

# Strategic policy context

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# Transport Strategy for the South East: Strategic Policy Context

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# 1 Strategic Context

## Introduction

- 1.1 In this chapter the scope and objectives of the key policies that influence transport in the area of the South East covered by Transport for the South East (TfSE) are summarised. This includes relevant policies broadly covering planning and transport developed at a national, regional and local level. The policy context is considered within the framework of TfSE Vision and Strategic Objectives provided below.

### TfSE's Vision

- 1.2 To guide the development of Transport for the South East, the following vision statement has been developed:

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The South East is crucial to the UK economy and is the nation's major international gateway for people and businesses.

We will grow the South East's economy by facilitating the development of a reliable, high quality, integrated transport system that makes the region more productive and competitive, improves access to opportunities for all and protects and enhances the environment.<sup>1</sup>

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### TfSE's Strategic Objectives

1. Ensuring the delivery of a high quality, sustainable and integrated transport system that supports increased productivity to grow the South East and UK economy and compete in the global marketplace.
  2. Facilitating the development of a high quality, sustainable and integrated transport system that works to improve safety, quality of life and access to opportunities for all.
  3. Facilitate the delivery of a high quality, sustainable and integrated transport system that protects and enhances the South East's unique natural and historic environment.
- 1.3 The key policy documents have been grouped by their broad geographical scope, ranging from UK wide policies through to site specific transport interventions in the South East.
- The first section summarises the **National Policy Context** and describes the key UK policy objectives that impact upon transport.
  - The second section sets out the **Regional Policy Context**, which in the TfSE area is broadly defined by the five Local Enterprise Partnerships (LEPs) areas. This section also sets out the findings of Transport for the South East's Economic Connectivity Review.
  - The final section summarises the **policy landscape, themes and alignment** with the Vision and Strategic Principles of TfSE.

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<sup>1</sup> Source: [Transport for the South East, Economic Connectivity Review](#), (TfSE, 2018)



## National Policy Context

- 1.4 National transport, planning, economic, environmental and social policy is set by the UK government. Policy at this level is developed by government departments, such as the Department for Transport, and delivered by those departments or through government agencies and arms-length bodies, such as Highways England. A summary of the relevant policy documents (which encompass strategies, White Papers, plans and grant funding programmes) affecting transport in the South East is provided below.

### National Transport Policy

- 1.5 The **Transport Investment Strategy**, published in July 2017 by the Department for Transport, describes the UK government's priorities for investment in transport. These are:
- *To create a more reliable, less congested, and better-connected transport network that works for the users who rely on it.* The TIS notes UK transport systems are ageing and are facing increasing demands. In many places, the current transport network does not provide the right levels of connectivity for people and business.
  - *To build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities.* The TIS notes the UK's national productivity is lower than other G7 countries (e.g. 36% behind Germany), and describes transport as one way of boosting productivity. It is also acknowledged that prosperity hasn't been shared evenly between different places, leaving some communities feeling left behind.
  - *To enhance the UK's global competitiveness by making Britain a more attractive place to trade and invest.* Britain is globally renowned as a leader in Research and Innovation, and Scientific fields. Foreign investment in these areas is significant and relies upon good national and international transport links. Retaining the UK's pre-eminence in these areas will require continued investment in the transport network, enhancing "city clusters" and "international connectivity". The TIS therefore views transport as a means of attracting job-creating investment, leveraging the UK's industrial strengths and enabling it to trade with partners with as few frictions as possible.
  - *To support the creation of new housing.* The TIS acknowledges parts of the UK face a significant challenge to provide the houses that people need in the places they wish to live. Furthermore, the Government's Housing White Paper recognises that investing in transport infrastructure is one of the best ways of unlocking development in places that are currently poorly served by our transport system.
- 1.6 The TIS identifies that one of the key roles and responsibilities of a Sub-National Transport Body is to advise the Secretary of State for Transport on the prioritisation of transport investment in its area. This includes providing advice on how national bodies including Highways England and Network Rail, should plan their programmes of schemes and initiatives. Additional key functions of Sub-National Transport Bodies include:
- preparing pan-regional transport strategy to support economic growth and development and advise government on investment priorities;
  - providing advice to the Secretary of State about regional development and prioritisation of transport investments in their region
  - co-ordinating the implementation and operation of transport functions that are exercisable by constituent authorities, such as the implementation of smart ticketing; and
  - providing investment and oversight of performance on major roads within the region that are not part of the Highways England national network, including prioritising investment on the Major Road Network.



*Significance for TfSE Strategy*

- 1.7 The Transport Investment Strategy reflects many issues which are apparent within the TfSE area. It is well aligned with the vision and strategic principles of TfSE, and the economic outcomes of transport which guided the development of the Economic Connectivity Review;
- business connectivity;
  - labour market efficiency;
  - enabling development;
  - access to international gateways; and
  - supporting deprived communities.

**National Road Policy**

- 1.8 The **Draft Road Investment Strategy 2 (RIS2)**, published by the Department for Transport in October 2018, sets out the Government's strategic vision for the Strategic Road Network (SRN) – the UK's motorways and principal A-roads – covering the years 2020 to 2025.
- 1.9 RIS2 emphasises the need to ensure the SRN is safe, serviceable, and free-flowing. It also highlights the need for the SRN to be 'smart' and build on new technologies, increase the level of accessibility and integration with the wider transport network (including the newly identified Major Road Network), and demonstrate how the SRN supports economic development and how investment can improve the environment.
- 1.10 The strategy notes that future road investments will have to be justified by considering how they contribute to the attainment of these objectives. When the Road Investment Strategy is formally adopted by government, it will be delivered by Highways England – the government owned company responsible for maintaining, operating and developing the SRN.

*Significance for TfSE Strategy*

- 1.11 Moving forward it will be important for TfSE to exert strategic influence over the development of the RIS if it is to ensure that the SRN is managed in a way that will meet its vision and objectives.
- 1.12 TfSE has the responsibility for prioritising investment on the Major Road Network in the area and the schemes prioritised for funding will be part of the five-year Investment Plan developed as part of the Transport Strategy.

**National Rail Policy**

- 1.13 The government's investment priorities for the rail network are articulated in the Department for Transport's High-Level Output Specification for investment covering a five-year regulatory Control Period, which Network Rail would be expected to deliver. For the next Control Period, (Control Period 6 2019 – 2023), starting in April 2019:
- infrastructure investment (e.g. capacity enhancements) will be determined through development of a new **Rail Network Enhancement Pipeline**; and
  - priorities for maintenance and renewal will be set by **Network Rail's Strategic Business Plan** on a route basis.
- 1.14 In parallel to HLOS and its investment programmes, Network Rail also considers a longer-term time horizon through its **Long-Term Planning Process (LTPP) strategy**, which considers the long-term capability of the rail network up to 30 years ahead.

- 1.15 A recent addition to Network Rail's LTPP is **Continuous Modular Strategic Planning** which involves undertaking analysis of particular issues experienced on parts of the rail network. For example, the first study in the Network Rail South East area will look at how capacity on the West Coastway Line can be optimised to provide a better service for passengers. This study has only just begun, but its findings will provide useful evidence for the Transport Strategy in its consideration of how to manage demand and capacity on the A27/East and West Coastway Line corridor serving the towns and cities along the South Coast.
- 1.16 This process aims to ensure the future rail network provides an efficient use of network capability and capacity through informing (and being informed by) funders' decisions on industry outputs. The outputs of the LTPP are available to train operating companies to inform franchise specifications and bids, and data from the studies that inform the strategy are available to franchise bidders. At the time of writing, the current institutional framework governing the rail industry is under review by the Department for Transport's Williams Rail Review. This review, which is expected to report in autumn 2019, will inform future policy and could recommend significant changes to the way rail policy is developed and delivered.

*Significance for TfSE Strategy*

- 1.17 TfSE currently has a role to play, through the outputs of the Transport Strategy and consultation responses to strategically influence future rail investment under these different arrangements, and to ensure they deliver on its vision and strategic principles. The Transport Strategy should give consideration to the Rail Network Enhancement Pipeline and Network Rail's new LTPP arrangements in identifying priority areas of the rail network for intervention.

**National Planning Policy**

- 1.18 The level of government involvement in the delivery of national transport policy and investment depends on the mode of transport in question. In general, the government has much greater influence in the road and rail sectors. This is because the Department for Transport owns the company that manages the SRN (Highways England) and the company that manages the national rail network (Network Rail). Other public roads are owned and managed by local highway authorities. This means government can deliver its priorities for transport investment through agencies it has the authority to direct. However, in most cases, government does not own or operate ports or airports. Therefore, government's priorities for the maritime and aviation sectors are generally delivered through planning policy and regulation.
- 1.19 The revised **National Planning Policy Framework**, published in July 2018, sets out the government's high-level objectives for the planning system for England. It describes the government's planning policies and how these are expected to be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. At the heart of the framework is a presumption in favour of sustainable development, that is, development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The planning system is built around the three pillars of sustainable development: economic, social and environmental, principles embodied by TfSE's vision and strategic principles.
- 1.20 In addition to setting a planning policy framework, the government has also published a range of national policies relating to the development of significant infrastructure projects. These are described in **National Policy Statements (NPS)**. To date, the government has published NPSs for National Networks, Ports and Airports, as summarised below.

- 1.21 The **NPS for National Networks**, published in December 2014, sets out the government’s priorities for infrastructure projects on the national road and rail networks, including strategic rail freight interchanges. The NPS identifies existing pressure on the transport network, which are expected to increase as the economy and population grows. It estimates road traffic will increase by 30% and rail journeys will increase by 40% by 2030. It describes how the government plans to tackle the challenges presented by growth by ensuring the country’s national networks support a competitive economy and high quality of life. The key objectives described in the NPS are to deliver national networks that:
- Have the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs;
  - Support and improve journey quality, reliability and safety;
  - Support the delivery of environmental goals and the move to a low carbon economy; and
  - Join up communities and link them effectively to each other.
- 1.22 It also identifies a need to encourage regeneration in disadvantaged areas; improve the resilience of networks to climate change and extreme weather; and improve the integration between transport modes, including linkages to ports and airports.
- 1.23 The **NPS for Ports**, published by the Department for Transport in January 2012, provides a framework for decisions on proposals specifically for new port development. The NPS describes the essential role ports play as international gateways in the UK, and how they support many forms of economic and social activity. These activities include freight and bulk movements; the import and export of energy supplies; tourism and leisure; and wider economic benefits such as job creation. The NPS describes an overarching objective to promote sustainable port development that caters for long-term forecast growth in imports and exports and contributes to long-term economic growth. It describes the potential for new and expanded infrastructure to;
- contribute to local employment, regeneration and development;
  - minimise greenhouse gas emissions (from port related development);
  - enhance access to ports and the jobs, services and social networks they create; and,
  - support sustainable transport by offering more efficient transport links with lower external costs.
- 1.24 The **NPS for Airports**, published by the Department for Transport in June 2018, describes the important role the aviation sector plays in supporting sectors of the economy such as business and financial services and the creative industry. The NPS sets out the need for additional airport capacity in the South East, noting that Heathrow Airport – the busiest two-runway airport in the world – is operating close to maximum capacity, while Gatwick Airport – the busiest single runway airport – is approaching maximum capacity. By the mid-2030s, all major airports in the South East are expected to be “full”, which could place the UK’s status as a major international hub at risk. This has the potential to undermine the country’s ambitions to be a major global player, especially after the UK leaves the European Union. The NPS argues that if the UK does not expand airport capacity in the South East, then capacity constraints would *“lower economic output by making aviation more expensive and less convenient to use, with knock-on effects in lost trade, tourism and foreign direct investment”*.

### *Significance for the TfSE Strategy*

- 1.25 As an area which has significant national connections and international gateways, these policies will likely have a significant impact upon the TfSE area. Many of the priorities and strategies outlined in these policies align closely with those identified in the TfSE's vision and priorities. This close alignment means that the TfSE strategy will support and be supported by national policy.
- 1.26 Surface access to strategic rail freight interchanges, ports and airports will be critical for allowing them to develop. As part of the development of the TfSE Transport Strategy airports in the region must be engaged and consulted to help understand their needs from the transport network and to support them to increase access by sustainable modes.

### **National Economic Policy**

- 1.27 The **Industrial Strategy White Paper**, published by the UK government in November 2017, sets out the government's over-arching industrial policy. This White Paper describes how the government will work to boost the productivity of the UK by helping *"businesses create better, higher-paying jobs in every part of the United Kingdom with investment in the skills, industries and infrastructure of the future"*. The White Paper describes five *"foundations of productivity"*:
- ideas;
  - people;
  - infrastructure;
  - business environment; and
  - places.
- 1.28 Transport features heavily in the infrastructure theme, which highlights the importance it plays in supporting economic growth and business connectivity. The White Paper also outlines how transport investment can help *"create a more reliable, less congested and better-connected transport network to build a stronger, more balanced economy"*. It describes four *"Grand Challenges"* presented by global trends that are expected to transform the future of the UK. One of these challenges focusses on the *"Future of Mobility"* – an emerging sector the White Paper suggests the UK has the potential to lead at a global level.
- 1.29 The government's industrial policy is developed further in **Sector Deals**, which articulate specific objectives for key sectors of the UK economy (such as life sciences), some of which have a strong presence in South East England and depend on its transport networks to succeed. TfSE will help to ensure the transport network of the South East provides support for these sectors, through its vision and strategic principles targeted at supporting sustainable economic growth.
- 1.30 Additionally, in 2017 the government released its **Clean Growth Strategy**, which outlines the government's method for ensuring that the UK continues to grow economically, whilst reducing its emissions. The strategy sets out how £2.5bn of funding will be invested by the government to support low carbon innovation from 2015 to 2021. The strategy notes that changes to the transport network will be fundamental for reducing emissions and describes in depth how it expects to encourage a shift to low carbon transport. The goals of this strategy, and those of TfSE are closely aligned.

*Significance for TfSE Strategy*

- 1.31 The TfSE vision and National Economic Policies recognise the importance of the South East for the national economy, with shared objectives to grow sustainably, drive economic productivity up whilst protecting and enhancing the environment.
- 1.32 Priority sectors of TfSE are well aligned with those sectors which have been prioritised in the UK Industrial Strategy. The Transport Strategy will give consideration to how these sectors can best be supported by the transport network.

**National Environmental Policy**

- 1.33 The **25-Year Environmental Plan: A Green Future: Our 25 Year Plan to Improve the Environment**, published by Department for Environment, Food & Rural Affairs in January 2018, describes the government's plan to improve the environment "*within a generation*". This policy document identifies four early priorities that the government believes will shape the low carbon transport of the future. These include developing a flexible regulatory framework to encourage new modes of transport, as well as exploring ways to use data to accelerate the development of new and more efficient mobility services. The strategy highlights the importance of reducing carbon emissions, noting that the transport sector is responsible for around 40% of the UK's final energy use.
- 1.34 The government's ambition for decarbonising transport is further underlined by the Department for Transport's **Road to Zero Strategy**, published in July 2018, which sets a target of ensuring that 50% of all new cars in 2030 are ultra-low emission vehicles. The strategy aims to deliver a significant expansion of green infrastructure across the country, reduce emissions from the vehicles already on the UK's roads, and encourage greater uptake of zero emission road vehicles.
- 1.35 There are important linkages between the government's decarbonisation strategy and its **Air Quality Plan**. This policy document, published by DEFRA in 2017, describes how the government plans to improve air quality by ending the sale of new, conventional petrol and diesel cars and vans by 2040. This policy has had a significant impact on the automotive industry and has already resulted in significant changes in consumer behaviour.
- 1.36 Alongside the Air Quality Plan, the government's **Clean Air Strategy**, published in 2019, explains how the government will tackle all sources of air pollution. It sets out potential future legislation around transport, and broad measures to help drive a switch to zero-emissions transport modes. Of particular importance for the South East is the new requirement for ports to produce Air Quality Management Strategies, which they will be required to do by the end of 2019.

*Significance for TfSE Strategy*

- 1.37 Environmental protection and enhancement is a key component of TfSE's vision to achieve sustainable economic growth. The Transport Strategy will ensure that it follows, aligns with and adheres to the government's policy requirements regarding the future environmental impacts of transport.

## National Social Policy

- 1.38 In recent years housing has emerged as a national priority for the government. The **Housing White Paper**, published by the Ministry of Housing, Communities and Local Government in February 2017, sets out how the government intends to boost housing supply and create a more efficient housing market. The government wishes to ensure the housing market delivers outcomes that are more closely matched to the needs and aspirations of all households, and support wider economic prosperity. This policy is particularly pertinent to the South East as the region is characterised by relatively low levels of housing affordability.
- 1.39 The Housing White Paper is supported by the **Housing Infrastructure Fund**, which is a £2.3 billion grant programme that aims to unlock the delivery of 100,000 new homes in England. This funding is being made available to local authorities and transport authorities on a competitive basis. It will provide grants for investing in new physical infrastructure, including transport interventions, which will unlock new homes in areas of greatest housing demand.
- 1.40 Supporting deprived communities and rebalancing the economy is also seen as a key priority for the government. In the TfSE area, deprived communities tend to be clustered around coastal areas. The government has recognised the unique challenges these communities face, and in response it has established a **Coastal Communities Fund** and **Coastal Revival Fund**. These programmes are designed to help “*coastal communities flourish and strengthen their appeal as places to live, work and visit*”. The Coastal Communities Fund provides £50,000 grants to support regeneration projects. Since 2012, this fund has invested £174 million into 295 projects in the UK. The Coastal Revival Fund is targeted at bringing at-risk coastal heritage sites back into economic use. The first Coastal Revival Fund round provided £3.7 million to support 92 projects in coastal areas.
- 1.41 The Government’s strategy for ensuring that people with disabilities are provided with good transport provision is outlined in the **Inclusive Transport Strategy**, published by the Department for Transport in 2018. The Government wants people with disabilities to have the same access to transport as all other users by 2030. The document outlines a wide ranging series of interventions which it will employ to achieve this aim, from raising awareness to providing better physical infrastructure. It also describes how the government will hold itself accountable for the delivery of this strategy, including processes for monitoring and evaluation specifying key output indicators.
- 1.42 TfSE is committed to promoting social inclusion alongside economic development. Doing so ensures that all residents within the region are supported by future economic growth and prosperity.
- Significance for TfSE Transport Strategy*
- 1.43 Alongside supporting its ambitious growth aspirations, TfSE wants the transport network to help encourage future social equity and preserve and enhance the high quality of natural and built environments present within the area. TfSE’s vision and strategic principles identify the need to ensure that transport provides opportunities for all. The Economic Connectivity Review concluded that one of the key economic outcomes of transport is supporting deprived communities.
- 1.44 The policies above provide both short and long-term guidance for how the Government envisages development in these areas over the coming decades. The Transport Strategy will use this framework as guidance when developing its long term strategy for these areas, ensuring there is clear connection between national and regional strategic thinking.



### **The UK's exit from the European Union ("Brexit")**

- 1.45 Finally, it is not possible to provide a complete summary of the National Policy Context without also considering the UK's exit from the European Union ("Brexit"). The impacts of this policy will depend on the nature of the UK's exit. In the event of a 'no deal' Brexit, there will be significant implications for trade, which will affect the operation of international gateways in the South East. These impacts are explored in more detail in the technical report on The Potential Impacts of Brexit.

### **Regional Policy Context**

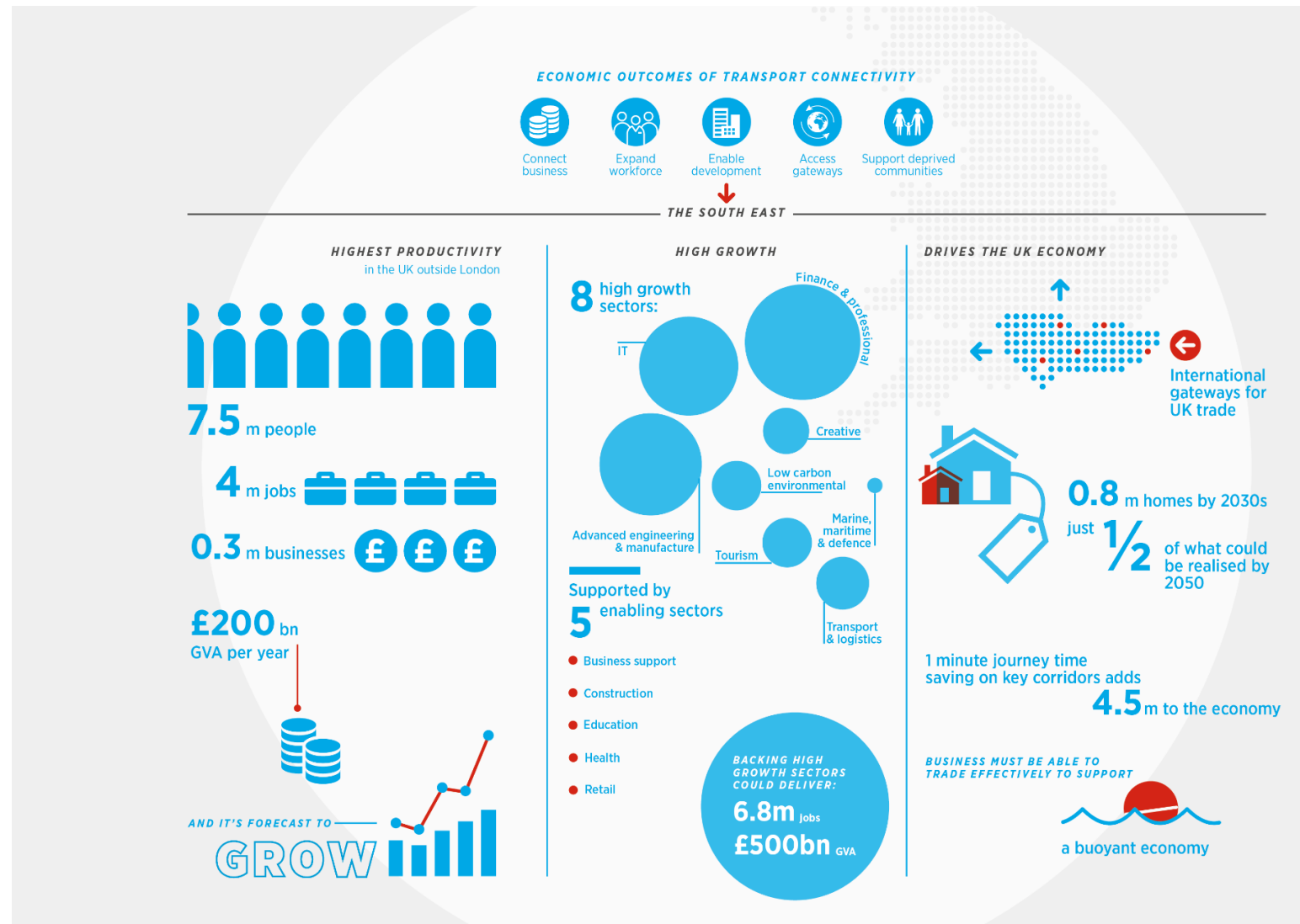
- 1.46 Regional Policy in the South East encompasses any policy set by government at a sub-national level, but above a Local Authority level (such as a County Council or Unitary Authority). In the South East, responsibility for developing regional economic and transport policy is shared between:
- Highways England, which prioritises investment on the SRN in the South East;
  - Network Rail, which prioritises investment on the rail network in the South East; and
  - Five Local Enterprise Partnerships (Thames Valley Berkshire, Solent, Enterprise M3, Coast to Capital, and South East), which set strategic economic priorities for their LEP area.
- 1.47 In addition to this, Transport for the South East is an emerging Sub National Transport Body, which is currently developing a proposal to government to gain statutory status. If this status were secured then Transport for the South East would also have responsibility for regional transport policy.
- 1.48 TfSE and the five LEPs are relatively new organisations. Prior to 2010, regional economic, planning and transport policy for South East England was set by the South East England Regional Development Agency and scrutinised by the South East England Regional Assembly (the latter was replaced by a Local Authorities Leaders Board in 2009). In 2010, all eight Regional Development Agencies in England were abolished and replaced with smaller LEPs. At that time, responsibility for regional economic policy was transferred to the LEPs, while responsibility for regional transport and planning policy was devolved back to local authorities.
- 1.49 More recently, government policy has shifted towards recognising the value of having a regional perspective on transport policy. This has contributed to the development of new Combined Authorities (such as the Greater Manchester Combined Authority), which now develop transport policy at a 'City Region' level, and 'Sub National Transport Bodies' (such as TfSE), which are designed to help develop transport policy at a sub-national level.



### Economic Connectivity Review

- 1.50 While TfSE has not yet gained statutory status, and so is not in a position to direct regional transport policy, initial consideration of the economic rationale for increased investment in the transport network of the South East has been set out by TfSE in its **Economic Connectivity Review**. This was published in July 2018 and it represents the first stage of the development of a transport strategy for the South East. The Economic Connectivity Review is built on existing evidence and previous studies to provide an overarching view of:
- the region's current economic geography,
  - its economic potential up to 2050; and
  - the role strategic transport interventions in achieving this potential.
- 1.51 While the review did not prioritise any specific transport schemes, it made the case for investing in strategic transport infrastructure and provided a framework for categorising and prioritising this investment. The key findings of the Economic Connectivity Review are presented in Figure 1.1.
- 1.52 The Economic Connectivity Review highlights the unique position of the South East as a powerful driver of the UK economy and as the nation's major international gateway for people and business. It provides the evidence that underlines the South East's competitiveness in the maritime, defence, advanced engineering, biosciences, and connected digital sectors. These strengths are all supported by digital enabling technologies and other high growth sector specialisms in finance, professional services, transport and logistics. The study estimates the South East's high-growth priority sectors and their economic assets could deliver as much as £500 billion per year to the UK economy by 2050. However, it concludes that the region needs a period of sustained investment in infrastructure if it is to maintain its competitiveness in the face of intensifying global competition. and realise its full economic potential.
- 1.53 The Economic Connectivity Review identifies five economic outcomes that future transport investment should support to promote economic growth in the South East. These economic outcomes are to:
- improve business connectivity;
  - increase labour market efficiency;
  - enable development;
  - provide access to international gateways; and
  - support deprived communities.

Figure 1.1: Economic Connectivity Review summary findings



- 1.54 The Economic Connectivity Review prioritised the investment needs of 25 strategic transport corridors in the TfSE area. This prioritisation was based on the extent to which each corridor supported the five economic outcomes summarised above. The prioritisation also considered the feasibility of intervening on each corridor. It should be stressed that the prioritisation does not necessarily reflect the importance of each corridor to the South East's economy. It is designed to help policy makers decide which corridors should be subject to further study as part of the Transport Strategy development.
- 1.55 A list of the corridors is provided in Table 1.1 and these corridors are mapped in Figure 1.2.

**Table 1.1: Sequencing of corridors identified in the Economic Connectivity Review**

Area	Ref	Corridor Name
South East	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)
	SE5	A21/Hastings Line (Hastings – Sevenoaks)
South Central	SC1	A22/A264/Oxted Line (Crawley – Eastbourne)
	SC2	M23/A23/Brighton Main Line (Brighton – Coulsdon)
	SC3	A24/A264/A29/Arun Valley Line (Crawley – Fontwell)
South West	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)
Inner Orbital	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)
Outer Orbital	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)

Figure 1.2: Transport for the South East's Key Economic Corridors (identified for the Economic Connectivity Review)



## Regional Road Investment Policy

1.56 The Government's priorities for investment in the SRN in South East England is described in **Highways England's Route Strategies**. In total, Highways England has published 18 Route Strategies covering the whole SRN in England, seven of which are relevant for the South East. These are

- Kent Corridor to M25 (M2 and M20);
- London Orbital and M23 to Gatwick;
- London to Wales;
- M25 to Solent (A3 and M3);
- Solent to Midlands;
- South Coast Central; and
- South West Peninsula.

1.57 Each strategy provides a description of the key centres of population and industry, international gateways served by the route, the type of road, and its current performance and constraints. Each strategy outlines options for maintaining, operating and/or enhancing roads. Where appropriate, this could include influencing driver behaviour or considering other modes of travel. The key strategic projects and interventions on each route in South East England is outlined in the table below.

**Table 1.2: Key challenges and opportunities outlined in Highways England Route Strategies**

Corridor	Key challenges and opportunities
Kent Corridor to M25 (M2 and M20)	<ul style="list-style-type: none"> <li>• Providing a reliable alternative freight route between the M25 and Dover on the A2/M2</li> <li>• Developing a replacement for Operation 'Stack', which is implemented when there is disruption at the Port of Dover</li> <li>• Accommodating significant future growth.</li> <li>• Tackling congestion, particularly between junctions 2 and 3 on the M2 and around the Port of Dover.</li> <li>• Improving safety, particularly on junctions 5 and 7 on the M2.</li> <li>• Make better use of rail and water to transport goods to and from ports and reduce road traffic volume.</li> <li>• A proposed lorry park and the formalisation of Dover TAP to reduce port-related congestion issues.</li> </ul>
London Orbital and M23 to Gatwick	<ul style="list-style-type: none"> <li>• Improving conditions on the M25 (tackling traffic volume, congestion or traffic queuing and delays caused by accidents or roads closed).</li> <li>• Improving safety, particularly on the M25 junctions 16, 21a, 23 and 25 and junctions 5-4b on the M4.</li> <li>• Improving air quality, as designated Air Quality Management Areas cover much of the study area.</li> <li>• Addressing the gap in service stations/safe rest facilities on junctions 12-21 on the M25.</li> <li>• Exploring the opportunity to integrate the SRN with cross-London rail investment, improving access to Heathrow airport.</li> <li>• A new Lower Thames Crossing.</li> </ul>
London to Wales	<ul style="list-style-type: none"> <li>• Improving safety on junctions 5-10 on the M4.</li> <li>• Smart motorway and all-lane running between junctions 3-12 on the M4.</li> </ul>

Corridor	Key challenges and opportunities
M25 to Solent (A3 and M3)	<ul style="list-style-type: none"> <li>The proximity of the M3 to Ports within Southampton means that there are significant congestion issues as local traffic mixes with port traffic.</li> <li>Additional traffic joins the A3 from the A31 Hog's Back, which means that this section sees safety issues and lacks network capacity.</li> <li>Addressing the lack of information available on the A3 and M3 between junctions 4a-9.</li> <li>There is significant congestion on the M3 from Farnborough to the M25.</li> <li>There is opportunity to communicate with rail providers to increase the provision of goods transport transportation to the ports.</li> <li>To the North of Guildford there is an opportunity to enhance truck layby capacity by introducing north-facing slips at the A3/A247, which should relieve local pressure on roads around Guildford.</li> </ul>
Solent to Midlands	<ul style="list-style-type: none"> <li>Improving safety, particularly at junction 8 on the M27, the M271/M27 interchange, and on the M3 towards Winchester.</li> <li>The high proportion of goods travelling from the North to the South accelerates the deterioration of the road surface along the route.</li> <li>Addressing peak-hour congestion, particularly junctions 4-11 on the M27.</li> <li>Along the A34 congestion and delays are magnified by main junctions lying near each other.</li> <li>The A34 between the M40 and M4 junctions is often restricted or closed, resulting in environmental pollution along the route around Oxford, Bicester, Abingdon, Didcot and through the North Wessex Downs AONB.</li> <li>There are significant development opportunities, particularly at the Southern end of the route, where there are major international gateways.</li> </ul>
South Coast Central	<ul style="list-style-type: none"> <li>The A27 and A23 are two of the worst ranked A roads in the country for safety issues, largely due to poor junction visibility and road surface alignment.</li> <li>There is a lack of technology across the area making it difficult to accommodate seasonal variations in traffic flows.</li> <li>Congestion on multiple routes means that diversions are often ineffective and minor incidents can quickly escalate into major disruptions.</li> </ul>
South West Peninsula	<ul style="list-style-type: none"> <li>Many roads are narrow and unsuitable for HGVs.</li> <li>Seasonal changes in traffic flow have a significant impact on journey time reliability.</li> </ul>

### Significance for TfSE Strategy

- 1.58 Highways England has identified the key constraints on the Strategic Road Network and the Transport Strategy must give consideration to these constraints and the impact that they have on business, commuters and residents that use these highways. In line with the visions and strategic principles of TfSE, the Transport Strategy must ensure that prioritised areas of intervention will promote sustainable growth, social inclusion and environmental protection and enhancement.

### Regional Rail Investment Policy

- 1.59 Regional rail investment policy in the South East is delivered by Network Rail, which has developed the following mechanisms to inform the development of the rail network at this level:
- Passenger Market Studies;
  - The Freight Market Study; and
  - Local Network Studies.



- 1.60 Network Rail long term planning process has recently been revised and in the future, prioritisation of rail investment will be informed by Continuous Modular Strategic Planning (CMSP). This is an approach which, instead of looking at a route, or area in its entirety, seeks to address specific constraints or opportunities on the network. Network Rail South East Region's CMSP study has just been launched and it will consider constraints on the West Coastway and Arun Valley lines to identify how the railway can better support passenger demand. The findings of this study will be set out in an updated version of this report. However, Network Rail's other mechanisms for informing development of the Rail Network remain relevant.
- 1.61 First, Network Rail publishes **Passenger Market Studies**, which identify the strategic goals for different sectors of the rail industry. These inform the Long-Term Planning Process described in the National Policy Context section. They forecast the level of demand and the potential opportunities for a market and estimate what resources would be required to meet strategic goals. The **London and South East Market Study**, published in October 2013, is particularly relevant to South East England. This study quantifies the importance of rail travel in South East England (nearly half of all trips to Central London are by rail) and forecasts that demand for off-peak travel and commuting into regional centres is expected to grow. The strategic goals identified for this market are:
- to enable economic growth;
  - to reduce carbon emissions and the transport sectors' impact on the environment;
  - to improve the quality of life for communities and individuals; and
  - to improve affordability.
- 1.62 Long term conditional outputs developed from the study include accommodating peak demand on short distance services and improving services between regional centres.
- 1.63 Second, Network Rail publishes a **Freight Market Study**, which has significant implications for the ports in the South East. This study, which was published in April 2017, describes demand forecasts over a 10 and 30-year horizon. It also highlights preferred routeing of services to key international gateways and the implications of this growth on the network.
- 1.64 The study brings together the strategic freight recommendations from individual routes and also provides an outline of the wider non-route specific priorities for rail freight capacity and capability. The study notes that there has been a recent growth in rail freight, a geographical shift in freight flows towards busier rail corridors, and a growth in passenger numbers. All of these trends are placing additional capacity constraints on the freight sector. This market study identifies future requirements on individual corridors and highlights capacity gaps. It also considers the need for increased capability (e.g. speed improvements and train length).
- 1.65 Third, Network Rail publishes **Local Studies**, which bring together the suggested outputs for all the market sectors of a part of the network. These studies evaluate the trade-offs between the suggested outputs for the different sectors, form a view of the likely long-term allocation of different sectors, and use these findings to inform decisions on the appropriate capability of the network. In total, there are five Local Studies in the South East:
- London and South East
  - South East (Sussex)
  - South East (Kent)
  - Wessex
  - Western



- 1.66 The key strategic projects, initiatives and areas of intervention outlined in each local study are set out in the table below.

**Table 1.3: Key challenges and opportunities outlined in Network Rail Local Studies**

Corridor	Key challenges and opportunities
London and South East	<ul style="list-style-type: none"> <li>• Enable economic growth by improving business to business connectivity and by providing sufficient capacity for people travelling to take part in economically productive activities.</li> <li>• Reduce carbon and the environmental impact of the transport sector.</li> <li>• Improve the quality of life for communities and individuals, by providing them with better connections and improving access to social infrastructure such as educational establishments.</li> <li>• Improve affordability by meeting other outputs in an affordable way and by directly reducing the industry subsidy.</li> <li>• Provide better access to airports, HS2 stations and ports.</li> </ul>
South East (Sussex)	<ul style="list-style-type: none"> <li>• Lengthening services to the maximum length in each corridor, providing some station enhancements and new rolling stock.</li> <li>• Providing additional terminal capacity in London and removing strategic bottlenecks, for example at East Croydon.</li> <li>• Improving connectivity across Sussex will require faster journey times from areas such as Hastings, Worthing and Littlehampton to London and between coastal towns and cities (Portsmouth &amp; Southampton to Brighton).</li> </ul>
South East (Kent)	<ul style="list-style-type: none"> <li>• The large number of flat junctions means that the slightest delay in one service is quickly transferred to other lines.</li> <li>• Maintaining performance as demand has grown significantly over the past decade and is forecast to continue.</li> <li>• The provision of 12 car Thameslink trains should have a significant impact on the journeys of many commuters to this area.</li> </ul>
Wessex	<ul style="list-style-type: none"> <li>• A 20% increase in capacity is required to accommodate the number of customers who use London and South-East services.</li> <li>• Network crowding means that any small delay can lead to major disruptions. Adding capacity will be challenging due to signalling limitations.</li> </ul>
Western	<ul style="list-style-type: none"> <li>• Standardising rolling stock will provide greater harmonisation of train speeds and acceleration, allowing greater efficiency.</li> <li>• Accommodating future growth in passengers will require expansion of the current rolling stock, and significant station improvements.</li> <li>• The Western Rail Link to Heathrow should optimise the connections between the rail network and future developments.</li> <li>• The forecasted increase in rail passenger demand into London Paddington is 298% on Relief Line services and 99% on Main Line services to 2043. To accommodate this growth 24 trains per hour would be required on the Main Lines. This would mean limiting train speeds to those of the slowest trains.</li> </ul>

### *Significance for TfSE Strategy*

- 1.67 Network Rail has identified the key constraints on the rail network of the South East, and the Transport Strategy must give consideration to these constraints and the impact that they have on the business, commuters and residents that use the railway. The TfSE Transport Strategy should look beyond constraint on the network and identify where new routes would be beneficial, such as optimising capacity on HS1 by extending services to Hastings and Eastbourne.

## Regional Economic Policy

- 1.68 Regional economic policy is set out in **Strategic Economic Plans (SEPs)**, which are developed by each of the five LEPs in the region. These plans outline each LEP's vision and strategic priorities for their region up to 2020/21. The first round of SEPs were published by each LEP in 2014. These are currently being updated to reflect the emerging Industrial Strategy (described under "National Policy Context"). The next round of SEPs will outline a vision to 2030.
- 1.69 The SEPs also outline the industrial and sectoral priorities for their region, which are based on each region's perceived economic strengths and stated growth ambitions. A summary of these priorities (for the most recently published SEPs<sup>2</sup>.) is presented in Table 1.4.

**Table 1.4: Industrial/sectoral priorities identified in Strategic Economic Plans (2014)**

Industrial Sector	Coast to Capital	Enterprise M3	Solent	South East	Thames Valley Berkshire
Advanced manufacturing	✓		✓	✓	
Aerospace and defence		✓	✓		
Corporate activities (Headquarters/operations)					✓
Creative industries	✓	✓	✓	✓	
Engineering			✓		
Foreign-owned businesses		✓			✓
Healthcare, medical technology and life sciences	✓	✓		✓	
Horticulture	✓				
IT and digital media	✓	✓	✓	✓	✓
Low carbon/environmental technology, goods and services	✓		✓	✓	
Marine and maritime			✓		
Professional, finance and business services	✓	✓			
Space and satellite technology		✓			
Transport and logistics			✓	✓	
Visitor economy	✓		✓	✓	

- 1.70 SEPs are supported by **Local Industrial Strategies**, which are also developed by LEPs. These are developed through extensive local consultation with businesses, public partners and civil society and are designed to leverage local strengths to ensure that every community reaches their economic potential. The five LEPs in the TfSE area are currently working with the government to develop their own Local Industrial Strategies, which will set priorities for initiatives to drive growth in their key industrial sectors.

### *Significance for TfSE Strategy*

- 1.71 Priority sectors, as identified in the Economic Connectivity Review, are well aligned with those sectors prioritised at a LEP level. Engagement must continue with the LEPs to ensure that the businesses and sectors that they represent are well supported in the Transport Strategy.

<sup>2</sup> At the time of writing an updated SEP was not available for South East and Solent Local Enterprise Partnerships.

### *London Policy Context*

- 1.72 Spatial planning policies set out in the London Plan and transport policy set out in the Mayor's Transport Strategy provide the London policy context. What is planned will affect both the transport network of the TfSE area and transport connectivity between the TfSE area and London. The implications of the London policy context are explored in the report on the Relationship between London and the South East.

### **Local Policy Context**

- 1.73 Local Policy is developed and delivered by Local Authorities. In the TfSE area, transport policy is set by County Councils and Unitary Authorities.

### **Local Transport Policy**

- 1.74 Each Local Transport Authority in England has an obligation to produce a **Local Transport Plan (LTP)** for their area. An LTP should:
- outline the baseline situation for transport, accessibility and air quality;
  - set objectives and a programme of policies, programmes, projects and initiatives to realise them; within a long-term Strategy and a short-term Delivery Plan; and
  - outline bids for funding from the Department for Transport.
- 1.75 A summary of the key transport and spatial priorities in each of these LTPs is provided in the table below. Across the LTPs there is alignment at a high level with the strategic objectives of TfSE.

**Table 1.5: Key spatial priorities outlined in Local Transport Plans**

Local Transport Authority	Transport Priorities	Key Spatial Priorities
Bracknell Forest (2011)	<ul style="list-style-type: none"> <li>• Reduce delays associated with traffic congestion and improve reliability of journey times.</li> <li>• Encourage and promote accessibility by sustainable modes.</li> <li>• Protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment.</li> <li>• Reduce greenhouse gas emissions from transport.</li> <li>• Reduce casualties and improve safety on local transport.</li> <li>• Enhance the street environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Regenerating Bracknell Town Centre.</li> <li>• Providing transport infrastructure to the planned 10,780 new homes identified in the Local Development Framework.</li> <li>• Improving Bracknell, Martins Heron, Crowthorne and Sandhurst rail stations.</li> <li>• Continued support for AirTrack (rail access to Heathrow).</li> <li>• Supporting improvements on the Reading to London Waterloo and Reading to Redhill lines.</li> </ul>
Brighton & Hove (2015)	<ul style="list-style-type: none"> <li>• Growing the economy sustainably – ensuring transport and travel contribute to the delivery of sustainable economic growth</li> <li>• Reducing carbon emissions that affect climate change and our local environment</li> <li>• Increasing safety &amp; security – creating streets and neighbourhoods that are safe and welcoming for people to move around and move socially</li> <li>• Providing equality, mobility &amp; accessibility – creating an accessible and inclusive transport system for everyone</li> <li>• Improving health &amp; well-being – encouraging and enabling healthy and active travel choices</li> <li>• Enhancing the public realm – designing and creating places that are inviting and attractive and enhance people's quality of life and regenerate the city</li> <li>• Encouraging respect and responsibility – increasing people's awareness of others and changing attitudes and behaviour when using the city's transport system</li> </ul>	<ul style="list-style-type: none"> <li>• Maintaining and renewing the transport network and its infrastructure to increase resilience, including connections within and between neighbourhoods such as the city centre, seafront and South Downs National Park</li> <li>• Managing movement on the transport network, changing travel behaviour and informing people's travel choices in dynamic ways to increase efficiency and sustainability</li> <li>• Improving sustainable and accessible transport infrastructure, connections, information and options to connect people with local services, facilities and activities, and provide a safer and more attractive environment</li> </ul>

Local Transport Authority	Transport Priorities	Key Spatial Priorities
East Sussex (2011)	<ul style="list-style-type: none"> <li>• Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.</li> <li>• Improve road safety for vulnerable road users – pedestrians, cyclists, motorcyclists and horse riders.</li> <li>• Reduce the number of people killed and seriously injured in road crashes.</li> <li>• Reduce greenhouse gas emissions, local air pollution and noise from transport.</li> <li>• Increase the resilience of transport infrastructure and services to the effects of climate change.</li> <li>• Improve personal health and well-being by encouraging and enabling increased physical activity through active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving shortcomings in the rail infrastructure which affects both east/west movements along the coastal corridor, connections to Brighton, Ashford and Gatwick Airport, and between Hastings and London.</li> <li>• Improving bus services in rural areas.</li> <li>• Gap and Lewes town centre around Fisher Street.</li> </ul>
Hampshire (2013)	<ul style="list-style-type: none"> <li>• Support economic growth by ensuring the safety, soundness and efficiency of the transport network.</li> <li>• Provide a safe, well-maintained, and more resilient road network and continued casualty reduction.</li> <li>• Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving international gateways (Southampton, Portsmouth and Southampton International Airport).</li> <li>• Public transport (BRT) to assist delivery in planned developments such as New Community North Fareham, Basingstoke and Whitehill-Bordon</li> <li>• Improved access to Heathrow Airport.</li> <li>• Securing investment to improve capacity and journey time reliability on strategic national corridors (M3, A34 and A303).</li> <li>• Increased capacity on key rail routes.</li> </ul>
Isle of Wight (2011)	<ul style="list-style-type: none"> <li>• Enhance and maintain highway assets.</li> <li>• Maintain and improve journey time reliability and predictability for all road users.</li> <li>• Protect and enhance the environment and quality of life.</li> <li>• Improve road safety and health.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide improvements to a series of key bottlenecks on the road network.</li> </ul>

Local Transport Authority	Transport Priorities	Key Spatial Priorities
Kent (2016)	<ul style="list-style-type: none"> <li>Economic growth and minimised congestion by delivering resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.</li> <li>Affordable and accessible door-to-door journeys by promoting affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.</li> <li>Provide safer travel by providing a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.</li> <li>Enhanced environment by delivering schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.</li> <li>Provide better health and wellbeing by providing and promoting active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.</li> </ul>	<ul style="list-style-type: none"> <li>Enabling growth in the Thames Estuary</li> <li>New Lower Thames Crossing</li> <li>Bifurcation of port traffic</li> <li>A solution to Operation Stack</li> <li>Provision for overnight lorry parking</li> <li>Ashford International Station signalling (Ashford Spurs)</li> <li>Development of Thanet Parkway Railway Station</li> </ul>
Medway (2011)	<ul style="list-style-type: none"> <li>Improve infrastructure capacity (respond to regeneration by efficiently and safely managing and improving Medway's road network, including improving road freight movements through Medway).</li> <li>Improve public transport (respond to the regeneration of Medway by encouraging travel by public transport including improving the quality, reliability, punctuality and efficiency of services).</li> <li>Encourage active travel and improve health.</li> <li>Improve travel safety (reduce casualties on Medway's roads and to encourage changes to travel habits by the implementation of Safer Routes to School projects).</li> </ul>	<ul style="list-style-type: none"> <li>Upgrades to Medway Tunnel.</li> <li>Reducing congestion hotspots on key strategic highway corridors such as the A2, A229, A289, A228, A231, A278, B2004.</li> <li>Providing transport to support promoting Chatham Dockyard and its Defences as a World Heritage Site, including improving the accessibility and awareness of the Great Lines Heritage Park.</li> <li>Transport to support the potential of the River Medway for work and leisure travel and for further river crossings.</li> </ul>

Local Transport Authority	Transport Priorities	Key Spatial Priorities
Portsmouth (2011)	<ul style="list-style-type: none"> <li>• Make Portsmouth an accessible city, with sustainable and integrated transport.</li> <li>• Provide access to employment to encourage businesses to locate within Portsmouth and increase tourism to the city.</li> <li>• Improve the safety of road users by all travel modes and reduce casualties across the city. Improve crime and personal safety and the perception of it when travelling.</li> <li>• Increase modal share by sustainable travel modes.</li> <li>• Provide adequate transport links to new housing.</li> </ul>	<ul style="list-style-type: none"> <li>• Providing connectivity to and within the Southsea seafront area of the city.</li> <li>• Providing transport links to the most deprived areas of Portsmouth.</li> </ul>
Reading (2011)	<ul style="list-style-type: none"> <li>• Facilitate more physically active travel for journeys in a healthy environment.</li> <li>• Improve personal safety on the transport network.</li> <li>• Ensure that the transport network operates safely and efficiently to meet the needs of all users.</li> <li>• Align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment.</li> <li>• Offer sustainable transport choices for the Travel to Work Area and beyond, integrating within and between different types of transport.</li> <li>• Improve journey times, journey time reliability and the availability of information.</li> <li>• Reduce carbon emissions from transport, improve air quality and create a transport network which supports a mobile, affordable low-carbon future.</li> </ul>	<ul style="list-style-type: none"> <li>• M4 motorway (e.g. M4 Junction 11/Mere oak Improvement Scheme).</li> <li>• Improving the Great Western Main Line and Reading train station.</li> <li>• Ensuring connectivity with major airports, particularly Heathrow.</li> <li>• Protecting and improving strategic cycle routes such as National Cycle Network routes 4, 5 and 23.</li> </ul>
Slough (2011)	<ul style="list-style-type: none"> <li>• Make sustainable transport options accessible to all.</li> <li>• Enhance social inclusion and regeneration of deprived areas.</li> <li>• Minimise the noise generated by the transport network.</li> <li>• Achieve better links between neighbourhoods and access to the natural environment.</li> <li>• Reduce the number of traffic accidents involving death or injury.</li> <li>• Minimise the opportunity for crime, anti-social behaviour and terrorism and maximise personal safety of the PT network.</li> <li>• Reduce transport's CO2 emissions and make the PT network resilient to the effects of climate change.</li> <li>• Minimise effects of transport on natural environment, heritage and landscape.</li> <li>• Ensure that the transport system helps Slough sustain its economic competitiveness and retain its position as an economic hub of the South East.</li> <li>• Facilitate the development of new housing in accordance with the LDF.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving access to Heathrow airport.</li> <li>• Maintaining North-South road links such as the A355 Farnham Road, A412 Uxbridge Road and B416.</li> <li>• Redevelopment of parts of the town centre to fulfil its role as a Hub and an important regional shopping, employment and transport centre.</li> <li>• Development of a transport hub at Slough Trading estate.</li> <li>• Improving the quality of existing suburban areas and open spaces, and protecting the Green Belt and Strategic Gap.</li> </ul>



Local Transport Authority	Transport Priorities	Key Spatial Priorities
Southampton (2011)	<ul style="list-style-type: none"> <li>• Develop transport improvements that support sustainable economic growth and development within South Hampshire.</li> <li>• Work with the Highways Agency, Network Rail, Ports and Airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.</li> <li>• Develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.</li> <li>• Improve road safety across the sub-region.</li> <li>• Promote active travel modes and develop supporting infrastructure.</li> <li>• Encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services.</li> <li>• Further develop the role of water-borne transport within the Transport for South Hampshire area and across the Solent.</li> <li>• Work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the Port of Southampton, Southampton Central station and Southampton International Airport.</li> <li>• Investigating the feasibility for provision of a bridge link from Tipner to Horsea Island (for all modes).</li> </ul>
Surrey (2018)	<ul style="list-style-type: none"> <li>• Facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.</li> <li>• Improve road safety and the security of the travelling public.</li> <li>• Provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.</li> </ul>	<ul style="list-style-type: none"> <li>• None have been identified in the Local Transport Plan. The Districts and Boroughs are producing Local Transport Strategies which identify priorities at a spatial level.</li> </ul>
West Berkshire (2011)	<ul style="list-style-type: none"> <li>• Improve travel choice and encourage sustainable travel.</li> <li>• Support the economy and quality of life by minimising congestion and improving reliability on West Berkshire's transport networks.</li> <li>• Maintain, make best use of and improve West Berkshire's transport networks for all modes of travel.</li> <li>• Improve and promote opportunities for healthy and safe travel.</li> <li>• Minimise energy consumption and the impact of all forms of travel on the environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the M4 and A34 (responsibility of the Highways Agency).</li> <li>• Providing access to Heathrow airport, Reading and London.</li> <li>• Improving accessibility for rural communities.</li> </ul>

Local Transport Authority	Transport Priorities	Key Spatial Priorities
West Sussex (2011)	<ul style="list-style-type: none"> <li>• Provide a high-quality transport network that promotes a competitive and prosperous economy in all parts of the County.</li> <li>• Provide a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time.</li> <li>• Provide access to services, employment and housing.</li> <li>• Provide a transport network that feels and is safer and healthier to use.</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements to the A27 trunk road and complementary public transport improvements to local bottlenecks.</li> <li>• Improve connectivity to Gatwick – extend Fastway, improve Brighton Main Line and Arun Valley Line</li> </ul>
Windsor and Maidenhead (2012)	<ul style="list-style-type: none"> <li>• Improve access to everyday services and facilities for everyone.</li> <li>• Improve road safety and personal security for all transport users.</li> <li>• Support sustainable economic growth.</li> <li>• Improve quality of life and minimise the social, health and environmental impacts of transport.</li> <li>• Mitigate and adapt to the effects of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving air quality in the three Air Quality Management Areas.</li> <li>• Use Neighbourhood Plans to drive development in key areas within the local authority.</li> </ul>
Wokingham (2012)	<ul style="list-style-type: none"> <li>• Have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel.</li> <li>• Work with partners to promote walking and cycling for all residents.</li> <li>• Promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel.</li> <li>• Manage the demand for travel to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion.</li> </ul>	<ul style="list-style-type: none"> <li>• Reducing bottlenecks on strategic corridors that act as a brake on the free flow of vehicles e.g. the low railway bridges and the level crossings in Wokingham town centre.</li> </ul>

## Summary of Policy Themes and Scheme Impacts

- 1.76 We have summarised the common themes identified in the policy review below, in line with the five economic outcomes of transport interventions identified by the Economic Connectivity Review.

### Economic Themes

- 1.77 The South East has the highest GVA per head outside London and is a key driver of national economic growth. This high productivity is underpinned by **Business Connectivity**. Evidence shows that when businesses are better connected, they are more productive. Business connectivity is prioritised nationally through policies such as the TIS, as well as more locally in Highways England and National Rail route strategies/local studies. This priority is mirrored at a LEP level too and a theme that unifies the SEPs is that they identify a business need for increased transport investment.
- 1.78 It is nationally recognised (e.g. by the TIS and National Networks NPS) that UK transport systems are currently not providing adequate levels of service, due to ageing infrastructure and a growing population. One of the key limitations of the TfSE area's transport network is that orbital connectivity is poor, often requiring an indirect route traveling to London or to the M25 and then back out to the final destination.
- 1.79 Connecting the **Labour Market** to the right jobs and opportunities will also be fundamental for regional success. Better transport networks expand the catchment from which individuals can seek employment, providing a wider range of jobs for individuals to select from and better 'skills matching' between employers and employees. More than six and a half times the number of daily travel-to-work trips occur within the South-East area, as opposed to between the South East and London<sup>3</sup>. The NPS recognises that the network is under strain and is currently struggling to accommodate the numbers of commuters who need to use the network daily.
- 1.80 There is a national recognition of the need to build more homes, and **Housing Development** is closely linked with improvements in transport infrastructure. This is recognised by the Industrial Strategy, Local Industrial Strategies, and all Local Transport Plans in the TfSE area. Connectivity opens areas for development, and increases land value, making construction more attractive for developers. Interventions such as the Housing Infrastructure Fund, which provides funds for transport interventions to unlock housing, further highlight this link between alleviating congestion on the road and rail networks and enabling development.
- 1.81 The importance of the **International Gateways** in the South East, and their impact on local and national economic success is recognised by both the TIS and the NPS. The TIS highlights that for Britain to remain pre-eminent in areas such as in research and scientific fields, it will require good international connectivity to labour markets and capital. The NPS has advocated more sustainable development of port infrastructure, and a greater proportion of sustainable journeys to airports.

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<sup>3</sup>Source: [Economic Connectivity Review](#), (Transport for the South East, 2018)

- 1.82 Despite the high levels of prosperity and productivity in the area, there remain significant pockets of **deprivation** within the region. These deprived areas are overwhelmingly coastal in nature, in part because they are isolated from major urban areas and their associated economic benefits. This has been recognised by the Coastal Communities Fund, which has allocated significant investment into these areas. Broader policies, developed at a LEP and Local Transport Authority level, which promote better connectivity between urban areas on the coastline, will also have significant impact.

#### **Social Themes**

- 1.83 Rebalancing the economy is a national priority, with interventions such as The Coastal Communities Fund encouraging regeneration in deprived areas. The National Planning Policy Framework identifies social aspects that are important for sustainable development, such as ensuring that a sufficient number and range of homes are provided and fostering a well-designed and safe built environment.
- 1.84 The importance of improving social dimensions and reducing inequality is also recognised on a regional and local level in Strategic Economic Plans and Local Plans. Within these strategies, the link between transport and social inclusion is highlighted, with better connectivity to the labour market - increasing the opportunities and quality of life of residents.

#### **Environmental Themes**

- 1.85 Sustainable development is a national priority in planning, as highlighted by the National Planning Policy Framework and this priority is reflected at a regional and local level through the LEP's SEPs and the Local Transport Plans from across the region. Reducing the environmental impact of any development or infrastructure is part of this; protecting and enhancing our natural, built and historic environment, making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. The 25-year Environmental Plan highlights that the transport sector is responsible for around 40% of the UK's final energy use, and technological advancements in transport (the 'Future of Mobility' as identified in the Industrial Strategy) has the potential to reduce carbon emissions dramatically.

## Conclusions

- 1.86 This report has reviewed the policies which direct transport, economic, social and environmental planning at a national, regional and local level. These policies have been considered with a focus on how they will impact the TfSE area and its transport network. This has helped to show alignment between the national, regional and local policy context and the vision and strategic principles of TfSE. It has also helped to provide an indication on how key policies, schemes and initiatives should be considered and prioritised in the development of the Transport Strategy.
- 1.87 The policies developed and enacted by national, regional and local bodies are targeted at the promotion of sustainable economic development. Good transport and spatial planning are key to supporting economic growth in the South East. Equally important is increasing accessibility to employment and skills opportunities to increase social inclusion in some of the most deprived communities in the country. Moreover, the protection and enhancement of the environment is a key objective driving the national, regional and local policy context.
- 1.88 The TfSE vision and strategic principles embody the triple-lock of sustainability, to deliver a transport network which will support growth of the economy, facilitate access to opportunities for all and protect and enhance the natural and historic environment of the South East.
- 1.89 It is by these three strategic principles that TfSE and the development of the Transport Strategy will be guided. This will enable TfSE to exert strategic influence to ensure that the national road and rail networks are developed in a way that delivers a sustainable economic, social and environmental outlook for the South East.



## Control Information

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