategy are delivered to the required timescales as set out in the route map for the transport strategy, including the thematic studies, presented to the Board in April 2020.

3.4 A future mobility steering group has also been convened (as a sub-group of the TfSE Transport Forum), which will be tasked with overseeing the development and implementation of the future mobility strategy and action plan. The steering group is formed of key stakeholders with professional interest in the future mobility area, including local authorities, business, public transport and energy. The steering group met for the first time on 1 July 2020, and will meet regularly throughout the development of the strategy.

3.5 An update on the progress of the future mobility strategy will be presented to the Shadow Partnership Board at the October 2020 meeting.

4 Freight, logistics and gateways strategy

4.1 In October 2019, the members of the Shadow Partnership Board agreed a recommendation that scoping work should be undertaken to enable a brief to be developed for a freight, logistics and gateways strategy. The scoping work included undertaking a number of stakeholder workshops and considering the establishment of a Freight Forum (as a sub-group of the TfSE Transport Forum) which would be tasked with overseeing the development and the implementation of the freight, logistics and gateways strategy. Following a competitive quote process the work was awarded to AECOM and commenced in January 2020.

4.2 Three workshops were held in February/March 2020 with key stakeholders across the TfSE area. The key aims for the workshops were to discuss/confirm the South East region's freight challenges and opportunities and obtain their input into the scope of the brief for the freight strategy.

4.3 The workshops were well attended with 56 attendees representing different aspects of the freight and logistics sector, as well as other stakeholders including local authorities, national agencies and transportation bodies from across the TfSE area.

4.4 Following the workshops, AECOM has produced a scoping study report which, includes a draft brief for the development of a freight, logistics and gateways strategy. This is currently being finalised and will form the basis of the specification for the procurement of a supplier to undertake the strategy development work. Commencement of the procurement exercise to identify a potential supplier to undertake the strategy development work is dependent on confirmation of 2020/21 grant funding from DfT. A report will be brought before the next Board meeting in

October 2020, to update members on progress with the procurement activity for the freight strategy.

5 Carbon emissions assessment work

5.1 At the Shadow Partnership Board in April 2020, members were advised that additional enabling work was required to ensure a robust evidence base is in place for the area studies. This enabling work included the development of a method that would enable the potential impact of schemes and interventions identified in the area studies on carbon emissions to be assessed. This would result in a designed interface between the Emissions Factor Toolkit, in development with the Department for Environment Food and Rural Affairs (DEFRA) and DfT, and the South East Economic and Land Use Model (SEELUM).

5.2 Steer was commissioned through the existing transport strategy development contract to undertake the work. This included the following tasks:

- Updating the existing South East Economic and Land Use Model (SEELUM) to enable the impact of the use of different fuel types, energy sources and fuel efficiency levels and potential changes in fleet mix to be assessed;
- Create an interface for transferring highways data from SEELUM into the Carbon Emissions Factors Toolkit that has been developed jointly by the DEFRA and the DfT;
- Calculate future emissions for rail travel which are not undertaken in the Emissions Factor Toolkit;
- Test the current future demand scenarios that were developed to inform the 2050 vision for the transport strategy;
- Develop and test new scenarios that would enable net zero emissions to be achieved by 2050.

5.3 Workshops were held with the Transport Strategy Working Group and the Transport Forum in June 2020, to develop the new scenarios that would identify the required fleet conversion rates (e.g. diesel to electric, hydrogen), and the measures which would be required to facilitate net zero on a range of timescales including 2030, 2040 and 2050.

5.4 The draft report has been received and is being reviewed by the TfSE secretariat, and will be circulated to the Transport Strategy Working Group for comments. The results of this work and the enhanced version of the SEELUM will then be used in the development of the area studies to determine the impact of the the range of schemes, policies and interventions identified on carbon emissions and the trajectory to net zero. A further update on the outcome of this carbon assessment work will be provided to the Shadow Partnership Board at the October 2020 meeting.

6 Financial considerations

6.1 In May 2019 DfT made a grant award of £500,000 to TfSE to take forward the technical work programme including the area studies. On 13 March 2020, DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that a robust evidence base was in place for the area studies. The remaining funding available from the 2019/20 grant is sufficient to enable TfSE to proceed with commissioning one area study, and to proceed with the future mobility strategy.

6.2 TfSE is waiting for confirmation of the 2020/21 grant award from DfT. The determination of this additional funding will clarify how the technical work programme will proceed, including the timescales for the delivery of the remaining four area studies and the freight, logistics and gateways strategy.

7 Conclusions and recommendations

7.1 The Shadow Partnership Board is recommended to note that the procurement process to secure a supplier to undertake the five area studies has concluded and that a preferred bidder has been identified, with work due to start in July 2020. WSP and Steer have commenced work on developing the future mobility strategy and work is progressing well. Scoping work to develop the brief for the freight, logistics and gateways strategy and action plan, is nearing completion and the procurement process to develop the strategy is planned to commence later in 2020, subject to the availability of grant funding. Additional work to assess the carbon emissions impacts of future transport interventions identified as part of the area studies is progressing well.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Rob Dickin
Tel. No. 07840 649245
Email: rob.dickin@eastsussex.gov.uk

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Appendix 1

Area Study Outline Geographies

Outer Orbital Area Study

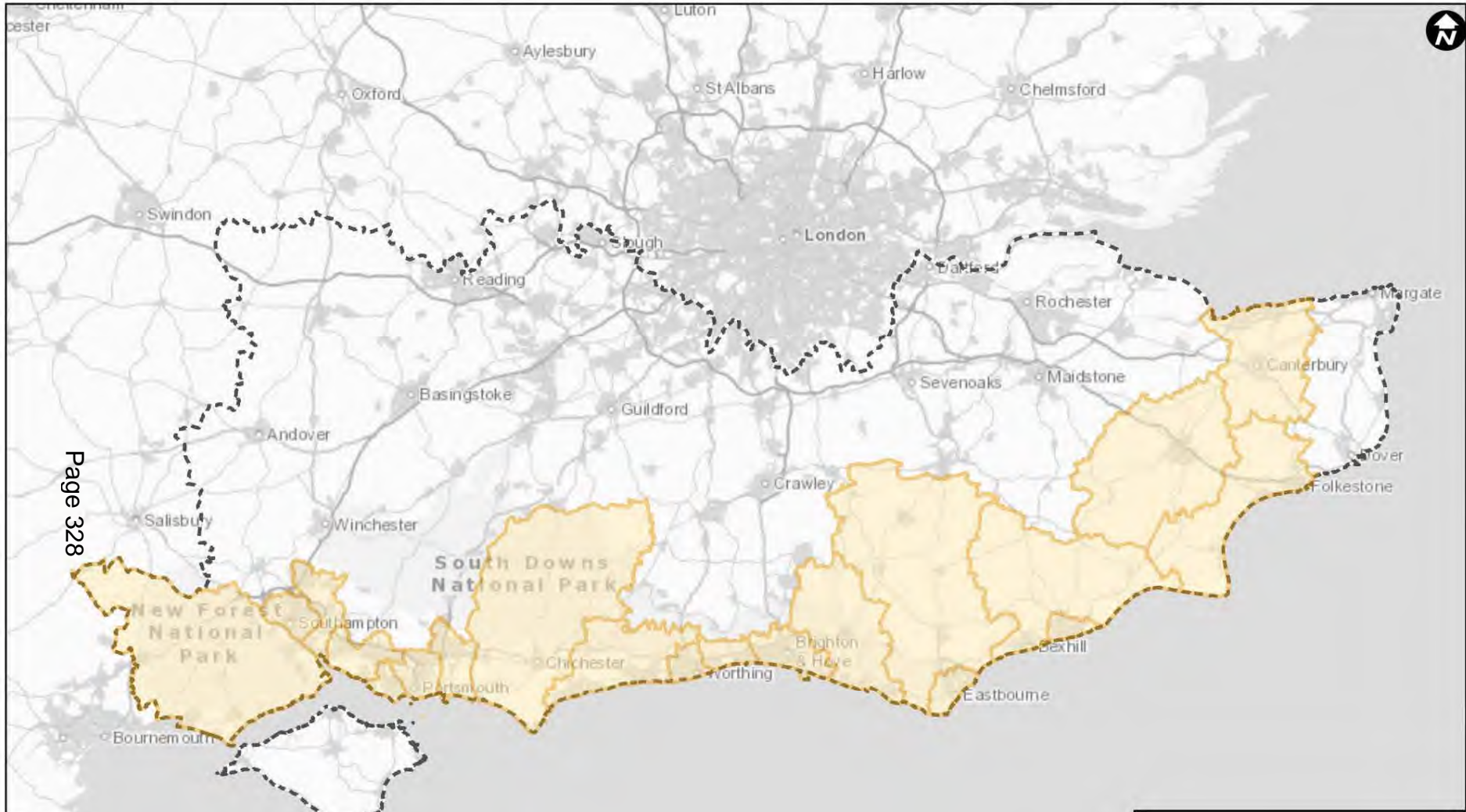
Inner Orbital Area Study

South West Area Study

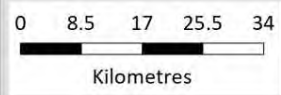
South Central Area Study

South East Area Study

page 327
Strategic Corridors – Roads, Railways and Districts



Page 328

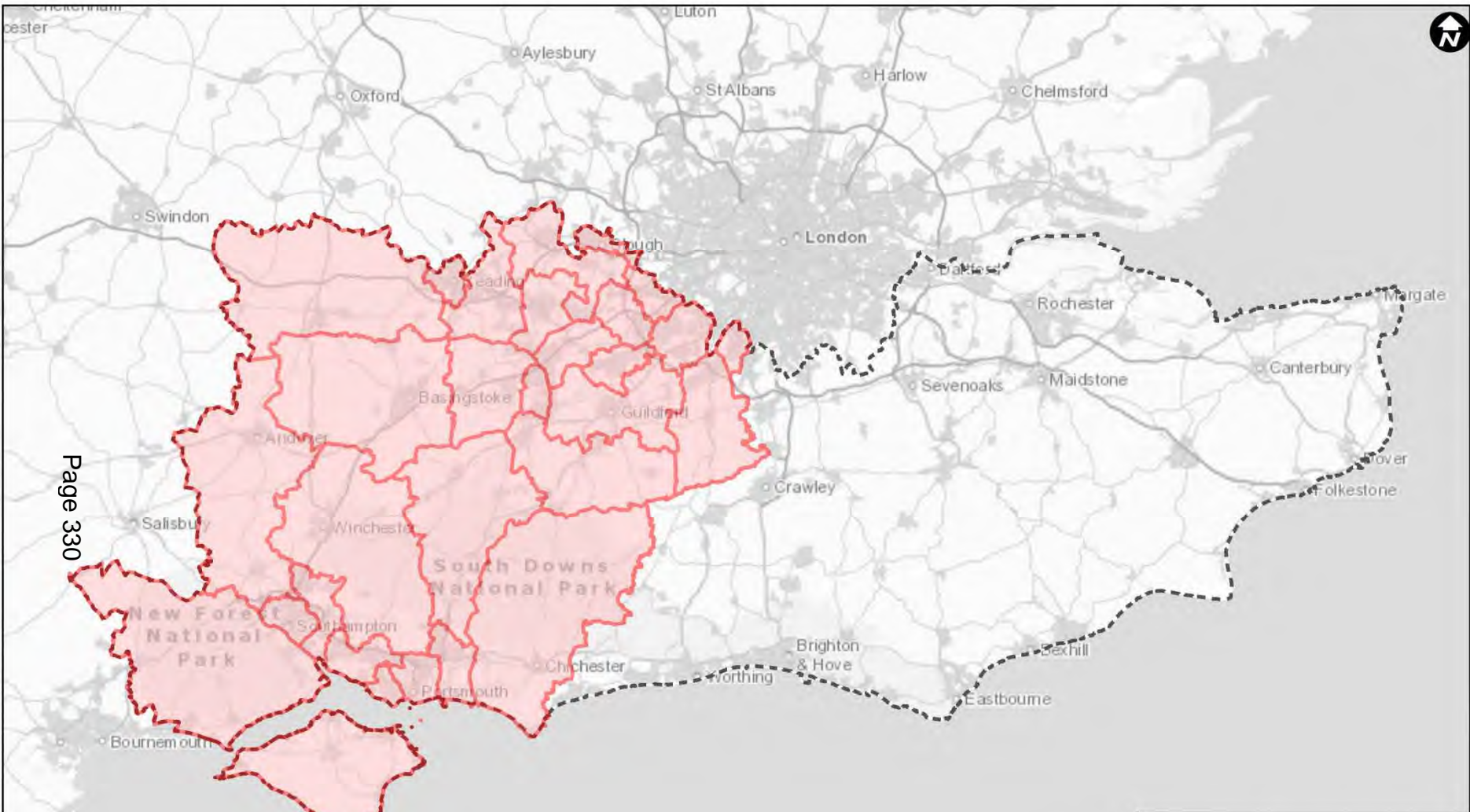


Outer Orbital Area Study Outline Geography

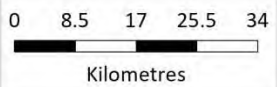


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South West Radial Area Study Outline Geography

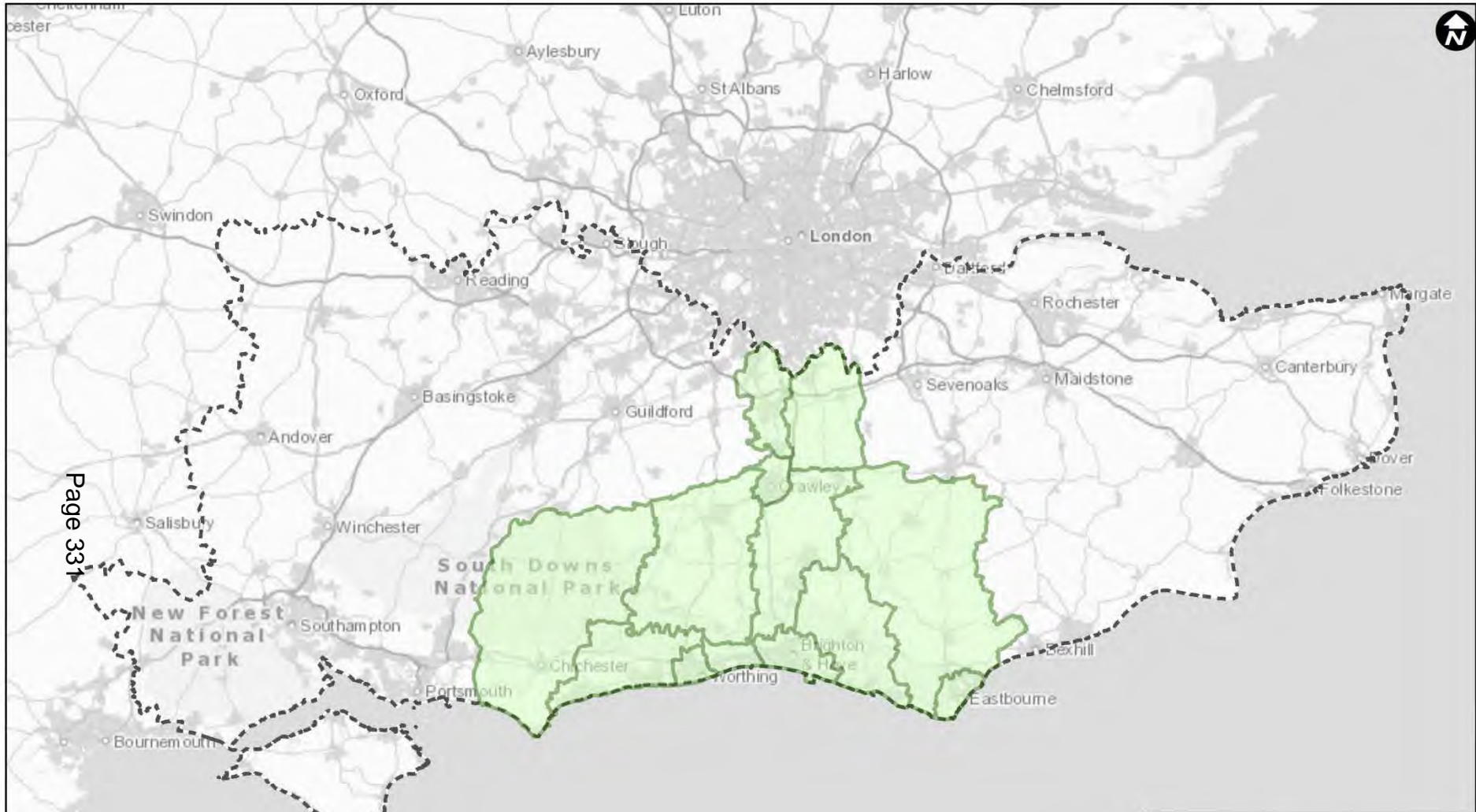


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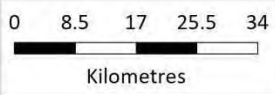
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16/01/2020

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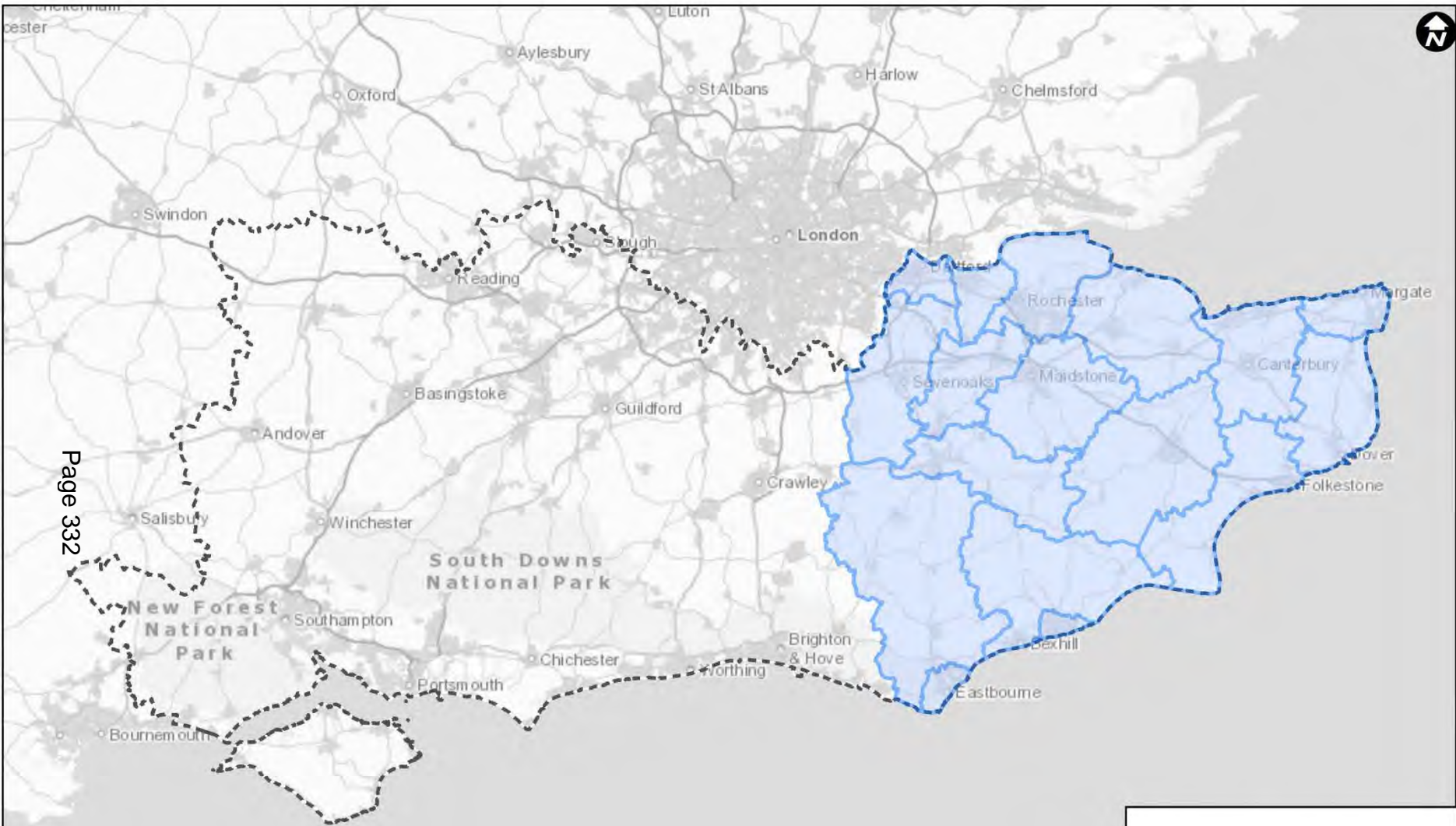


South Central Radial Area Study Outline Geography

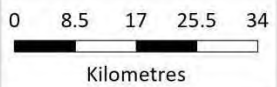


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South East Radial Area Study Outline Geography



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Appendix 2

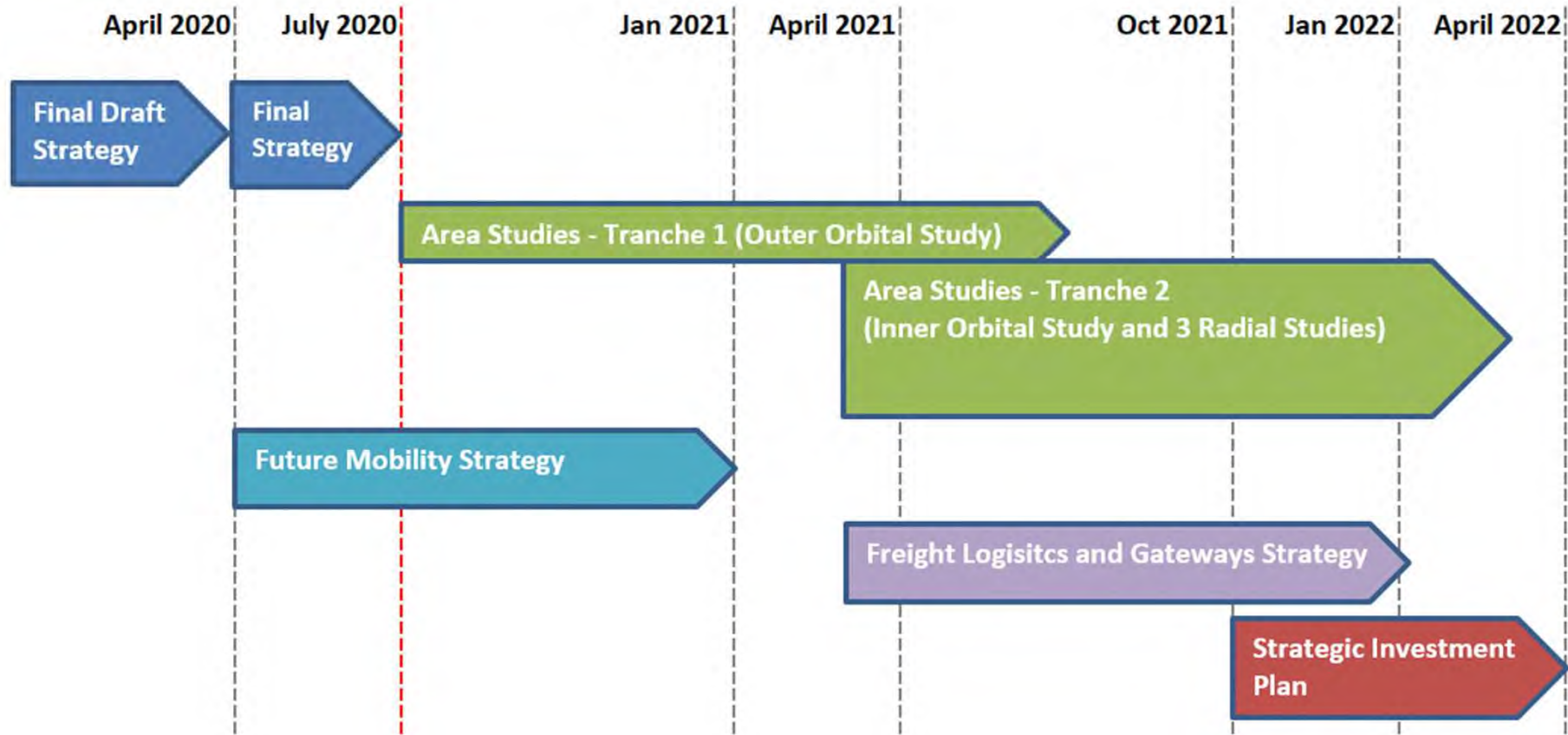
Area Studies and Thematic Studies Route Maps

Scenario 1 – Zero DfT grant

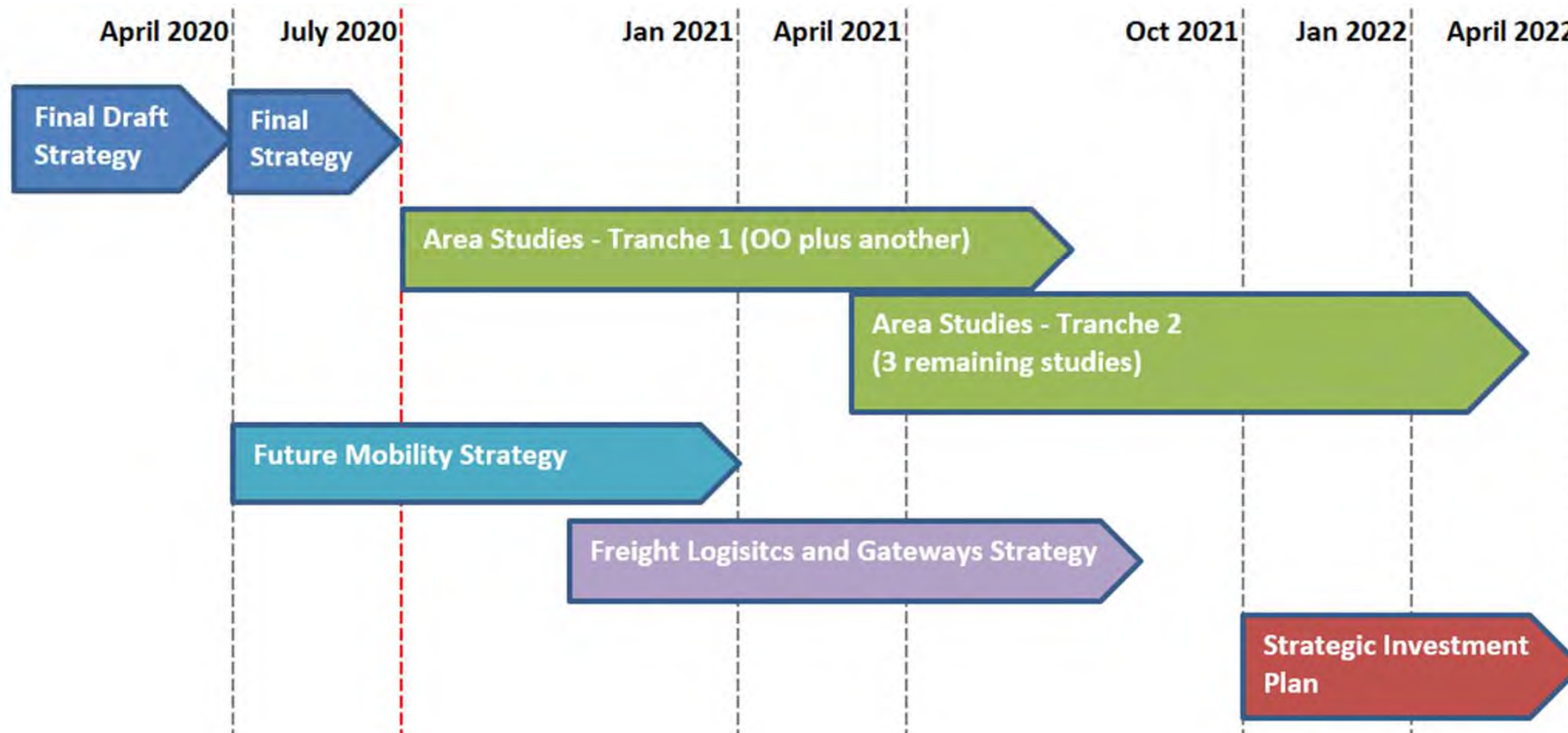
Scenario 2 – £500k DfT grant

Scenario 3 - £1m DfT grant

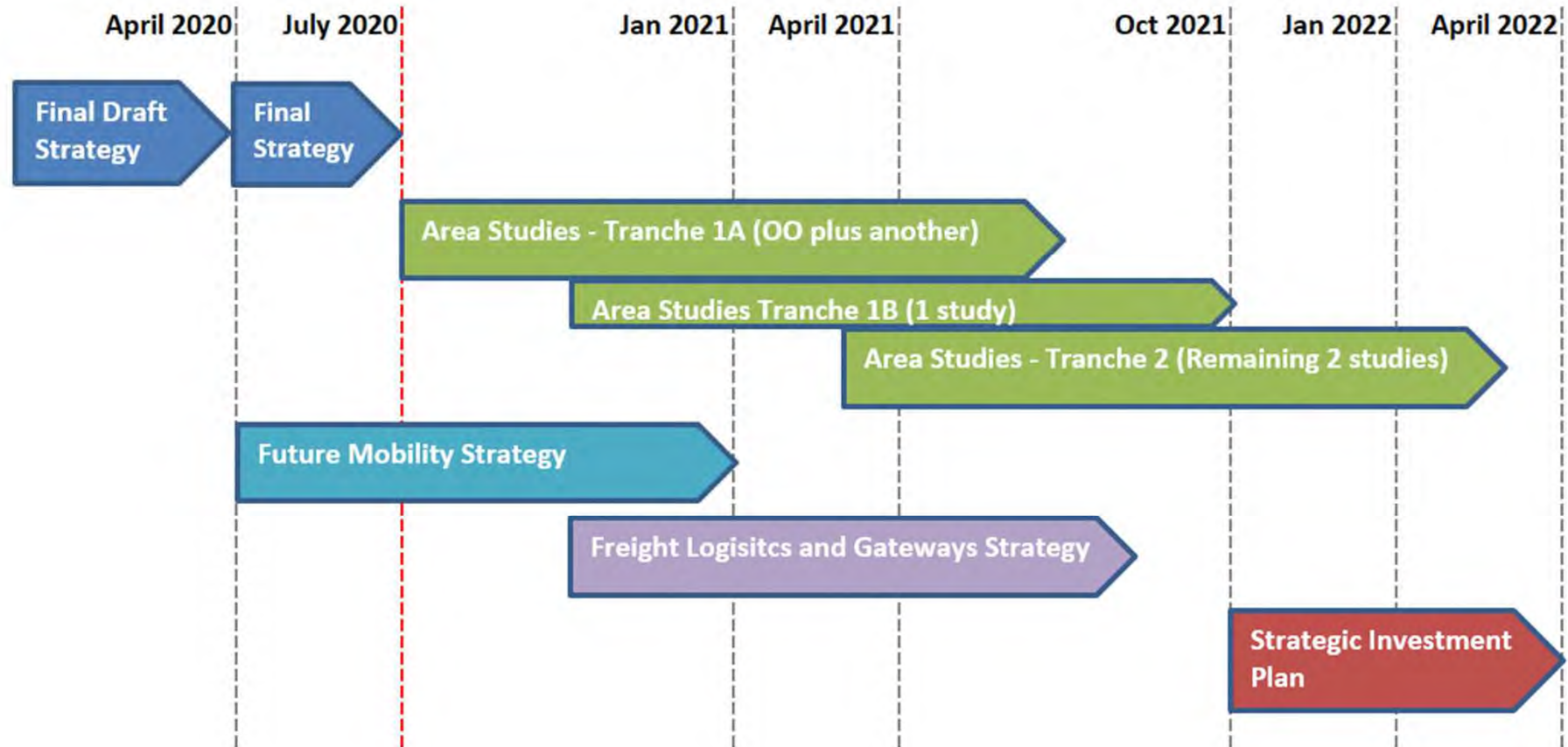
Scenario 1 – Zero DfT grant



Scenario 2 – £500k DfT grant



Scenario 3 – £1m DfT grant



Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Financial Update and Budget for 2020/21**

Purpose of report: **To update on the budget position for Transport for the South East and agree the Business Plan for 2020/2021**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Agree the amended budget proposal for 2020/21;**
- (2) Note the current financial position for 2020/21 to the end of June 2020;**
- (3) Note the update on the position from the Department for Transport; and**
- (4) Agree the final business plan for 2020/21.**

1. Overview

1.1 The purpose of this report is to update the Shadow Partnership Board on the revenue budget for Transport for the South East (TfSE).

1.2 The paper provides an update on the financial position for 2020/21 to the end of June 2020, including an update on discussions with the Department for Transport (DfT) relating to the grant funding allocation.

1.3 The paper also presents the draft Business Plan 2020/2021, which will be published on the TfSE website following agreement by the Shadow Partnership Board.

2. 2020/21 budget

2.1 At the last meeting of the Shadow Partnership Board in April 2020, the Board considered three budget scenarios which were based on potential differing levels of DfT grant allocation. It was agreed that TfSE would start the financial year operating under the zero grant scenario (scenario one in Appendix 1). This enables a number of elements of the technical programme to be taken forward, including the completion of the final transport strategy work and for the future mobility strategy and the area studies to commence following the recent procurement exercises.

2.2 There have been some amendments to the proposed budget scenarios to include the additional technical work on the SEELUM model and the carbon

assessment that have previously been agreed by the Shadow Partnership Board. This does have a small impact on the proposed level of reserves in scenarios 1 and 2 but maintains sufficient reserves to cover costs relating to a closure of TfSE if required.

2.3 Appendix 2 sets out the spend position to the end of June 2020. To date, spend has been focused on staffing costs and the technical programme.

2.4 The technical programme costs, which amount to just over £59,000, have included the finalisation of the main transport strategy, freight scoping report and initial work on the future mobility strategy.

2.5 Due to the current situation with Covid-19, travel expenses and meeting room hire costs have been considerably lower than anticipated. This is likely to lead to a lower than forecast end of year position on operational expenses and staffing costs.

3 Update on discussions with DfT

3.1 In order to complete the work on the area studies and freight strategy, TfSE will require a further grant contribution from the DfT which will ensure that we maintain the pace of development.

3.2 Although the DfT are yet to make any announcements about STB funding for 2020/21, positive discussions have continued with the department at ministerial level and with civil servants. The Chair of TfSE met Baroness Vere on 14 July and will provide an update at the Board meeting on the outcome of this.

3.3 TfSE remains hopeful that grant funding will be received from the Department, allowing the expansion of the technical programme to undertake additional area studies and the freight strategy.

3.4 In June 2019, the Shadow Partnership Board agreed a medium-term financial plan which set out the forecast level of income and proposed annual spend. This demonstrated the need for additional funding from the DfT to enable the transport strategy, specifically the area studies and the strategic investment plan, to be completed. This medium-term financial plan will be updated once the grant settlement for 2020/21 is finalised. This will be presented to the Shadow Partnership Board in October 2020 and will form the basis of the TfSE request for the forthcoming spending round.

4 Business Plan 2020/2021

4.1 In December 2019, the Shadow Partnership Board approved the outline contents for our Annual Report 2019-20 and Business Plan 2020-21, to be published at year end. The Annual Report was approved by the Board in April 2020 (and has been published online and shared proactively with stakeholders) however it was agreed that the Business Plan would remain in draft owing to uncertainty over our future funding position and its impact on the TfSE work programme.

4.2 While the funding position is yet to be resolved, we need to share our priorities for the year with our partners and stakeholders. The Business Plan is a

concise document setting out the key areas of focus, with caveats included where necessary regarding the need for additional funding to complete particular elements.

4.3 A final draft of the document is included as Appendix 3. It will be published on the TfSE website and shared with stakeholders via our usual communications including the 'Connections' newsletter.

5 Conclusions and Recommendations

5.1 The Shadow Partnership Board are therefore recommended to agree the revised budget and to note the financial position to the end of June 2020/21 and the update on discussions with the DfT.

5.2 Members are asked to agree the draft Business Plan 2020/21 for publication on the TfSE website. The Business Plan is based upon the zero-grant scenario, but sets out how the technical work programme could expand if additional grant funding were to be received.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Rachel Ford

Tel. No. 07763 579818

Email: rachel.ford@eastsussex.gov.uk

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Appendix 1: TfSE Revised Budget Scenarios 2020/21

INCOME	Scenario 1: No DfT grant	Scenario 2: £500k grant	Scenario 3: £1m grant
Local Contributions	£382,000	£382,000	£382,000
DfT Grant	£0	£500,000	£1,000,000
Reserves	£263,887	£263,887	£263,887
Carry forward	£226,399	£226,399	£226,399
Committed funding	£557,725	£557,725	£557,725
TOTAL INCOME	£1,430,011	£1,930,011	£2,430,011
EXPENDITURE			
Staffing			
Core Policy Team	£530,000	£530,000	£530,000
Regional Capacity (DfT funded)	£0	£50,000	£125,000
Transport Strategy			
Transport Strategy	£20,000	£20,000	£20,000
SEELUM	£20,000	£20,000	£20,000
Carbon Assessment	£50,000	£50,000	£50,000
Area Studies - Tranche 1	£350,000	£700,000	£700,000
Area Studies - Tranche 2	£0	£0	£350,000
Future Mobility Strategy	£110,000	£110,000	£110,000
Freight scoping	£7,725	£7,725	£7,725
Freight and Logistics Strategy	£0	£75,000	£75,000
Modelling	£6,000	£6,000	£6,000
SIP Brief	£10,000	£10,000	£20,000
Project view	£12,000	£12,000	£12,000
Other strategy costs	£15,000	£25,000	£35,000
Sub national Transport Body Proposal	£41,700	£41,700	£41,700
Operational Expenses	£20,199	£20,199	£20,199
Communications/ Engagement			
Events	£20,000	£20,000	£20,000
Advertising and publicity	£10,000	£10,000	£10,000
Website	£5,000	£5,000	£5,000
Stakeholder Database	£6,000	£6,000	£6,000
Media Subscriptions	£2,500	£2,500	£2,500
Reserves	£193,887	£208,887	£263,887
TOTAL EXPENDITURE	£1,430,011	£1,930,011	£2,430,011

Appendix 2: Budget position end of June 2020

Budget Monitoring - June 2020		
	Revised Budget	Actual YTD
EXPENDITURE		
Salaries (including on-costs)	517,000	100,307
Travel Expenses	13,000	2,292
Subsistence		0
Training		0
Staff costs	530,000	102,599
Transport Strategy	20,000	59,200 ¹
SEELUM	20,000	
Carbon Assessment	50,000	
Area Studies - Tranche 1	350,000	
Area Studies - Tranche 2		
Future Mobility Strategy	110,000	
Freight scoping	7,725	
Freight and Logistics Strategy		
Modelling	6,000	
SIP Brief	10,000	
Project view	12,000	
Other strategy costs	15,000	
Strategy Contingency		
Strategy	600,725	59,200
Proposal to Government	41,700	0
Events	20,000	6,000
Advertising & Publicity	10,000	1,600
Website	5,000	32
Stakeholder Database	6,000	0
Media Subscriptions	2,500	785
Communications and Engagement	85,200	8,417
Operational expenses	20,199	2,131
Contingency/Reserve	193,887	
TOTAL EXPENDITURE	1,430,011	172,347
INCOME		
20/21 Contributions	-324,000	-204,000
DfT Grant		0
	-324,000	-204,000
BROUGHT FORWARD		
Surplus from 19/20	-784,124	-784,124
TfSE Contingency/Reserve	-263,887	-263,887
	-1,048,011	-1,048,011

¹ This figure contains all technical work, not just the transport strategy costs. A full breakdown of the spend against the technical programme will be reported at the October 2020 Shadow Partnership Board.

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Business Plan 2020-2021

June 2020

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About Us

Transport for the South East is a unique partnership for our region, bringing together local authorities, local enterprise partnerships, transport providers and other stakeholders to speak with one voice on the South East's strategic transport needs.

Our region – covering Berkshire, Kent, Hampshire, the Isle of Wight, Surrey, East Sussex and West Sussex – is the second most productive in the country behind London.

It is home to 7.5 million residents and more than 300,000 businesses and is our nation's key international gateway for people and goods. It boasts world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business.

Our focus is on ensuring that this success story continues. We do this by working with partners at a local, regional and national level to drive economic growth, improve quality of life and protect and enhance the environment through investment in a better, more sustainable transport network.



By speaking with one voice, our partnership can influence how, where and when investment takes place in the South East's transport network.

Our 2020/21 priorities

This will be a transformational year for Transport for the South East, marked by the publication of our thirty-year transport strategy and the submission of our proposal to government for statutory status.

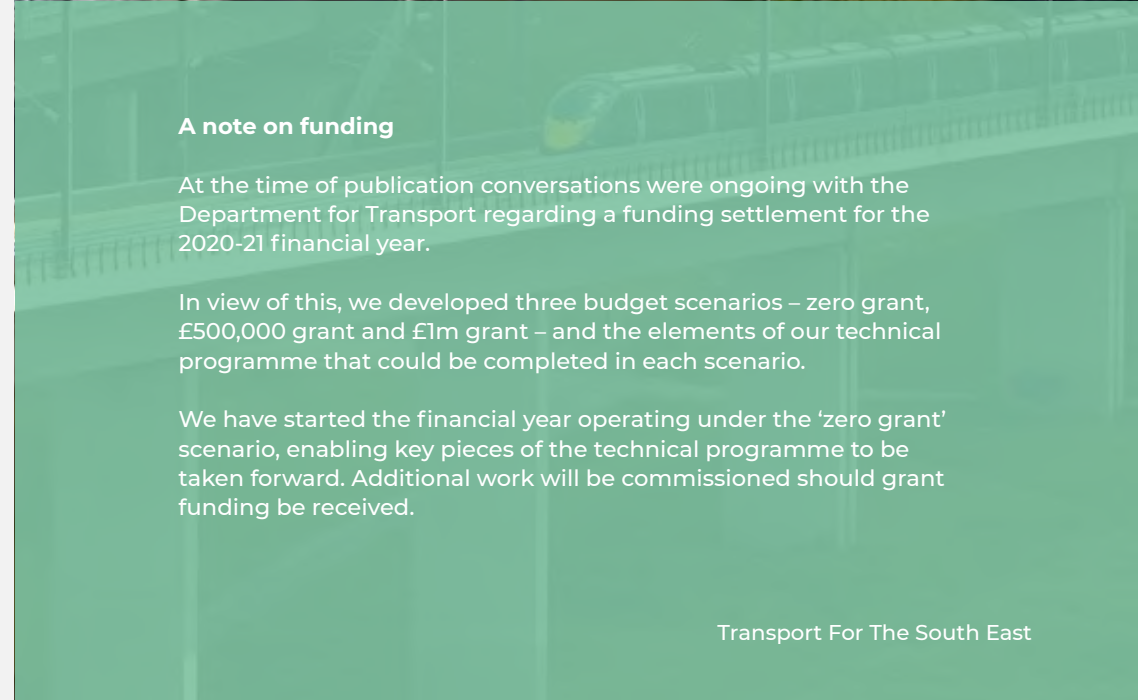
Alongside these major milestones, we'll continue our technical programme, building on the work of the transport strategy to determine what schemes and initiatives might form the basis of our strategic investment plan for the region.

We'll strengthen relationships with the rail industry as we work more closely together on future plans for our region's railways and we'll continue to work with partners nationally and within the South East on how we can make better use of our roads.

We'll work with our partners in local planning authorities to close the gap that exists between transport and wider land-use planning and identify areas where the South East's leading universities can help us advance our work across a range of areas.

And, crucially, we'll help our partners understand the potential impacts of Covid-19, making sure our region's plans for the future are as robust as possible and focused on supporting economic recovery and sustainable growth.

Here's what we're working on over the next twelve months...



A note on funding

At the time of publication conversations were ongoing with the Department for Transport regarding a funding settlement for the 2020-21 financial year.

In view of this, we developed three budget scenarios – zero grant, £500,000 grant and £1m grant – and the elements of our technical programme that could be completed in each scenario.

We have started the financial year operating under the 'zero grant' scenario, enabling key pieces of the technical programme to be taken forward. Additional work will be commissioned should grant funding be received.



Our transport strategy: Turning vision into reality

At the heart of our work programme is our landmark transport strategy, which we will publish in autumn 2020.

The strategy sets out our partnership's thirty-year vision for the South East and how, with the right investment, we can grow the economy, improve quality of life and protect and enhance our environment.

To make that vision a reality, we're embarking on a series of geographic area studies and two thematic studies (covering future mobility and freight and logistics) to determine what the South East's priority transport schemes, initiatives and policies should be.

These will form the basis of our strategic investment plan – a blueprint for investment which we want to deliver with government and national bodies like Network Rail and Highways England. This is currently planned for publication in 2022.



2020/21 priorities

- **Submission of our transport strategy:** Following approval by our constituent authorities and Shadow Partnership Board, we intend to submit our transport strategy to government in autumn 2020.
- **Outer orbital area study:** We'll commission and complete the first of our five area studies, looking at the south coast from the New Forest to East Kent. Working with partners and stakeholders, we'll identify the priority schemes and initiatives to boost connectivity, improve journeys and support sustainable growth in our coastal communities.
- **Future mobility strategy and action plan:** Our transport strategy recommended the creation of a specific strategy and action plan for future mobility, ensuring our region is best placed to take advantage of new and developing transport technology. We'll commission and complete the strategy this year, overseen by a new future mobility steering group who will also monitor the delivery of the action plan.



Funding permitting

- **Further area studies:** Dependant on the level of grant funding we receive from DfT, we'll be able to start work to deliver up to two further area studies this year.
- **Freight, logistics and international gateways strategy:** Our transport strategy also highlighted the need for a specific strategy focusing on freight and logistics in our region as well as the opportunities to develop better connections to our ports, airport and international rail links. The South East is the UK's principal international gateway for people and goods; this work will be critical in identifying how we can support national economic recovery and future sustainable growth.

Understanding the impacts of Covid-19

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To better understand the potential impacts of Covid-19 on people and businesses in the South East we have commissioned a study looking at how various possible scenarios could affect our transport network and investment priorities.

The study uses the South East Economy and Land Use Model (SEELUM) developed for our transport strategy, which simulates the interaction of transport, people, employers and land-use over periods of time. We're working with stakeholders from across the region to ensure we understand what each potential scenario could mean for them.

By allowing us to model potential future scenarios related to the easing of lockdown measures, we can test how effective transport investment will be in helping the South East's economy recover and grow.

The outputs from this work will inform our upcoming area and thematic studies, ensuring the schemes and initiatives put forward deliver the best outcomes for our region in terms of economic recovery and sustainable growth.

Driving sustainable investment in our roads

We will continue working with our partners to make the strongest possible case for investment in our road network to support sustainable economic growth.

That means schemes which support new housing and employment opportunities, provide improved walking, cycling and public transport infrastructure, help reduce congestion and improve air quality and make our streets safer for everyone.

Working with the Department for Transport and Highways England, we will support the development and delivery of the RIS2 programme for 2020-25 and begin the process of shaping the next five-year funding programme to ensure that investment in the Strategic Road Network supports our vision for the South East.

We will also continue to support the progress of regional priority Major Road Network (MRN) and Large Local Major (LLM) schemes, part of a £650m package submitted to government by Transport for the South East in 2019.

2020/21 priorities

- **Major Road Network and Large Local Major schemes:** One of our priority MRN schemes has so far been approved to move to the next stage of development, along with two LLM schemes. Together these schemes would see government investment of more than £220 million in our region. We're working with our constituent authorities and DfT to support the progression of these schemes and the remaining priority schemes we submitted.
- **Strategic Road Network – RIS2 and RIS3:** Three of the 16 priority schemes we submitted for consideration as part of RIS2 have been approved to move to construction. A further eight were identified as 'pipeline' schemes to be developed for consideration as part of the 2025-30 funding window. We will work with our constituent authorities and Highways England to ensure RIS2 schemes are delivered and pipeline schemes are in the strongest position for inclusion in the RIS3 programme.
- **Strategic partnership with Highways England:** We will continue to build a closer and more collaborative relationship with Highways England, enabling us to influence the development of future funding programme, utilise their expertise to best effect locally and share information to help them build a better national picture. The geographic alignment of our area studies with some of Highways England's area studies provides the opportunity to work together to develop consistent methodology and data collection which will be beneficial to us both.

Planning a better railway

This year we will further strengthen and formalise our relationship with Network Rail, delivering a joined-up programme of work in the South East to plan a better rail network for people and businesses.

Our work will be underpinned by a Memorandum of Understanding between TfSE and Network Rail, setting out collaboration in five key areas.

- 1 Facilitating modal shift to rail
- 2 Achieving carbon 2050 targets
- 3 Efficiently aligning taxpayer-funded resources
- 4 Working openly and in good faith
- 5 Better integrated land use planning through partnership working at local, regional and national level

As we move into the next phase of our technical work, we will ensure Network Rail and train operators play their part in developing our area and thematic studies and that the needs of infrastructure owners, operators and passengers are considered at all stages.

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The Covid-19 pandemic has already led to a significant change in the rail franchising system. It remains unclear what further change will come following publication of the Williams Review – but we are ready to play our part in ensuring our region's railway delivers for the South East's people and businesses.



2020/21 priorities

- **Strengthening our partnership with Network Rail:** We will sign a Memorandum of Understanding with Network Rail setting out our shared commitment to joint working.
- **Area and thematic studies:** We will work closely with stakeholders from across the rail industry in the development of our area and thematic studies, ensuring we identify the role that rail can play in achieving our strategic objectives.
- **Making the case for enhancements:** We will continue to support the progression of proposed rail enhancement schemes, including significant capacity and performance improvement schemes centred on East Croydon and Woking and potential connectivity and journey time improvements in coastal Kent and East Sussex via High Speed 1.
- **Responding to the Williams Review:** We will work in collaboration with government and the rail industry to implement any relevant outcomes from the Williams Review.





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We want to formalise our role as the region’s voice for strategic transport by become a statutory sub-national transport body (STB). Statutory status would give us direct influence over government decisions on transport issues and the tools to deliver our transport strategy.

Becoming a statutory body

We have developed a proposal for statutory status which sets out the strategic and economic case for a statutory STB for our region and the specific powers and responsibilities our partners want us to have.

This includes the ability to work across local government boundaries to deliver joined up solutions, like integrated smart ticketing or air quality management zones, which are best tackled at a regional scale.

We will also begin to establish more formal governance arrangements in preparation for the wider constitutional changes needed should we gain statutory status.

2020/21 priorities

- **Submit our proposal to government:** We intend to submit our proposal to government for statutory status in autumn 2020, alongside our transport strategy.
- **Set up new governance arrangements:** A new Governance and Audit Committee will provide independent review and assurance to the board on financial reporting and governance, while a new Scrutiny Committee will provide a focus for the scrutiny and challenge of our decision-making.
- **Develop options for our future operating model:** We will commission a substantive piece of work looking at our potential future operating model as a statutory organisation.
- **Attain certainty of funding:** We will make the case to government for a multi-year financial settlement – rather than the current annual settlement – to enable us to efficiently and effectively plan our work programme.





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Strengthening our relationships

Partnership working is at the heart of what we do. We will continue to nurture and build relationships with a wide and growing group of stakeholders to help embed our strategy across the South East and build support and advocacy.

Our Communications & Stakeholder Engagement team are responsible for this workstream, ensuring we provide our partners with regular news and updates and making sure we identify and build mutually beneficial relationships with people and organisations who share our vision for the future.

2020/21 priorities

- **Transport user and action groups:** Working primarily through our Transport Forum, we will build new and strengthen existing relationships with a range of organisations and groups representing the interests of transport users and the environment.

- **Local planning authorities:** Better integration of transport and land-use planning is a key issue for our partners and stakeholders. Local planning authorities are now represented on our Shadow Partnership Board and our Transport Forum. An event in autumn 2020 focused on our local planning authorities will form part of a programme of work to build on those relationships.

- **Universities:** Our area is home to world-class teaching and research institutes with specialisms in areas relevant to our transport strategy. Initial engagement with university leaders has shown a strong appetite for collaboration; we will focus on turning that enthusiasm into a clear programme to deliver tangible results.

- **Members of Parliament:** There are 71 MPs in the Transport for the South East area representing more than 7.5 million constituents and 300,000 businesses. Their support for our work will be invaluable in helping secure statutory status and continuing to make the case for investment in our region.

- **Potential funders and financiers:** In order to limit costs to the taxpayer and improve the deliverability of our future strategic investment plan, it's vital that we explore options and opportunities to leverage third-party funding and financing.

Resources

Transport for the South East is funded by contributions from our constituent authorities and grant funding from the Department for Transport.

This mixed approach to funding delivers best value for our partners and taxpayers and enables a lean, efficient team to deliver against agreed priorities.

Our team

Transport for the South East has a small secretariat of 7.8 full-time equivalent employees. The team works closely with, and draws additional support from, officers from our constituent authorities and LEPs via officer working groups. This approach to partnership working ensures Transport for the South East provides maximum value to our partners and taxpayers.

In the event that we receive sufficient grant funding from DfT, our board has approved recruitment of additional technical staff to support the delivery of the technical programme.

Our income

Operational and staff costs are supported by contributions from our constituent local transport authorities, which for 2020-21 amounted to £498,000. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities.

Our technical work programme is funded by a grant from the Department for Transport. As mentioned on p5, our funding settlement for the 2020-21 financial year has not been confirmed at the time of publication. In view of this, we have developed three potential budget scenarios and the elements of our technical programme that could be completed in each scenario.

We have started the financial year operating under the 'zero grant' scenario, which still enables key pieces of our technical programme to be commissioned or delivered. A summary of the three scenarios is included on the next page.

Budget scenarios 2020/21

	Scenario 1: Zero DfT grant	Scenario 2: £500k DfT grant	Scenario 3: £1m DfT grant
INCOME			
Local contributions*	£382,000	£382,000	£382,000
DfT grant	£0	£500,000	£1,000,000
Reserves	£263,887	£263,887	£263,887
Carry forward	£226,399	£226,399	£226,399
Committed funding	£557,725	£557,725	£557,725
TOTAL INCOME	£1,430,011	£1,930,011	£2,430,011
EXPENDITURE			
Staffing			
Core team	£530,000	£530,000	£530,000
Additional staff**	£0	£50,000	£125,000
Technical programme			
Transport strategy	£20,000	£20,000	£20,000
South East economy and land use model (SEELUM)	£20,000	£20,000	£20,000
Carbon assessment	£50,000	£50,000	£50,000
Area studies – tranche 1	£350,000	£700,000	£700,000

	Scenario 1: Zero DfT grant	Scenario 2: £500k DfT grant	Scenario 3: £1m DfT grant
EXPENDITURE			
Technical programme			
Area studies – tranche 2	£0	£0	£350,000
Future mobility strategy	£110,000	£110,000	£110,000
Freight scoping	£7,725	£7,725	£7,725
Freight and logistics strategy	£0	£75,000	£75,000
Modelling	£6,000	£6,000	£6,000
Strategic investment plan brief	£10,000	£10,000	£20,000
Project View	£12,000	£12,000	£12,000
Other strategy costs	£15,000	£25,000	£35,000
Proposal for statutory status	£41,700	£41,700	£41,700
Operational expenses	£20,199	£20,199	£20,199
Communications and engagement	£43,500	£43,500	£43,500
Reserves	£193,887	£208,887	£263,887
TOTAL EXPENDITURE	£1,430,011	£1,930,011	£2,430,011

* For accounting reasons, local contribution payments received before the start of the current financial year have been included in the budget 'carry forward' from 2019-20.

** Additional headcount is reliant on receiving sufficient DfT grant funding.

Looking to the future

We entered this financial year amid an unprecedented and unpredictable public health crisis which has fundamentally changed the fabric of everyday life in this country.

Some of these changes will stick while others will fade away as we settle into the 'new normal'. Our challenge, as we begin our area studies and start to get a picture of the priority schemes and initiatives which will form our strategic investment plan, is to work out how transport investment can respond to these changes to support economic recovery and sustainable growth.

These are challenging times for everyone – for the South East’s 7.5m people, for its 300,000 businesses, for our partners in local authorities and local enterprise partnerships and for government, which faces huge pressure on its ability to fund the projects, schemes and initiatives that we know can make a real difference to people’s lives and livelihoods.

That’s why it’s so important that Transport for the South East is able to continue its journey as a statutory body – a strong and empowered champion for investment in our region, working in partnership locally, regionally and nationally to deliver our shared vision for a better future.

Clr Keith Glazier
Chair, Transport for the South East



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Report to: **Shadow Partnership Board – Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the board on communications and stakeholder engagement activity**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note and agree the proposed summer/autumn campaign plan;**
 - (2) Note and agree the supporting ‘at a glance’ document; and**
 - (3) Note the engagement and communication activity that has been undertaken in the past 3 months.**
-

1. Introduction

1.1 Communications and engagement activity since April 2020 has, like so many other areas, been considerably impacted by the Covid-19 pandemic. However, new ways of working have had several unexpected positive consequences and we have been able to fully deliver our planned work programme, as well as continuing to build relationships with new and existing stakeholders.

1.2 Interest in Transport for the South East’s work is at an all-time high. We have implemented a new stakeholder management system, enabling us to streamline our internal processes and start to build better insights around engagement and communications activity. The database holds details of 1,770 individuals who want to be actively engaged with and informed of our activity.

1.3 The most significant difference to this quarter’s activity has been the change in preferred engagement methods. Paper ‘press’ coverage has been limited, whilst social media activity continues to be busy. Telephone, Zoom and Microsoft Teams meetings have been in demand and plentiful.

1.4 We have developed a campaign plan for the summer and autumn period which focuses on the submission of both our proposal for statutory status and the transport strategy to central government. This includes a focus on engagement with MPs to raise awareness of TfSE and our objectives and gain their support.

1.5 This paper provides an update on recent activity, as well as updating Shadow Partnership Board members on the campaign plan for Autumn 2020 (Appendix 1) and seeking approval for the TfSE 'at a glance' document (Appendix 2).

2. Campaign plan, summer/autumn

2.1 We have developed an integrated communications and stakeholder engagement campaign to support the publication of our transport strategy and submission of our proposal to government for statutory status.

2.2 This seeks to support our key business objectives of:

- Developing and delivering a transport strategy and associated technical programme for the TfSE area;
- Securing permanence of funding and status for TfSE; and
- Ensuring TfSE is recognised and valued as the single voice for the South East's strategic needs.

2.3 Board members will have a key role in helping us deliver this strategy, for example by supporting our engagement with MPs and other key political stakeholders and targeted local media activity. We will provide partners and stakeholders with the tools and messaging to communicate their support for TfSE in their own right.

2.4 A high-level summary of the strategy and plan is attached as Appendix 1. Activity is split into a preparatory phase and a delivery phase, with the preparatory phase already well under way (for example by collating letters of support for statutory status and carrying out initial MP engagement).

Key activities

2.5 A full list of activities that will be carried out over the campaign period are specified in the delivery plan, which is available from the TfSE secretariat on request.

2.6 Board members will be kept updated and involved in TfSE's engagement with politicians and other major stakeholders in their specific areas.

2.7 A key activity to note is the TfSE autumn conference titled 'Working together to integrate transport and land use planning'. This theme was the fourth most mentioned topic in the transport strategy consultation responses. It, along with more active engagement with district and borough authorities, has been discussed previously by the Board, and approval was given to develop a work programme to address it. It is proposed that this year's annual conference will take place during w/c 12 October 2020 and will be focused on this topic.

2.8 It is suggested that the event is held in two parts of around two hours each, on the same day, with a break for lunch in the middle. The first session will be targeted at a wide variety of stakeholders including; MPs, political leaders, senior officers, operators and senior representatives of other key audience groups. The second session will be specifically aimed at planning and economic development officers from district and borough authorities.

2.9 The event is being organised by TfSE with a small budget and we hope to attract 150-200 delegates.

3. 'At a glance' document

3.1 In the period since the last Shadow Partnership Board in April 2020, we have been working to ensure that agreed changes have been adequately and carefully reflected in the final version of the transport strategy, as outlined in Paper 4. Alongside the finalisation of the strategy text, we have produced an 'at a glance' summary document, attached as Appendix 2.

3.2 This is a stakeholder-focused, graphics-led publication which introduces TfSE, outlines the transport strategy, seeks input and involvement in the upcoming area studies and reinforces the importance of statutory status to the delivery of our vision. It will be used with all stakeholders to support communications and engagement campaign activities.

4. Recent communications and engagement activity

Supporting the transport strategy and technical work

4.1 In June we held a Covid-19 response scenario planning workshop, involving representatives from key stakeholder groups from across the region. The workshop helped to develop the scenarios that will inform the work being undertaken by TfSE on this topic.

4.2 We identified and engaged a representative group of stakeholders to form the new Future Mobility Steering Group which met for the first time on 1 July 2020. This inaugural meeting sought to establish the roles and responsibilities of key partners and was well received.

Broadening our engagement

4.3 We hosted a private sector meeting with key contacts on 1 June 2020. This was very well attended and there was lively debate and discussion around several topics, including the varying responses to and impacts of Covid-19. A further meeting of this group is planned for August.

4.4 Engagement with universities has continued and we hosted a virtual roundtable meeting on 8 June 2020. Ten universities from across the south east attended as well as several board members. The discussion was of mutual benefit to all and we have received very positive feedback, along with follow-up meeting requests from Brighton, Canterbury, Sussex and Surrey universities. We now also have university representation on the Transport Forum, with the seat currently taken by Portsmouth University. Opportunities for collaborative working with several individual universities will be explored over the coming months.

Political engagement

4.5 All of our regional MPs received an email from the Chair in early June, providing an update on TfSE's progress and introducing the timeline and process for submission of the proposal for statutory status and transport strategy to the Secretary of State. This resulted in several MPs requesting briefings and, as such, we have planned some

virtual MP engagement sessions. The first of these was held on 3rd July, with two more planned for 17th and 24th July 2020.

- These have been organised following feedback from Transport East on a successful initiative that they have started for MP engagement; group 'catch-up sessions' via virtual media. They hold these sessions on a Friday afternoon at 3pm and have secured good attendance.
- Invitations were sent to all MPs at the same time, explaining that attendance will be limited to 15 per session on a 'first to register' basis, although we will run extra sessions if there is demand.
- Once we are clear on which MPs are attending which sessions, the relevant board members will be invited to attend the session.

4.6 The Chair is scheduled to meet with Baroness Vere on 14 July 2020. A verbal update will be provided at this Board meeting.

4.7 Since the last Board meeting, the Chair has held 12 engagement sessions with constituent authorities, LEPs and other board representatives. Some of these sessions consisted of several authorities (i.e. Berkshire and Solent LEP), ensuring that all Board members and their senior officers and/or politicians have received a relevant progress update. These sessions were very positively received, and we are grateful for the help that went in to facilitating them.

Media, social media and digital communications

4.8 Media coverage has been limited this quarter, with activity focused on setting up interviews and other opportunities for the autumn as part of our campaign activity. A joint interview with Network Rail for RAIL magazine has been agreed and provisional agreements reached with a number of other trade publications to discuss our strategy in September.

4.9 Social media engagement has remained high and is focused on promoting our engagement activities and demonstrating that our work continues despite the ongoing challenges.

4.10 In the background, work is well underway on a redesign/rebuild of the Transport for the South East website. The new site will be up and running ready for the publication of the transport strategy and will provide a more engaging experience for all users.

5. Conclusion and recommendations

5.1 The Communications and Engagement Strategy 2020/21 outlines many opportunities for engaging with our stakeholders and strengthening the region's voice on strategic transport issues. Despite the challenges brought about by the Covid-19 pandemic, we have been able to deliver our planned communication and engagement programme and even engage new stakeholders, as well as implementing a new digital stakeholder management solution. We have continued to hold planned meetings, albeit remotely, and have been able to establish new forums that have met for the first time virtually.

5.2 There have been unforeseen positive consequences as a result of our adapted way of working. Engagement has, in many instances, been easier to facilitate now that

cross-regional travel is not part of any meeting plans. Likewise, attendance at larger meetings and forums has improved since lockdown began, with many more delegates able to join without the need to factor in (often significant) travel time. We continue to explore new and improving digital engagement tools to ensure that our continued engagement is appropriate to the situation.

5.3 The Shadow Partnership Board is recommended to note and agree the proposed Autumn 2020 campaign plan, the TfSE 'at a glance' document and note the engagement and communication activity that has been undertaken in the past 3 months.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 1

Comms and engagement campaign, summer/autumn 2020

Our objectives

- To increase awareness of our transport strategy and associate technical programme
- To build support and advocacy for TfSE to become a statutory body
- To build support and advocacy for TfSE to secure a formal, multi-year financial settlement

Target audience

Our activity will target key decision-makers in national government and those stakeholders with the greatest ability to influence them.

Strategy

Our strategy focuses on activity which will deliver greatest value – prioritising face-to-face engagement, localising messaging via relevant Board members where possible, ensuring we set out a clear ‘ask’ for stakeholders to demonstrate their support for TfSE and providing them with the means to advocate on our behalf.

Channels

- Direct engagement (i.e. meetings/phone/video calls)
- Personalised communications
- Mass communications (i.e. ‘Connections’ newsletter)
- Website
- Transport strategy summary document
- Social media activity
- Media activity – national, local and trade press, blogs
- *All supported by partner/stakeholder comms*

Implementation

Phase 1 – Preparation (Jun-Aug)

- Audience segmentation/targeting exercise – DONE
- Initial MP engagement – DONE
- Chair and ministerial meeting
- MP engagement sessions with Chair and Board support
- Media opportunities secured for September
- Letters of support encouraged from stakeholders
- Website upgrade and transport strategy summary doc complete
- Comms and Engagement Working Group to agree joint and supportive comms
- Messaging ‘toolkit’ for stakeholders to enable them to lobby/advocate on our behalf
- Template press releases for constituent authorities/LEPs and other partners

Phase 2 – Go live (Sep-Dec)

- ‘Go live’ comms: Press release and social media activity; Connections; letters to MPs, chief execs, business leaders, ministers and civil servants in all relevant departments
- Supportive media/social media activity from partners and stakeholders
- Potential Parliamentary activity (dependant on interim Parliamentary processes)
- Joint activity with other STBs
- Blogs and trade press features published

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A bold vision for a brighter future

A 30-year transport strategy
for the South East of England.





Transport: the thread that connects us all

The South East is a vibrant, hugely successful region. It acts as a powerful motor for national prosperity, adding more to the UK economy than any region outside London. Our ports, airports and cross-Channel rail links connect Britain to Europe and the rest of the world. Our roads and railways help tie the country together. Our people and businesses drive innovation across a range of high-growth industries.

But that success has come at a cost. Growing congestion and a historic lack of investment means our transport network is under intense strain. Across our region, new housing is being

hampered by inadequate road and rail links. Deprived coastal communities are cut off from growth and opportunity by poor transport connectivity.

A better transport network can affect profound change – connecting people with jobs and training, helping businesses reach markets, bringing family and friends closer together. It can unlock new housing and jobs and help cut carbon emissions. That's why investing in transport is not an end in itself. It is an investment in people, in business, in our environment and our shared future.

Now, more than ever we are determined to make it happen.



What is Transport for the South East?

We're the sub-national transport body for the South East of England. Our partnership brings together 16 local transport authorities, five local enterprise partnerships, 46 district and borough authorities and a range of wider stakeholders from the worlds of transport, business and the environment.

Together, we're dedicated to creating an integrated and sustainable transport system that makes the South East more productive and competitive, improves the quality of life for all our residents and protects and enhances our unique natural and built environment.

Our ambition is to become a statutory body with the powers and funding to drive our strategy forward and help the South East reach its full potential.

By speaking with one voice on our region's transport priorities, we're able to make a strong case to government for the investment the South East needs.

Why statutory status matters

We're putting a proposal to the government to make Transport for the South East a statutory sub-national transport body.

Why does this matter? Because this gives us greater powers and funding certainty required to make our strategy a reality. We will be able to directly influence national transport strategy and investment decision-making to benefit our region – allowing us to transform the transport system for the South East.

“ Our strategy will help the South East's economy more than double over the next thirty years, providing new jobs, new homes and new opportunities – all supported by a modern, integrated and sustainable transport network. ”

Cllr Keith Glazier, Chair,
Transport for the South East

A transport strategy for a more connected, productive and sustainable South East

We think that to achieve a flourishing economy you need a bold, future-focused transport strategy built around people and the places they live, work and do business.

Our mission is to grow the South East's economy by delivering a safe, sustainable and integrated transport system. This approach is not only designed to make the South East more productive and competitive, but also to improve people's quality of life, and access to opportunity. And we are clear that it can't be done at the expense of our precious natural environment.

To support our vision for a net-zero carbon South East by 2050 at the latest, we will work together to develop fully integrated transport, digital and energy networks. This cannot be achieved by considering transport in isolation, but rather in conjunction with skills, innovation, housing, commercial development, and other civic infrastructure. Our partnership is best placed to do just that.

This is where the journey starts towards a brighter, more sustainable future for the South East.



We're on a journey to a sustainable South East

This strategy is an important waypoint on a longer journey, culminating in the publication of our strategic investment plan for the South East in 2022. This will set out, for the very first time, a prioritised programme of investment for our area, created by those who know it best.

The building blocks of the strategic investment plan will come from a series of area studies. These will see us working with partners at a local level to understand the specific schemes and initiatives which will help us deliver our vision. We'll also feed in the results of two key thematic studies – covering future mobility and freight & logistics – to build a comprehensive, effective and futureproof strategic investment plan.

The bold, future-focused transport strategy we need

In the past, transport strategies were devised on a “predict and provide” basis. Planners made forecasts about future transport demand based on past trends, with investment focused on expanding existing transport systems.

We're taking a different approach. By deciding on the future we want for our region, we'll be able to plan a transport system that helps make it happen – putting people and places, not vehicles, at the heart of what we do.

Driving the UK economy:



£183 billion
Gross Value Added
(GVA) and growing

Backing high growth
sectors could deliver
£450 billion GVA

and create
474,000
jobs

Highest productivity in
the UK outside London:



4.3 million
jobs



7.6 million
people

368,000
businesses



Developing a
regional strategic
investment plan



Delivering
the plan



An ambitious vision for the South East

Vision statement

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

This vision is our destination.

To reach it we have identified clear strategic goals, important priorities to focus on – and essential principles that must underpin all of our ideas and actions.



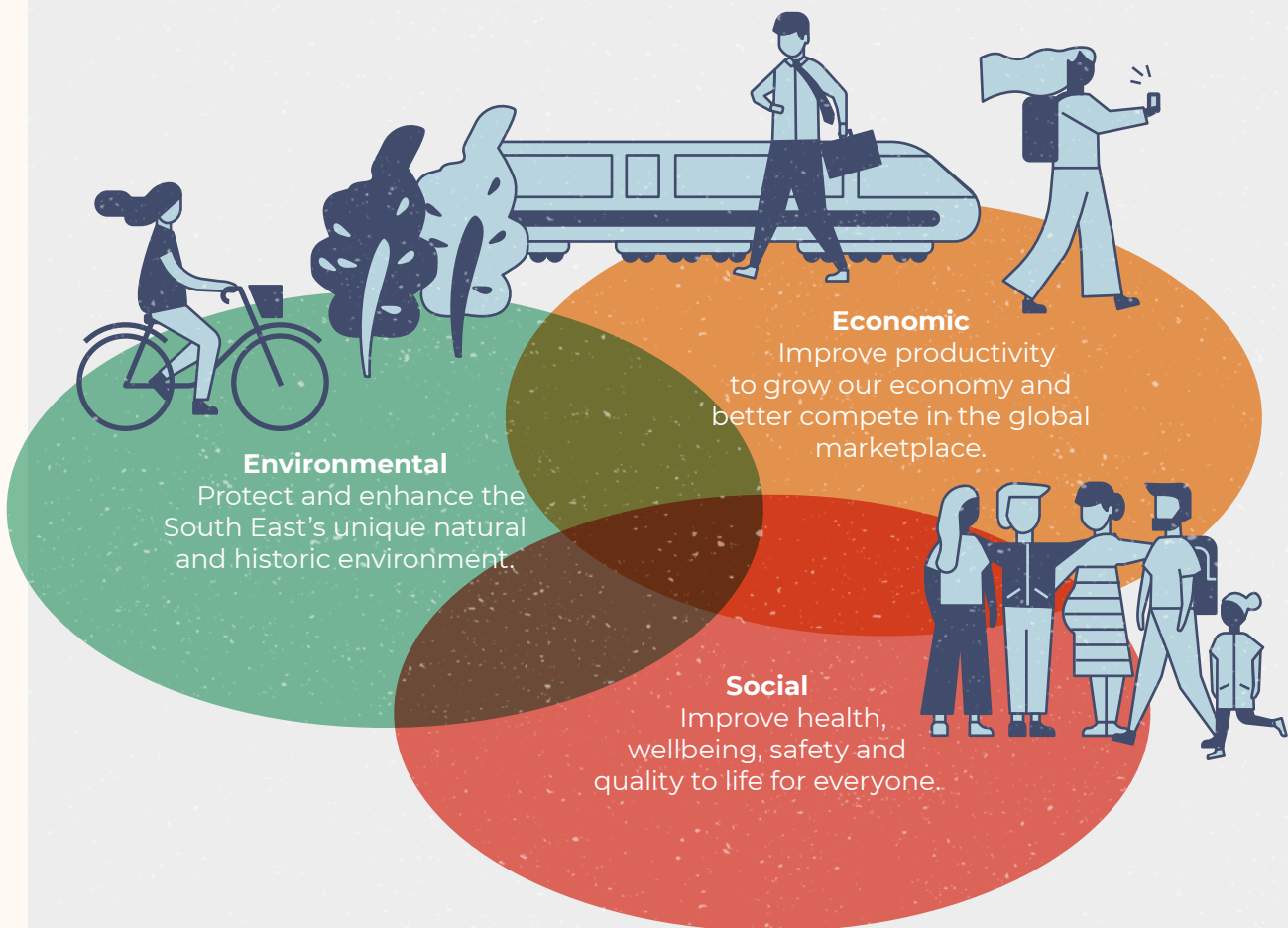
The strategic goals, priorities and principles behind our vision

Our strategy for transport in the South East is built from three elements.

1. The three **goals** we need to achieve to realise our vision.
2. Our **priorities** to achieve these goals.
3. The five **principles** that underpin our strategy.

Our goals and their priorities

The three goals of our strategy are around the ● Economy, ● Society and the ● Environment. Our priorities are the areas we will focus on to achieve these goals.



● Environmental priorities

- Reducing carbon emission to net zero by 2050 at the latest.
- Reducing the impact of, and the need to, travel.
- Protecting our natural, built and historic environments.
- Improving biodiversity.
- Minimising resource and energy consumption.

● Social priorities

- Promoting active travel and healthier lifestyles.
- Improving air quality.
- An affordable, accessible transport network that's simpler to use.
- A more integrated transport network where it is easier to plan and pay for door-to-door journeys.
- A safer network.

● Economic priorities

- Improving connectivity between major economic hubs, ports and airports.
- More reliable journeys.
- A more resilient network.
- Better integrated land use and transport planning.
- A digitally smart transport network.

The principles underpinning our strategy

We use five interconnected principles to identify the issues and opportunities that must sit at the heart of a sustainable transport strategy for the South East. They are the benchmarks against which all of our recommendations are judged.



Supporting sustainable economic growth – but not at any cost

Economic growth can significantly improve quality of life and wellbeing. Yet, if it's not carefully managed the consequences can be damaging. We support sustainable economic growth that leads to positive social and environmental outcomes.



Protecting the environment

We believe future economic growth should be decoupled from damaging environmental consequences. We need attractive, sustainable alternatives to the car and cleaner transport freight, while seeing how to manage demand. Land use and transport planning must be considered together, alongside planning for digital connectivity and power technologies.



Creating great places to live

For our cities, towns and villages to thrive we need a transport network that is fit for purpose. Networks that simply provide for movement along a corridor from place to place without taking into account the surroundings can have damaging social and environmental consequences.

When planning for our transport networks we need to think about their role in improving the places they serve where people can live and work with the highest quality of life.



Putting people first

A transport strategy that doesn't focus on the people who will use it is doomed to fail. We want to put passengers and freight users at the heart of it.

Understanding why people make different journeys and use different modes, routes and times to travel is vital. It's also about seeing the whole of a person's journey, not just focusing on one part. This will help improve how modes of transport are physically integrated, but also make planning and paying for journeys



Planning regionally for the short, medium and long-term

This strategy draws extensively on the excellent work done by local planning authorities and local enterprise partnerships. We use this wealth of information to adopt a larger scale perspective that looks across the South East, and our connections with London and neighbouring regions.

By taking an holistic view of the transport system we can see how everything from the Strategic Road Network and intercity rail services to rural bus operations, all relate and interplay with each other. We can use this wide-lensed view to make suggestions that will have the biggest impact and highest chance of success.

Six types of journey. One sustainable strategy.

As we're developing our strategy and potential future investment priorities, we're considering the opportunities and challenges for different types of journey. Every one of the South East's 7.5 million people and 300,000 businesses is different, and their transport needs are equally unique. By considering how and why a wide variety of people travel and goods are moved, we've been able to identify six types, or legs, of journey.

The potential solutions we have identified at this stage are not firm recommendations for investment – they will be explored further in our area and thematic studies as part of the process for developing our strategic investment plan.

What they do show is the kinds of interventions we'll be looking at with our partners,

and which are consistent with the goals, priorities and principles that underpin the transport strategy.

Radial journeys

These are longer journeys using major roads and motorways radiating from the M25 and main line railways to and from central London. They also include journeys between parts of our area and the South West and the south Midlands. Congestion, and overcrowding, as well as air and noise pollution where major routes pass through urban areas, are big challenges that need to be addressed.



Orbital and coastal journeys

These are longer east-west passenger journeys across the South East region. There are fewer roads and railways, and the routes that do exist have lower capacity than radial corridors. It's often faster and easier to travel via London than use orbital rail and road, so investment here needs to look at speeding up journey times by rail in particular.

Inter-urban journeys

These are medium-distance journeys between our main towns and cities or connecting with major roads and motorways. Bus is the primary means of public transport but growing congestion could harm the viability of services. Support for the bus sector is vital, as is better integration between public transport and cycling.

Local journeys

These are any type of short distance journey to destinations within the same village, town or city, including walking and cycling. They also include the first and last stage of longer distance journeys and are an important element of other journeys. Better connected and low-cost public transport is essential to reduce congestion and pollution and improve safety in urban areas, and increase connectivity in rural places.

International gateways and freight journeys

The South East's ports, airports and international rail links are vital to the UK economy and a major source of jobs and commerce. New public transport links to the airports in the region are needed, alongside improved

road and rail routes to our ports. We support investment in freight schemes to move goods from lorries and vans to rail and other lower carbon modes where suitable.

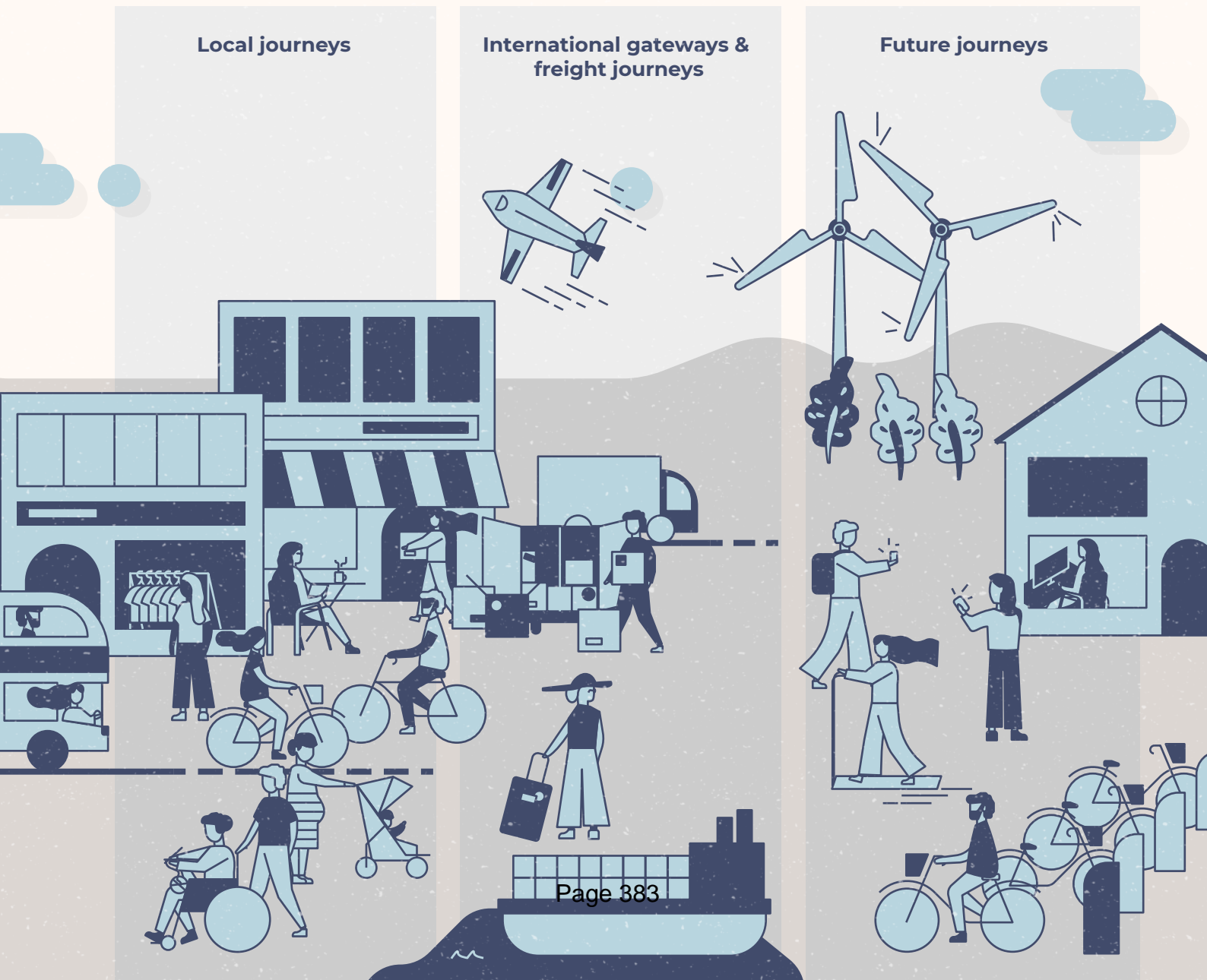
Future journeys

These are any journey using emerging technology – from e-scooters, shared-ownership car schemes and smart ticketing, to fully integrated 'mobility as a service' door-to-door multimodal journeys, paid and planned for in one go. This rapidly developing area could change all aspects of how we travel. We have commissioned a separate future mobility strategy to influence future initiatives.

Local journeys

International gateways & freight journeys

Future journeys





Making our plan a reality

Ours is a bold and ambitious thirty-year transport strategy for the South East. It's the culmination of unprecedented joint working by partners from across the public and private sector. And it sets out, for the first time, a shared vision of a more connected, productive and sustainable future for our region.

Yet this is just the start. We need engagement from key stakeholders to shape our understanding of what's needed to make our plan for the South East a reality.

Carrying out area and thematic studies

We will carry out a number of area and thematic studies to identify the specific schemes and policy initiatives that will be needed in different parts of the region. They will assess the impact of these measures against our transport

strategy's economic, social and environmental goals, including carbon emissions in the South East. Alongside the area studies, we will carry out two thematic studies: one on freight and international gateways, and the second on future mobility. Your engagement in this process will be essential to its success.

Developing a strategic investment plan

The outputs of the area and thematic studies will be brought together and prioritised to feed into a strategic transport investment plan for the South East. This will be developed in partnership with stakeholders from across the region including Highways England and Network Rail.

Getting statutory status

We're submitting a proposal to government for Transport for the South East to become a



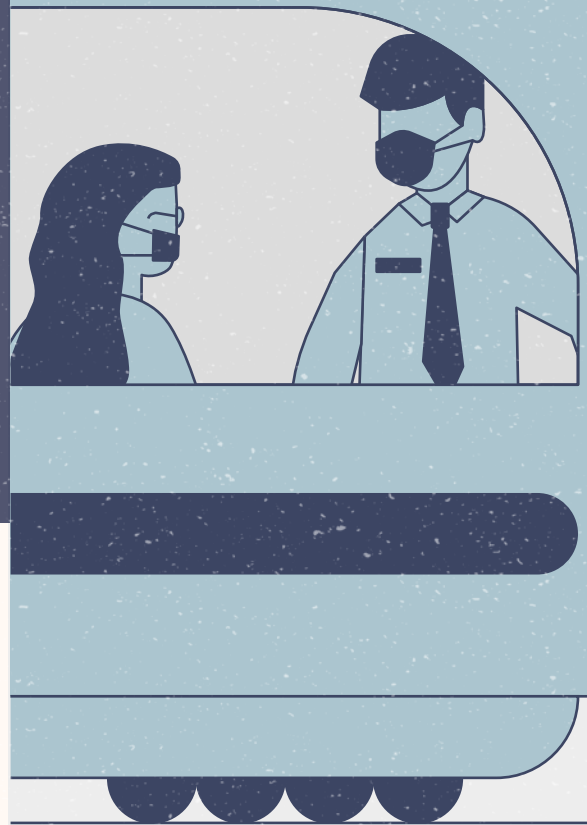
We're pushing for statutory status because it allows us to become a truly empowered champion for the region, able to make the strongest case for transport investment. The powers and responsibilities we are seeking are essential to delivering our vision for the South East.

statutory sub-national transport body. We're pushing for this because it allows us to become a truly empowered champion for the region, able to make the strongest case for transport investment. The powers and responsibilities we are seeking are essential to delivering our vision for the South East.

Securing funding

Transport for the South East aims to operate a mixed funding model. Staff and operational costs are funded by contributions from our constituent authorities, while our technical programme is funded by the Department for Transport via an annual grant.

Our partners are clear that a more formalised, multi-year financial commitment is needed from government for us to operate efficiently and effectively and drive forward our strategy. Statutory status should enable this to happen.



Understanding the impacts of Covid-19

Our vision for 2050 represents the future we want for our region. But we can't ignore the unprecedented impacts of the Covid-19 pandemic on the economy and our day-to-day lives and what it could mean for our future investment priorities.

That's why, before embarking on our area studies, we carried out an important piece of work looking at a range of potential 'unlocking' scenarios and how they could affect employment, business activity and travel patterns here in the South East.

We talked to a number of our key partners to help get a detailed picture of how our region's economy – and the millions of people who make it tick – might respond.

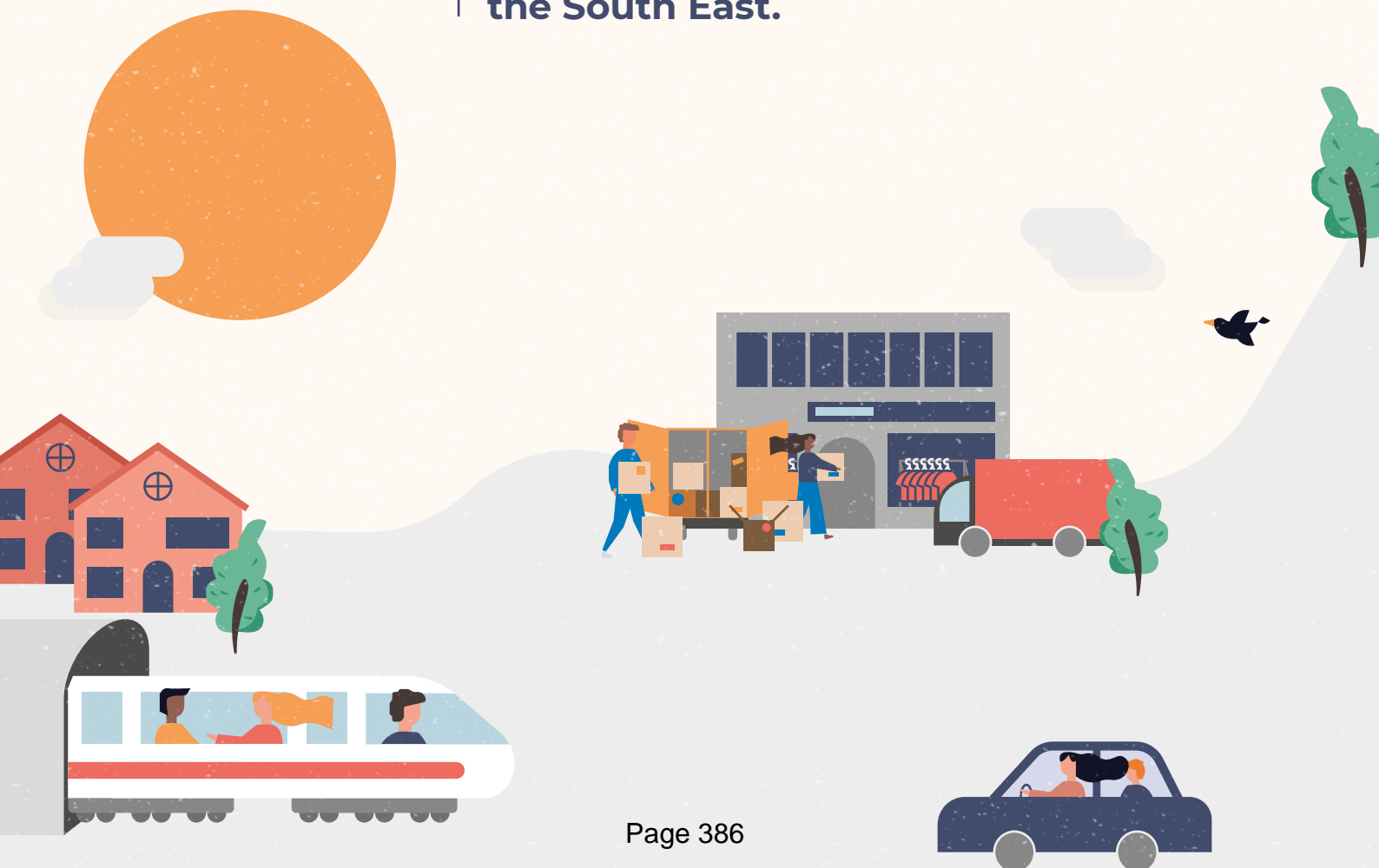
The results of this work will allow us to test that the schemes and initiatives put forward in our area studies deliver the best outcomes for our region – helping us move towards that vision for 2050 while also supporting economic recovery in the South East and across the UK.

**Working
together for
a better
South East**

A bright future awaits the South East. Our bold and ambitious transport strategy will breathe life into the economy in a sustainable way, while putting people and the places they live, work and do business, at its heart.

Yet for this strategy to succeed we need to work together. We need your input and ideas on which schemes, initiatives and policies to prioritise our investment. So please come and be part of our vision for a better South East.

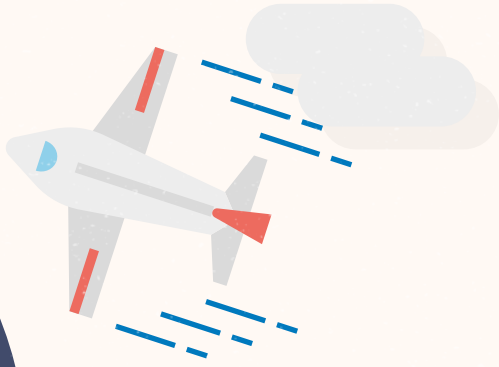
With your engagement and involvement we can speak as a single, powerful voice and deliver our shared vision for the people, businesses and communities of the South East.



Find out more
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Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **16 July 2020**

By: **Interim Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 30 June 2020 and inform the Board of the Transport Forum’s recommendations.**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note the recent meeting of the Transport Forum;**
 - (2) Note and consider the comments from the Forum on the carbon assessment methodology; and**
 - (3) Note and consider the topics to be discussed at future Forum meetings.**
-

1. Introduction

1.1 The purpose of this report is to update the Shadow Partnership Board on the most recent meeting of the Transport Forum and the Forum’s future work plan.

1.2 Due to the current situation with Covid-19 the meeting took place virtually and was attended by more than 40 members of the Forum.

2. Feedback from Transport Forum Meeting on 30 June 2020

Covid-19 – identifying a ‘new normal’

2.1 The Forum were updated on the Covid-19 work Steer have been instructed to carry out following the April 2020 Shadow Partnership Board. Steer were instructed to initiate work to identify the potential impact of the Covid-19 pandemic on future travel behaviour in the TfSE area. Steven Bishop gave a presentation explaining the work they have been undertaking, when it will be finished and what the next steps will be with the information produced.

Summary of Forum comments

2.2 Forum members were keen to explore the Covid-19 impact further. Once the first area study commences, this will be a good opportunity to investigate the impacts in more detail.

Work programme update

2.3 Rob Dickin and Sarah Valentine updated the forum on the area studies, freight and future mobility strategies. Rachel Ford updated the forum on the proposal submission and Mark Valleley updated the forum on the Transport Strategy design and publication.

Summary of Forum comments

2.4 Forum members were keen to be kept informed and involved in the work programme as it moves forward.

Carbon impact assessment methodology

2.5 A workshop was held to understand and contribute to, Steer's development of a method (as an add on to SEELUM and interfacing with DfT and DEFRA's Emissions Factor Toolkit) that would enable the potential impact of schemes and interventions identified in the area studies on carbon emissions to be assessed.

2.6 The aim of the workshop was to develop the new scenarios that would identify the required fleet conversion rates (e.g. diesel to electric, hydrogen), and the measures which would be required to facilitate net zero on a range of timescales including 2030, 2040 and 2050. The outcomes of the workshop will be reflected in a report produced by Steer and the enhanced version of SEELUM.

Summary of Forum comments

2.7 There was an agreement that incentivisation of public transport needed to be high on the list of interventions to be explored.

2.8 The issue with transport connectivity in rural areas is an area that needs to be tackled in order to reduce the reliance on the private car.

2.8 Forum members felt the time allocated to discuss this topic was too short and they would have appreciated more time to discuss these issues and considerations.

3. Future Transport Forum Engagement

3.1 The next meeting of the Transport Forum will be held on Tuesday 06 October 2020. Some future subjects to be discussed are; the link between transport and planning policy, the Williams Rail Review, carbon pathways, future transport and energy concerns and the Confederation for Passenger Transport's future bus strategy.

4. Conclusions and recommendations

4.1 It is recommended that the Board note the successful virtual meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders. It is also recommended that the Board note the future programme of the Transport Forum.

4.2 It is recommended that the Board note and consider the comments raised by Forum members.

GEOFF FRENCH

**Interim Chair of the Transport Forum
Transport for the South East**

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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **16 July 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Responses to Consultations**

Purpose of report: **To agree the draft responses submitted to various consultations**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to endorse the draft responses to the following consultations:

- (1) Department for Transport - Legalising rental e-scooter trials: defining e-scooters and rules for their use;**
 - (2) Department for Transport – Freeports consultation;**
 - (3) Reading Borough Council - Reading Transport Strategy 2036;**
 - (4) Department for Transport - Future of transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service; and**
 - (5) Department for Transport – Consultation on ending the sale of new petrol, diesel and hybrid cars and vans.**
-

1. Introduction

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations. This paper provides an overview of the response to the following consultations:

- Department for Transport - Legalising rental e-scooter trials
- Department for Transport - Freeports
- Reading Borough Council - Reading Transport Strategy 2036
- Department for Transport - Future of transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service
- Department for Transport - Ending the sale of new petrol, diesel and hybrid cars and vans

2. Department for Transport – Legalising rental e-scooter trials: defining e-scooters and rules for their use consultation

2.1 The Government were seeking views on the proposed regulatory changes to allow e-scooter trials to begin. These changes will establish the rules for e-scooters and their users. DfT are running trials as they assess whether e-scooters should be legalised in the UK. This consultation closed on 2 June 2020.

2.2 The consultation asked about:

- A definition of an e-scooter and its physical design
- The maximum speed and power limits for scooters to be allowed during the trial
- The rules for legal e-scooter use during trials

2.3 This consultation is part of the 'Future of transport regulatory review' for which the Department for Transport are running a call for evidence, which includes seeking evidence on micromobility vehicles (including e-scooters), flexible bus services, and mobility as a service. A response to that consultation has also been prepared, which is discussed later in this Paper.

2.4 A copy of the draft TfSE response to the consultation on the e-scooter trial is contained in Appendix 1. The draft response supports the trial of e-scooters being expedited, but also highlights the need for providing local transport authorities with the powers to deal appropriately with street clutter and vandalism, as well as protecting the public realm for other users.

2.5 The monitoring and evaluation of the e-scooter trial will be important in determining its success. Strong monitoring throughout the trial will be needed to determine if it reduces car-based transport or if it extracts passengers from public transport and other active travel modes.

2.6 A more detailed response on micromobility will be submitted by TfSE in response to the 'Future of Transport Regulatory Review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service' in due course.

2.7 As the consultation closed on 2 June 2020 the draft response contained in Appendix 1 was submitted in advance of the deadline. Members of the Shadow Partnership Board are recommended to agree the draft response.

3. Department for Transport – Freeports consultation

3.1 The Government is working to boost economic activity across the UK, ensuring that towns, cities and regions across the country can begin to benefit from opportunities of leaving the EU. As part of this initiative, the Government aims to create up to 10 freeports in locations across the UK.

3.2 Freeports, would have different customs rules to the rest of the country. The Government has the following objectives for UK freeports:

- establish freeports as national hubs for global trade and investment across the UK;
- promote regeneration and job creation, particularly in deprived communities;
- create hotbeds for innovation.

3.3 The Government has drawn on evidence from freeports around the world to develop a UK freeport model. The proposed model includes tariff flexibility, customs facilitations and tax measures. The Government is also considering planning reforms, additional targeted funding for infrastructure improvements and measures to incentivise innovation.

3.4 To support this work, the Government ran a formal consultation to gather thoughts on its plans for freeports. Collated views gathered during the consultation will be fed into the policy development process.

3.5 This consultation closed on 13 July 2020. A draft officer response to the consultation was submitted, which is contained in Appendix 2. The draft response recognises the role that freeports could have in supporting economic growth in the TfSE area and wider UK and that they could potentially form part of the economic recovery from Covid-19. TfSE have spoken to partners, e.g. LEPs and gateways, throughout the development of this response to show that we have considered the views of key stakeholders. Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 2.

4. Reading Borough Council – consultation on Reading Transport Strategy 2036

4.1 Reading Borough Council have launched a statutory consultation on the proposed draft Reading Transport Strategy. The draft Reading Transport Strategy 2036 (RTS 2036) has been developed as the statutory Local Transport Plan (LTP4) for the Borough of Reading and sets the strategy to 2036 for a cleaner, healthier and more sustainable Reading. The draft RTS 2036 contains schemes to tackle poor air quality and congestion and to help Reading achieve its net zero carbon target in less than a decade.

4.2 The consultation closes on 30 August 2020. A draft response to the consultation is contained in Appendix 3. This response gives full support to the draft Reading Transport Strategy 2036 as it has many synergies with the TfSE transport strategy, including the recognition of the challenges and opportunities in adapting to a changing future, addressing climate change, air pollution and improving connectivity for residents. Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 3.

5. Department for Transport – Future of transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service

5.1 The Government have initiated a call for evidence seeking information and views on 3 areas of the 'Future of transport regulatory review'. The 3 areas are:

- Micromobility vehicles
- Flexible bus services
- Mobility as a service (MaaS)

5.2 The call for evidence asks:

- whether certain micromobility vehicles (such as electric scooters) should be permitted on the road, and if so what vehicle and user requirements would be appropriate;
- how effective existing rules are around flexible bus services, and which other areas of the bus, taxi and private hire vehicle framework should be considered in this review;

- What the opportunities and risks of mobility as a service (MaaS) platforms might be, and what role central and local government should play in their development.

5.3 This consultation closed on 3 July 2020. The draft officer level response contained in Appendix 4 was submitted in advance of the deadline. The draft response supports the need for a review of the regulations relating to future mobility to ensure that opportunities to embed new technology within our transport network are developed in a way that places the consumer at the heart of the system. The regulations must work for the consumer, helping them to make sustainable travel choices in the easiest ways possible, which will assist in decarbonising transport, and help in the post Covid-19 recovery. The draft response sets out how TfSE would be keen to work closely with DfT to play its part in fostering the development of future mobility, by helping to embed the changes that result from the review. Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 4.

6. Department for Transport – Ending the sale of new petrol, diesel and hybrid cars and vans consultation

6.1 The Government is seeking views on bringing forward the end of the sale of new petrol, diesel and hybrid cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible.

6.2 On 4 February 2020, the Prime Minister announced that the Government is consulting on bringing forward the end of the sale of new petrol and diesel cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible, as well as including hybrids for the first time. This earlier deadline reflects the Independent Committee on Climate Change's advice on what is needed in order for the UK to end its contribution to climate change by 2050. The proposals relate to new cars and vans, with owners of existing petrol, diesel and hybrid cars and vans still being able to use these vehicles and buy and sell them on the used market.

6.3 The Government are seeking views on:

- The phase out date
- The definition of what should be phased out
- Barriers to achieving the earlier phase out date
- The impact of these ambitions on different sectors of industry and society
- The measures that are required by Government and others to achieve the earlier phase out date

6.4 The consultation closes on Friday 31 July 2020. A draft response has been prepared which is contained in Appendix 5. The draft response supports the principle of the Government stipulating an end date by which the sale of petrol, diesel hybrid cars and vans should cease. However, TfSE believes that at the same time the Government must set out the mechanisms that will be employed to achieve this outcome in a targeted action plan. Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 5.

7. Conclusion and recommendations

7.1 The members of the Shadow Partnership Board are recommended to agree the responses to the five consultations on legalising rental e-scooter trials, freeports, Reading Transport Strategy 2036, the call for evidence on DfT's future of transport regulatory review and the consultation on ending the sale of new petrol, diesel and hybrid cars and vans.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Legalising Rental e-scooter Trials - TfSE Response

1. Introduction

1.1 This document constitutes the draft response from Transport for the South East to the Legalising Rental e-scooter Trials consultation announced on 18 May 2020. A more detailed response on micromobility will be submitted to the 'Future of Transport Regulatory Review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service' in due course.

1.2 Transport for the South East (TfSE) is a Sub-national Transport Body (STB)). As a STB, our principal role is to identify the strategic transport interventions required to facilitate economic growth in our area through the development of our Transport Strategy.

1.3 TfSE welcomes the Government's ambition to review regulations relating to the development of new modes of transport that can assist with the longer term aim to decarbonise the transport sector to net zero by 2050. TfSE concurs with the Government's view that there are potentially positive and negative implications to the wider implementation of the services currently being consulted on, and we welcome the wider consultation approach adopted to gauge this at the local level.

1.4 As an STB, we recognise the strategic benefits of exploring solutions to the major transport challenges facing us in the 2020's and beyond. This must include the feasibility of utilising new technology in order to encourage the public to choose more sustainable travel options, and make it as easy as possible for them to do so. STB's are in a unique position to be able to help move this forward at the local level through their close partnership working with local transport authorities, LEP's, and other strategic stakeholders. We would therefore urge Government to make use of this unique partnership in order to deliver change.

1.5 Our response has been developed in consultation with our constituent authorities. We should be clear that we recognise that each constituent authority faces many unique local challenges, that they are best placed to make informed decisions on. In particular, mobility challenges in urban and rural settings require different approaches, and this should be acknowledged and provided for in the outcomes of this consultation.

2 E-scooter definition

2.1 For the purposes of the e-scooter trial, TfSE supports the proposal to define and regulate e-scooters in legislation in a similar way to Electrically-Assisted Pedal Cycles (EAPC). We agree that they are of a similar size to EAPC's and are visible to other road users. As they are a vehicle with handlebars but no seat, then they should be allowed on on-and off road cycle lanes and paths and roads with up to 30mph speed limit. The proposal to require insurance, and only to be used by those holding some form of licence, seems a sensible precaution for the purposes of the trial. As part of the wider regulatory review TfSE would support evidence from the trials being used to inform the decision if e-scooters should be classed in law more like EAPC's.

3 E-scooter speed

3.1 For the purposes of the trial, TfSE would support requirements for a maximum speed of 12.5mph. This will enable users to safely maintain their position on the road, and is similar to the specification required for EAPC's. The evaluation of the trial should inform whether e-scooters should have the maximum speed increased to 15.5mph in line with EAPC legislation. In regards to user safety, we would also suggest that e-scooters should have specified braking requirements, a requirement for lights and reflectors, minimum service standards and a maximum vehicle size.

4 Maximum motor power

4.1 TfSE supports the suggestion for a maximum motor power to be included in the definition, as this will help to limit over-powered e-scooters and minimise user risk accordingly. We note that the suggested maximum of 350 Watts is higher than that permitted for EAPC's, and this should be evaluated as part of the trial to determine if future regulation should limit e-scooters to 250 Watts, or EAPC's should be raised to 350 Watts.

5 Regulatory Changes

5.1 For the purposes of the trial, TfSE would support full and provisional driving licence holders being able to use e-scooters. In addition, we would suggest that if providers are able to provide training for users, then on production of a provisional licence, this would also allow those over the age of 16 to take part in the trial.

5.2 In line with requirements for using pedal cycles, we support the encouragement of wearing a cycle helmet without the mandatory requirement to do so. Again, safety should be evaluated as part of the trial, including accident data, and lessons learned for the full regulatory review.

5.3 As we will be setting out in our response to the regulatory review, we support the use of e-scooters on low speed roads, and for use in cycle lanes and tracks. TfSE would urge caution at allowing e-scooters to be used on faster speed roads, due to road safety issues, and the vulnerability of e-scooter users. In particular it should be noted that e-scooters cannot be manoeuvred as easily as a pedal cycle.

5.4 For the purposes of the trial we support the exemption of e-scooters from vehicle licensing and registration. In regards to type approval requirements, TfSE is aware of the low durability of many e-scooters, and experience elsewhere in Europe indicates the low build quality of some vehicles. <https://www.bcg.com/publications/2019/promise-pitfalls-e-scooter-sharing.aspx> . We suggest that the trial helps to inform the wider regulatory review, as poor standards of vehicle may limit the public's willingness to use the product if their experience is poor.

6 Monitoring and Evaluation

6.1 There will need to be a programme monitoring during the trials to help determine their overall success. DfT should lead on this and provide funding for it. This will be needed to determine if the introduction of e-scooters reduces car based transport or if it extracts passengers from public transport and other active travel modes. The monitoring programme should include video surveys to monitor impact of scooter users on other road users and pedestrians, and questionnaire surveys

to understand the impact of scooter users on other users (particularly pedestrians) and their perception of the impact on their safety. There should also be questionnaire surveys of scooter users to fully understand the reasons behind their use of scooters compared to other modes. The data gathered will be important in demonstrating the overall success of the trial.

7 Conclusion

7.1 In view of the current situation, and to assist the post Covid-19 recovery, TfSE supports the trial of e-scooters being expedited. This will help to ensure that we learn from the trial areas experience when considering the wider regulatory review on micromobility. We would also draw attention to providing local transport authorities with the powers to deal appropriately with street clutter and vandalism, as well as protecting the public realm for other users. Learning from the trials should inform this regulatory area, and help with the wider rollout of micromobility solutions.

7.2 TfSE would also draw attention to the issue of parking and charging infrastructure. There is a need for clear and consistent guidance from DfT for shared scheme operators, to ensure well-designed standardised parking for micro-mobility vehicles in places like town centres, universities and railway stations.

7.3 Monitoring and evaluation the e-scooter trial will be important determining its overall success. This will be needed to determine if it reduces car based transport or if it extracts passengers from public transport and other active travel modes. This will help to inform the further rollout of micromobility solutions in future. The perceived impacts on other users of the highway, including drivers, cyclists and pedestrians, will need to be monitored in order to learn from the trial and to inform future regulatory changes.

7.4 TfSE welcomes the opportunity to contribute on the consultation for the e-scooter trial. As part of the wider regulatory review, micromobility solutions have the potential to increase modal shift away from private car use, and facilitate access to public transport. Our response to the review will contain further guidance on how micromobility must form part of wider implementation of Mobility as a Service, which has the potential to place users at the centre of the transport system. TfSE looks forward to working closely with the Department for Transport as these proposals develop.

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Emailed to:
Freeports@trade.gov.uk

Friday 10 July 2020

To whom it may concern,

Transport for the South East response to the Freeports Consultation

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the Government's freeports consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London.

TfSE provides a single voice from across its geography on the transport interventions needed to support growth. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

The TfSE area, encompasses five Local Enterprise Partnerships who are key in driving the economy across the region. They are responding to this consultation individually highlighting the potential economic benefits and impacts that freeports could offer in detail. However, TfSE also recognises that freeports could support economic growth in the region and wider UK and they could potentially form part of the economic recovery from Covid-19 and boost trade and industry once the United Kingdom leaves the transition period from the European Union. We have strong exporting figures for the region as businesses in the South East have good access to international gateways. Although the South East is a relatively prosperous region (it has the second highest GVA per capita of all the UK regions and nations (second only to London)), there are significant pockets of deprivation across the South East area. Many coastal communities in particular contain areas with high levels of deprivation. The introduction of freeports could help support job creation and regeneration in these deprived areas.

Individual sea and airport operators from across the region will be responding to the consultation directly and although TfSE is not in a position to comment on many of the operational aspects of the freeports consultation, we feel it is important to comment on the aspects relating to planning and surface access. As an STB, our principal role is to identify the strategic transport interventions required to facilitate sustainable economic growth in our area through the development of our 30-year

transport strategy a copy of which can be found here:
(<https://transportforthesoutheast.org.uk/transport-strategy/>).

Whilst TfSE considers that it is important to facilitate improved connectivity to our international gateways (and any future freeports), this needs to be undertaken in ways that minimise any adverse impacts on the environment and local communities. The 2050 Vision underpinning our transport strategy sets out our ambition to achieve net zero-carbon emissions by the year 2050 at the latest. Road transport is a leading source of carbon emissions and it is imperative that the creation of a freeport does not counteract the efforts of local authorities and central government to improve air quality and achieve net-zero carbon emissions. TfSE would expect that in developing any proposals for a freeport, due regard will be given to the environmental impacts it may have with measures being taken to fully mitigate these.

International Gateways

If a freeport site was to be located adjacent to an existing port, the international gateways for freight in the South East are well connected to the Strategic Road Network, although some offer better onward connectivity to the rest of the country than others (e.g. the Port of Southampton is better served by the Strategic Road Network and railway network than Shoreham Port). Many of these international gateways already have expansion plans. For example, Heathrow Airport is developing proposals for a third runway to the north-west of its current site; Gatwick Airport has launched its masterplan and a Development Control Order process to seek permission for additional operations; while the Port of Southampton is developing proposals to expand its operations. It will be important to ensure that any future growth at these gateways (to include freeport operations) can be accommodated, by more sustainable modes where possible, and minimising adverse impacts on the communities and environment nearby.

Our transport strategy recognises that the United Kingdom's future relationship with the European Union presents potentially significant uncertainty and challenges for the international gateways in the South East. There is a risk of disruption at the Channel ports in the short term, which could cause widespread disruption on the transport network across Kent and the transport of goods to the rest of the UK. In the longer term, there could be a shift in freight patterns. An initiative we have identified to address this challenge would be to invest in customs checkpoints away from key port locations such as Dover. This could be something to consider as part of the creation of any freeport, as new customs processes could be put in place at the freeport to streamline the movement of freight to the international gateway port.

Movement of Freight

It is important to consider how goods would travel to the freeport. Currently, freight traffic uses some of the most congested roads in the South East area, this is particularly the case for the M25 and the A34 corridors. Our transport strategy identifies the need for modal shift from road to rail, however, the current mode share for rail is relatively low and there are many constraints limiting the scope of rail freight to expand. In some areas (e.g. Dover) the railway gauge limits the transport of containers by rail. There are understandable commercial reasons for a preference for road haulage, especially as the nature of logistics is changing (by moving away from bulk deliveries towards smaller 'just-in-time' package deliveries). However, this

is holding back the potential for freight to contribute to reducing carbon emissions and improving air quality in the South East. Opportunities for modal shift from road to rail need to be taken forward as part of the creation of freeports.

Planning

TfSE wishes to see better integrated economic, spatial and transport planning across the South East.

We believe that spatial planning and transport planning should become more closely integrated, ensuring that future housing development occurs in locations close to jobs and opportunities. This approach will ensure that people are able to travel shorter distances to reach economic opportunities, which helps lower the environmental impacts of doing so. Where people still need to travel longer distances, better provision of sustainable transport options should be provided to reduce dependency on the private car. Better integration of different transport modes (for example, through initiatives such as 'park and ride') will help people easily make multimodal journeys and access employment in economic hubs (for example freeports), without needing to rely on the private car.

Conclusion

I hope our response to the freeport consultation has served to highlight a number of aspects of wider surface access that need careful consideration as part of the process of establishing a freeport. We welcome the economic boost and employment opportunities that a freeport could bring, but we want to ensure that any freeport development is planned in a way that reduces the strain on the South East's transport system, its environment and local communities.

This is an officer response. The TfSE Shadow Partnership Board meets on 16 July 2020 and will consider the draft response and a further iteration of this response may therefore follow.

Yours sincerely,

Rupert Clubb
Lead Officer, Transport for the South East

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Emailed to:

transport@reading.gov.uk

Monday 20 July 2020

To whom it may concern,

Transport for the South East's response to the consultation on Reading Transport Strategy 2036

I am writing to you in my capacity as Chair of the Shadow Partnership Board for Transport for the South East (TfSE), in response to the consultation Reading Transport Strategy 2036.

As outlined in your strategy, Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London. TfSE provides a single voice from across its geography on the transport interventions needed to support sustainable economic growth.

TfSE fully supports the Reading Transport Strategy 2036. It has many synergies with our own transport strategy, including the recognition of the challenges and opportunities in adapting to a changing future, addressing climate change, air pollution and improving connectivity for residents.

Thank you for recognising TfSE as an important partner in achieving your vision and goals for the development of the transport system in Reading. Throughout your strategy we were pleased to see an ethos of collaborative working with a wide range of sectors to secure funding and develop business cases. We also welcome the possibility of a freight partnership arrangement to work with operators on the challenges you have identified with freight movements and create a better environment for everyone, whilst still recognising the important service this sector provides.

An interesting and important aspect of your transport strategy is that you have not only recognised the need for demand management policies to help realise your vision but also that you have explored, in detail, the different available options and why they are necessary.

It is also incredibly positive to see Reading embracing the use of innovative solutions to improve access to sustainable transport and reducing the reliance on the private car. You have also understood the importance of exploring how you can introduce Mobility as a Service to Reading and of adopting a digitally connected smart city approach.

I am aware that you were originally due to release your strategy for consultation at the start of the UK Covid-19 lockdown and I think it was sensible that you paused and adapted your consultation to take into consideration the effect this pandemic will have on transport in both

the short and longer terms. We were also on the point of finalising our transport strategy and have also had to consider the implications of this. Our view is that the overall direction of the strategy as set out in our 2050 vision should remain unchanged but we will need to adjust our approach in the shorter term to take account of the impact of the pandemic on travel behaviour.

In summary, we feel that you have produced a thorough and considered strategy that does not shy away from recognising the many challenges facing all of us today and the difficult decisions that will need to be taken in the future.

Yours sincerely,

Cllr Keith Glazier

Chair, Transport for the South East

Future of Transport Regulatory Review. TfSE Response

1. Introduction

1.1 This document constitutes the draft officer response to the 'Future of Transport Regulatory Review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service', published in March 2020. The call for evidence and views forms part of a wider Future of Transport Regulatory Review which was announced in March 2019 as part of the Future of mobility: urban strategy.

1.2 Transport for the South East (TfSE) is a Sub-national Transport Body (STB) which is being established in line with provisions of the Local Transport Act 2008 (as amended). As an STB, its principal role is to identify the strategic transport interventions required to facilitate economic growth in its area through the development of its Transport Strategy.

1.3 TfSE welcomes the Government's ambition to review regulations relating to the development of new modes of transport that can assist with the longer term aim to decarbonise the transport sector and achieve net zero emission levels by 2050. The inclusion of traditional modes of transport in the review, focusing on new business models that could help to grow the usage of those modes, is also to be welcomed. TfSE concurs with the Government's view that there are potentially positive and negative implications of the wider implementation of the services currently being consulted on, and we welcome the wider consultation approach adopted to gauge this at the local level.

1.4 As a Sub-national Transport Body, TfSE recognises the strategic benefits of exploring solutions to the major transport challenges facing us in the 2020's and beyond. This must include the feasibility of utilising new technology to encourage the public to choose more sustainable travel options, and make it as easy as possible for them to do so. STB's are in a unique position to drive this forward at the local level through their close partnership working with local transport authorities, LEP's, and other strategic stakeholders. We would therefore urge Government to make use of this unique partnership in order to drive change at the local level.

1.5 Our response covers each of the topic areas, and has been developed in consultation with our constituent authorities. We should be clear that each constituent authority faces many unique local challenges, that they are best placed to make informed decisions on. In particular, mobility in urban and rural settings require fundamentally different approaches, and this should be acknowledged and catered for in the outcomes of this consultation.

2 Micromobility

2.1 TfSE recognises the potential for micromobility solutions, such as e-scooters, hoverboards and self-balancing vehicles, to provide an alternative transport mode in urban areas, as long as there is an appropriate level of regulation to manage their use. Micromobility (if regulated correctly) has the potential to enhance connectivity to other sustainable modes and could therefore lead to a reduction in congestion, air pollution and carbon emissions, whilst making

streets more attractive, and supporting the economic vitality of local shops and businesses. It is important to ensure governance of micromobility vehicles use helps to do the following three things: encourage modal shift away from car use, improve transport choice and accessibility (for as many people as possible), and create benefits for society, the economy and the environment.

2.2 There are clear benefits of micromobility vehicle use, including replacing short trips by private cars. For example, rental electric scooter schemes could help replace short distance car trips in urban areas if they are made available in convenient locations, such as schools, community centres, local shops, libraries and places of worship. Any mode shift away from the private car that is enabled would help enable the delivery of improved air quality.

2.3 Micromobility use has the potential to boost public transport use through the improved levels of connectivity it can deliver. It can play a significant role in supporting and enabling first mile/ last mile legs of journeys to and from bus and rail services. This is particularly the case within urban areas where there is by default more sustainable services and a higher density of population (making micromobility schemes more commercially viable). These emerging solutions have the potential (when used in combination with public transport) for replacing many journeys currently made by private car, or enabling trips to be made that are currently not undertaken at all. Micromobility travel modes could help to expand the catchment areas of existing bus corridors into residential areas that are not currently served by bus that people may feel is beyond a reasonable walking distance. Similarly, many business parks are in non-town centre locations that might feel too far a distance to walk from the nearest rail station. Micromobility solutions could offer sustainable means of accessing these sites, helping to reduce some trips by private car. Any mode shift away from the private car would help deliver improved air quality and potentially reduce the supply of parking at stations and in business parks.

2.4 Micromobility solutions also have the potential to overcome barriers that deter active travel. In urban areas with hilly topography, steep hills can deter pedal cycle use. With their short range, micromobility solutions can help overcome these topographical barriers.

2.5 Along with the potential benefits of micromobility use, there are associated risks that need to be considered prior to their widespread rollout. These include actual and perceived risk of accidents and potential road safety issues. Drivers, pedal cyclists and pedestrians in the UK are not used to micromobility vehicles and could make incorrect judgements about the speed and manoeuvrability of the vehicle or wrong assumptions about who has priority. E-scooters and self-balancing scooters are relatively quiet, so pedestrians may not hear their approach. People using micromobility vehicles may not be familiar with what the braking distances are in different conditions or may not use lights or high visibility clothing, increasing risk. Given that to ride e-scooters safely, the user needs to have both hands on the handlebars for balance, there needs to be some means to indicate to drivers, other road users and pedestrians that they are about to make a turning manoeuvre. If micromobility solutions are perceived to be unsafe or get negative media coverage, then this could put off potential users who are worried about safety risks, thereby undermining more widespread adoption.

2.6 Another risk is the potential abstraction of some journeys currently made by bus. If micromobility travel costs are lower than the cost of travel by bus, or there is a preference for micromobility vehicles by some users, then there is a risk that bus patronage could be reduced. This could result in bus frequencies having to be reduced or higher bus fares to compensate for lower demand.

2.7 There is a risk that micromobility solutions could replace short trips that are currently made by walking and pedal cycles. Independent evidence from France suggests this is the case and that shared-scooter programmes are unlikely to replace car journeys. <https://6-t.co/en/free-floating-escooters-france/>. As micromobility options require less physical activity than walking or cycling, their use could result in less health benefits, potentially making users more at risk of health conditions resulting from sedentary lifestyles, and increasing costs to the NHS. If there is a high take up of non-active forms of micromobility, then this could make it harder to deliver segregated cycle infrastructure, if the physical activity monetised benefits of such schemes are reduced. It is also worth noting that there will also be new journeys made that weren't previously undertaken (due to the increase in connectivity provided by micromobility) that will require some form of physical activity to either access the vehicle, access the next mode of transport or the destination itself (or all three) as it will be very rare for micromobility vehicles to provide seamless access.

2.8 A concern for many local transport authorities is that there would likely be increased street clutter and vandalism as a result of the introduction of hireable e-scooter schemes. There is evidence that where dockless bike hire schemes have been introduced, users frequently chose to park them inconsiderately, causing obstructions and detracting from the quality of the public realm. This clutter makes public space harder to navigate for people walking, disabled people, children, older people and people with buggies. To mitigate this risk, local transport authorities must be given appropriate powers to deal effectively and decisively with public realm issues, including powers to implement designated parking areas, as well as enforcement powers when these are not adhered to.

2.9 In our view, micromobility vehicles should not be permitted on pavements or footways, as this will compromise pedestrian safety. The consultation asks for feedback on where different types of micromobility vehicle should be permitted, and TfSE would suggest that a regulatory structure based on vehicle features would be more appropriate and more easily communicable than one based on vehicle type. This approach could be formulated as follows:

- If the vehicle has no handlebars or seat, then it should not to be used on the public highway (including pavements and footways), but could be used on shared use paths or off-road segregated cycle lanes (This would exclude hoverboards and e-skateboards from the public highway).
- If the vehicle has handlebars only and no seat, then it should be allowed on on-and off road cycle lanes, shared use paths and roads with up to 30mph speed limit (this would allow segways and light e-scooters to be used on roads up to a 30mph speed limit in urban areas)
- If the vehicle has handlebars and a seat, then its use should be permitted anywhere where pedal cycles are permitted (This would allow "heavier" e-scooters with higher spec

and build quality and electrically assisted cycle trailers and e-cargo bikes to be used in a wider range of settings).

2.10 TfSE would support further consideration of the potential use of micromobility vehicles by people with disabilities, as the use of specialist vehicles could be beneficial as a mobility aid. This could help to reduce social isolation, and assist individuals to maintain independence. If a vehicle was designated as a mobility aid for those with disabilities, consideration should be given to allowing their use on pavements. This should be trialled and evaluated to determine the impact on other pavement users.

2.11 TfSE would suggest that micromobility vehicles should be treated in a similar manner to Electrically Assisted Pedal Cycles (EAPC). We would support requirements for a maximum speed of these vehicles to be restricted to 12.5mph with specified braking requirements, a requirement for lights and reflectors, minimum service standards and a maximum vehicle size.

2.12 TfSE would also draw attention to the issue of parking and charging infrastructure. There is a need for clear and consistent guidance from DfT for shared scheme operators, to ensure well-designed standardised parking for micro-mobility vehicles in places like town centres, universities and railway stations. This will help reduce the risk of excessive street clutter that could if left wholly to the market and unregulated/unchecked would detract from the quality of the streetscape and public realm and undermine efforts to provide a high quality people-focussed environment in such locations.

2.13 Consideration should be given to requiring shared mobility operators to utilise standardised docking stations, with embedded smart technology, which could provide digital information to users on vehicle availability, electric charge available and range. This would also ensure that if one operator ceases to operate, then the infrastructure could be used by another operator, and would reduce the additional cost which could be required for the local authority to remove redundant docking stations.

2.14 In terms of requirements for users of micromobility, we would suggest learning is captured from the experience of pedal cycles, and TfSE would suggest the following as guidelines:

- Approval – mandatory spot and/or sample testing with regulation on minimum vehicle maintenance standards and frequency.
- Registration – users should complete training before being able to use the vehicles, or holders of other licence categories should be able to use the vehicles. Registering of vehicles to be encouraged on a voluntary basis.
- Taxation – should not be required.
- Insurance – encourage users to have personal liability insurance on voluntary basis.
- Helmet use – use of Pedal cycle” standard helmet should be left at users’ discretion but highly recommended.
- Speed limiting – should have <15mph speed limit with a recommendation that 12.5mph is used (as per Berlin), by limiting the design speed of micromobility devices.
- Age limits – should have minimum age limit of 16 (as per mopeds and Barcelona scheme). We consider 14 (as per EAPCs) to be too young.

2.15 TfSE suggests that there will need to be a programme of monitoring of micromobility solutions to help determine their overall success. DfT should lead on this and provide funding for it. This will be needed to determine if the introduction of micromobility vehicles reduces car based transport or if it extracts passengers from public transport and other active travel modes. Ideally, the monitoring programme should include a number of video surveys to monitor impact of users on other road users and pedestrians, and questionnaire surveys to understand the impact of micromobility users on other users (particularly pedestrians) and their perception of the impact on their safety. There should also be questionnaire surveys of users to fully understand the reasons behind their use of micromobility vehicles compared to other modes. The data gathered will be important in demonstrating the overall success of their introduction. TfSE suggests that the introduction of Future Mobility Zones (FMZ) would be the ideal mechanism for evaluating the impacts of micromobility use.

3 Flexible Bus Services

3.1 TfSE welcomes the consultation on flexible bus services, as the review of regulations governing these services have the potential to address many of the challenges facing our communities in rural and hard to reach areas. The lack of access to sustainable travel options has the undesirable effect of limiting access to employment, education, services and leisure activities for these communities, which in turn has a negative impact on local economies. However, we recognise that to date many of the commercial trials of flexible and on-demand services have been unsuccessful. One of the key challenges remains the commercial viability of these services, and the on-going requirement for revenue support.

3.2 The existing bus regulations were expected to provide significant improvements in public transport access. Due to the very low number of flexible bus services that have been implemented, it may be viewed that the regulations have not been successful. One of the key issues identified has been the regulations were careful to avoid conflict with taxi and private hire regulations. In doing so this has reduced opportunities for more spontaneous travel decisions by requiring pre-booking. Given the over-riding priority is likely to be to identify more sustainable travel solutions, rather than journeys based on modes, a more holistic review of regulations is welcomed to reduce barriers between taxi, private hire and local bus service solutions.

3.3 The changes which have been identified to ensure flexible bus services are better suited to meet the requirements of merging forms of demand responsive transport includes issues pertaining to flexible bus services requiring operation with smaller vehicles. This immediately complicates the operator licensing arrangements. Opportunities exist for taxi and private hire operators to register local bus services using the provisions of Sections 11 and 12 of the Transport Act 1985, but are not commonly used. Arrangements need to be simplified, possibly by removing the requirement for taxi and private hire operators to apply for a restricted PSV licence. Harnessing the taxi and private hire sector would significantly increase the potential supplier base for flexible bus services and help to reduce costs. Local taxi and private hire authorities and local transport authorities should be encouraged to adopt closer working, or possibly be integrated, so as to achieve a consistent approach to increasing the supplier base for innovative transport solutions.

3.4 Flexible bus services by their nature are primarily focussed on areas of lower demand, so there will already be issues relating to the lack of commercial viability. Successful schemes will often

require proportionally significant high 'up front' funding, and a sufficient volume of regular users for them to be financially viable in the longer term. This may be difficult to achieve in areas where public transport use will be diluted by the availability of alternative conventional public transport provision and, more significantly, wide access to convenient private modes of transport and parking. The current regulations requiring services to be pre-booked are onerous, as is the requirement for services to operate in a limited geographical area. We would suggest these regulations should be reviewed to remove some of the barriers to longer term viability.

3.5 To overcome some of the barriers identified, TfSE suggests that flexible bus service schemes need to be designed with an understanding of local needs, so as to harness opportunities for service take-up. Consideration needs to be given on how conventional public transport services in some areas can operate alongside flexible bus service options, so as not to dilute remaining use. Flexible bus service options might be an effective option in the short and medium term following the impact of Covid -19 on public transport use. Smaller public transport options may be easier to manage in terms of social distancing, and passengers willingness to travel with a smaller number of people.

3.6 We would also identify the scale of future schemes are important and will determine financial viability, including ways of maximising vehicle utilisation ('Total' transport concepts), reducing supplier costs and cost-effective booking technology. Opportunities should be maximised to integrate with other forms of public transport and MaaS, including through-journeys and joint-ticketing.

3.7 TfSE would also particularly highlight the importance of future schemes integrating with rail services, as flexible bus services and demand responsive services can play a key role in getting people to and from other transport hubs in a sustainable way. This is an important consideration as we encourage modal shift from private vehicles towards mass transit, and helps to address the decarbonisation agenda, particularly in rural areas.

4 Mobility as a Service (MaaS)

4.1 Mobility as a Service (MaaS) has the potential to deliver a step change in the use of sustainable travel, thereby helping reduce dependence on the private car, particularly in combination with effective first mile / last mile transport provision. MaaS can also assist in improving access to services (health, education, employment etc) and existing mainstream transport services. MaaS schemes must be developed with the needs of the consumer at the core of the scheme, rather than purely commercial considerations, which will avoid cherry picking of journeys with the largest flows of people.

4.2 TfSE welcomes the opportunity to respond on the issue of the regulation of MaaS, as we consider this to be a key enabler in encouraging individuals to choose more sustainable travel options. As we have already indicated in our response on micromobility and flexible bus services, MaaS is an important part of the solution in making those transport options work, and helps to place the user at the heart of the transport network. Crucially it places control in the hands of the passenger, and breaks down previous modal barriers, facilitating the shift from separate modal journeys to 'one journey'. However, to date, it can be seen that MaaS has not developed as quickly as it could have, due to a lack of central direction and complicated regulations.

4.3 We would like to see a clearer definition of roles and responsibilities in the development of MaaS. Government should provide guidance on the development of a MaaS platform(s), and work with key stakeholders, including the private sector and STB's, to ensure that solutions are optimised and meet the needs of the consumer. Government should work with stakeholders to ensure that the regulatory environment enables full integration and interoperability of MaaS. Local authorities (and other transport authorities) should play a vital supporting role in the development of MaaS, providing advice and guidance to ensure that the development and day to day operation of services is optimised for their local area. One of the key aspects of the Local Authorities and STBs role would be in determining the specification of the optimum network for their area.

4.4 TfSE is aware that there is a wide range of views across the transport industry on the roles and responsibilities for different stakeholders in making MaaS work in practice. We would identify the importance of taking into account local circumstances in the development of MaaS systems. The regulations should provide the flexibility for either the private or public sector to lead on the development of MaaS schemes depending on local circumstances. This will allow different business models to develop, which can be monitored over time to determine if further regulatory changes are required.

4.5 The consultation asks a number of questions regarding the standardisation and interoperability of data. The view from our constituent authorities is that standardisation and interoperability of data for timetabling appears to be sufficient for the presentation of this information across numerous platforms and in many formats, including app and web-based systems. Timetabling data does appear to be the most consistently presented data type across many platforms with accuracy at a high level (including real time information). Journey information is also presented in a consistent manner, but it does appear that improvements could be made to the overall consistency of presentation (or presentation format) between platforms. Route information (bus routes) is rarely accessible and often difficult to find and the accuracy of the information presented can vary considerably. Ticketing information is the least well-presented across platforms and is rarely presented, and is often only presented in the service providers own platform. Ticketing information can be complex and confusing (app or website) with a large number of ticketing alternatives which has meant that this data has lagged behind timetabling and journey information. It is therefore important to improve the standardisation and interoperability of this data to allow consumers access to the most cost-effective ticket for their journey and regularity of journey (daily, weekly, monthly, single journey etc).

4.6 The standardisation and interoperability of data for MaaS services should be led and co-ordinated by government with local government, STB's, industry and other appropriate organisations playing a consultative role to ensure local and industry needs are appropriately considered. TfSE propose a similar format and approach to that used in the Bus Open Data programme.

4.7 It is our view that one of the biggest barriers to the rollout of integrated ticketing schemes is that the case has yet to be made about their potential benefits to commercial operators. There remains an issue of maintaining control of ticketing revenue for commercial operators who are anxious to maintain their existing business to customer arrangements, and competition between operators inhibits the willingness of operators to cooperate on integrated ticketing schemes. There

does not appear to be any particular regulatory barrier at present, but some of the regulations around commercial bus operations that are intended to encourage competition and have the effect of discouraging transparency and discussion, do deter operators from participating fully and effectively in integrated ticketing schemes.

4.8 There are a number of competition concerns that MaaS may present that could be difficult to address through existing regulations. Mobility as a Service may cause inequality in the market where either a leading MaaS provider or group of providers favours a partnership with a specific transport provider(s) based on commercial considerations rather than seeking to offer the best solution or widest range of choice for the consumer. It is likely that unregulated competition will lead to many MaaS solutions either having a limited selection of providers or have a bias to one or more providers. On these occasions the consumer is unlikely to get the optimum combination of travel solutions based on their needs, and in turn there will be less use of sustainable modes (or something below the maximum use if the best possible MaaS solution was in place). Therefore, TfSE would favour solutions that would incorporate all service providers, allowing the consumer to choose the provider or providers they use for the journey based on their own criteria, whether that be cost, quality or a preference for a certain provider.

4.9 The issue of consumer protection to include liability for multi-modal journeys is supported by TfSE. There will be a greater need for consumer protection with multi-modal (or even multi-stage single mode) journeys increasing dramatically with the roll out of MaaS, which may result in a far greater occurrence of missed connections and incomplete journeys. The consumer will need to be protected financially so that they are entitled to a partial refund for situations within the operator's direct control that reflects the delay to their journey and inconvenience caused, and what the MaaS provider will do to aid the user in completing the journey. Any refund process needs to be simple and straightforward (possibly even automatic) for the user and achieve reimbursement of the user within a reasonable timeframe, perhaps taking some of the principles used by the rail industry in their delay-repay process.

4.10 Mobility as a Service is likely to present a number of accessibility and inclusivity concerns that are unlikely to be addressed fully through existing regulations. By design, MaaS service consumers will have greater access to a range of transport provision, including micromobility vehicles (possibly being used in a significant proportion of journeys for first mile / last mile connections), which are not fully accessible to all and are inherently difficult to make more accessible. It is important to not only consider the regulation of the modes (vehicles) that are included in MaaS services (and their accessibility) but also the regulation of how the information is presented. For example, the mobility of the user needs to be considered when journey planning and other impairments (visual) need to be considered when presenting the information to ensure that MaaS services are accessible and inclusive for as large a percentage of the population as possible.

4.11 TfSE strongly believes that MaaS must be accessible to all demographic groups in the population. This should include helping to meet the travel needs of residents of deprived areas with relatively low levels of car ownership. If this is done effectively, we feel that it will not only deliver a step change in the use of sustainable modes but also a step change in accessibility to mainstream (mass transit) services. A key area of concern is the access to MaaS within localities and geographical areas where the commercial viability of shared transport services is naturally lower

such as rural areas. MaaS can help to manage the provision, particularly of first mile / last mile mobility services across an area or network. The application of a cross subsidisation model (where the more profitable parts of the network subsidise the non-commercial parts) has a role to play if an optimum network for the consumer is to be realised. Based on lessons learnt from market-led experiments to dockless shared cycle hire schemes in the UK, it is evident that a fully commercial approach to first mile / last mile transport provision with little or no regulation is unlikely to deliver the most favourable solution for consumers.

4.12 In terms of the safe and appropriate use of data, the collection and interrogation of data is an important element of developing the efficiency of MaaS systems (optimising the location of vehicles being one aspect of this). TfSE would support the collection, analysis and use of non-personal data, or data that is anonymised about multi-modal journeys undertaken by MaaS. This will enable effective monitoring and evaluation of the varying nature of demand for multi-modal journeys and growth of take up of use over time, as well as facilitating scheme improvements and optimisation. We also feel that this data should be shared and made freely available to anyone in a similar manner to the bus open data scheme. TfSE recommends that there is a strong emphasis on the protection of all personal data and that GDPR guidelines are strictly followed and any breaches appropriately penalised. It would need to be made clear to MaaS users on sign up to a platform how their personal data will be used and which other organisations this will be shared with.

4.13 TfSE would strongly support measures being implemented to incentivise and encourage more use of both sustainable and active travel in the development of MaaS schemes. We consider that shared cycle hire and micromobility schemes have numerous positive impacts including short active travel trips at either or both ends of journeys. Docking locations could be specifically located in convenient and popular locations so as to help encourage active travel for access, and sustainable travel for the onward leg of the journey. We would also support the development of reward schemes where rewards can be earned or gained by using active and / or sustainable travel modes in the MaaS journey. The rewards scheme could be designed with lower costs for journeys with active and sustainable legs to provide an effective incentive to encourage greater use of these modes.

4.14 Demand management could also be incorporated through MaaS platforms that actively encourage active travel and/or sustainable modes. This could involve sustainable forms of transport being the most competitively priced to maximise take up in comparison less sustainable modes. Similarly, consumers could be rewarded for travelling off peak and charged more for travelling on the most congested parts of the network.

4.15 TfSE would support the introduction of guidance or a Code of Practice for the Mobility as a service industry. This would be best placed alongside regulation that covers the more significant elements of MaaS such as safety and data protection. The Code of Practice could learn from international best practice and cover:

- Roles, responsibilities and expectations;
- Consumer rights and safety;
- Fair competition;
- Financial protection for consumers;
- Minimum system requirements; and
- Ticket revenue breakdown / share for multi-modal journeys

5 Conclusions

5.1 TfSE supports the need for a review of the regulations relating to future mobility to ensure that opportunities to embed new technology within our transport network are developed in a way that places the consumer at the heart of our system. This will ensure accessibility for all, and help to grow our local and national economies whilst minimising the impact on the environment. Regulations must work for the consumer, helping them to make sustainable travel choices in the easiest ways possible, which will in turn assist with decarbonising transport, and help in the post Covid-19 recovery. TfSE would be keen to work closely with DfT to play its part in fostering the development of future mobility, by helping to embed the changes that result from the review into our transport system, and to offer advice and guidance across the South East area.

Emailed to: communications@olev.gov.uk

Monday 20 July 2020

To whom it may concern,

Transport for the South East response to the consultation by Department for Transport on ending the sale of new petrol, diesel and hybrid cars and vans.

I am writing to you as Chair of the Shadow Partnership Board for Transport for the South East (TfSE) to provide a response to the Department for Transport's consultation on ending the sale of new petrol, diesel and hybrid cars and vans by 2035 or earlier.

Transport for the South East (TfSE) is a sub-national transport body, which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These bodies are represented on the Shadow Partnership Board along with representatives from the five local enterprise partnerships, district and borough council and the protected landscapes in the TfSE area.

The South East is crucial to the UK economy and is the nation's major international gateway for people and business. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents. TfSE aims to provide a single voice on the transport interventions needed to support sustainable economic growth across its geography.

Our transport strategy sets out a 2050 vision for the South East of England to become a leading global region for net-zero carbon and sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. This vision embraces the Government's target of achieving net zero carbon emissions by 2050. Critical to achieving this will be the need to drastically reduce the emissions from the transport sector through a transition to zero emissions vehicles. This will also need to be accompanied by measures to reduce the need to travel and encourage modal shift to zero emissions forms of transport, including walking and cycling.

TfSE supports the principle of the Government stipulating an end date by which the sale of petrol, diesel hybrid cars and vans should cease. However, TfSE believes that at the same time the Government must set out the mechanisms that will be employed to achieve this outcome in a targeted action plan. This action plan will be necessary to ensure that the target date that is set is both realistic and achievable. Given the scale of the challenge and the need to involve a number of different partners from government, industry and consumer groups, the Government should consider setting up a task force to oversee the development and implementation of

an action plan that will be needed to end the sale of new petrol, diesel and hybrid cars and vans by 2035 or earlier.

The Government has already set out the steps towards cleaner road transport in its 2018 'Road to Zero' strategy. This strategy outlined a number of the measures that would need to be employed to deliver zero-emissions transport. A number of these measures will need to be coalesced into a costed action plan setting out how the trajectory to the identified end date is to be achieved and the roles and responsibilities of the different partners that will need to be involved.

The consultation seeks views on the measures that will need to be implemented by government and others to achieve the required end date. In TfSE's view these measures should include:

- Fiscal incentives such as the existing grant schemes for plug in cars and vans, changes to vehicle excise duty to encourage drivers to make cleaner choices when buying new vehicles, and significant research and development grants to assist the car industry in its shift to the production of zero emissions vehicles;
- Measures to boost the charging infrastructure that is available to electric car users and further funding to boost research into the establishment of a hydrogen distribution network.
- Government taking the lead by ensuring that the car and van fleet of both central and local government will be zero emissions well before the proposed end date to help drive demand;
- Effective consumer advice on fuel and technology choices through the continuation of the work of the Road Transport Emissions Advice Group which brings together government, industry, motoring organisations and other key stakeholders to facilitate consistent messaging.
- Ensuring that the UK energy sector will be able to cope with future demand by continuing the work of the Electric Vehicle Energy Taskforce, which brings together the energy and automotive sectors to ensure the electricity system is not a blocker to rapid electric vehicle take-up and continue the research into smart charging to lessen the potential burden of electric vehicles on the national grid.
- Ensuring the planning system supports the provision of electric charging points in new housing development, new streetlight and off street parking facilities.

The Government must work to ensure that all drivers are able to access the benefits of zero emissions vehicles. The higher upfront costs of these vehicles make them unaffordable to those on lower incomes who are unable to benefit from their lower running costs. The introduction of financing options and the development of a second-hand market with support for battery refit costs and warranty guarantees would provide mechanisms for overcoming some of the barriers to ownership. Without these incentives those from lower income households could be disproportionately burdened by the fuel, maintenance and repair costs of owning older conventional vehicles.

Whilst cars and vans are the focus of the current consultation, it is critically important that the Government continues to move forward with measures to secure the



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transition to zero emission HGV's and buses, as set out in the 2018 'Road to Zero' strategy. This will be vital to ensure that the target of achieving net zero emissions from transport by 2050, at the latest, can be met.

In conclusion, bringing an end to the sale of petrol diesel and hybrid cars and vans will be a critical point on our journey to a zero emissions future. However, it is vital that any target date is accompanied by an action plan setting out how we are going to go about reaching this important milestone as without it there is a significant risk that the target could be missed.

I hope that you find this response helpful. Please do not hesitate to contact me if you would like to discuss any element in further detail.

Yours sincerely,

Cllr Keith Glazier
Chair of TfSE Shadow Partnership Board

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