

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

Date of meeting: **22 July 2021**

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

Title of report: **Responses to consultations**

Purpose of report: **To agree the draft responses and letters of support submitted in response to various consultations**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to endorse the draft responses to the following consultations:

- (1) Department for Transport - Future of Transport: Rural Strategy - Call for Evidence;**
 - (2) The Transport Select Committee – Zero emission vehicles and road pricing inquiry;**
 - (3) Kent County Council – Vision Zero: The road safety strategy for Kent;**
 - (4) Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood;**
 - (5) Institution of Civil Engineers (ICE) - ICE consultation and discussion paper: UK strategic infrastructure planning – a post-National Infrastructure Strategy review;**
 - (6) Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;**
 - (7) Hampshire County Council – Local Transport Plan 4 (LTP4) Consultation;**
 - (8) Letter of support – Kent County Council's case for further investment in highspeed rail services connecting to north and east Kent; and**
 - (9) Letter of support –London Borough of Sutton's bid to upgrade the Belmont Loop.**
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1. Introduction

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations and provided letters of support for various new infrastructure proposals in and around the region. This report provides an overview of the responses to the following:

- Department for Transport - Future of Transport: Rural Strategy - Call for Evidence.
- The Transport Select Committee - Zero emission vehicles and road pricing inquiry.
- Kent County Council - Vision Zero: The road safety strategy for Kent.
- Crossrail to Ebbsfleet (C2E) Partnership - Consultation for fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood.
- Institution of Civil Engineers (ICE) - ICE consultation and discussion paper: UK strategic infrastructure planning - a post-National Infrastructure Strategy review.
- Landuse Consultants Ltd (LUC), on behalf of Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure.
- Hampshire County Council - Local Transport Plan 4 (LTP4) Consultation.
- Letter of support - Kent County Council's case for further investment in highspeed rail services connecting to north and east Kent.
- Letter of support - London Borough of Sutton's bid to rebuild the Belmont Loop providing improved connectivity to the Royal Marsden cancer treatment unit at the Royal Marsden hospital.

2. Department for Transport - Future of Transport: Rural Strategy - Call for Evidence.

2.1 Following on from the publication of the Department for Transport's (DfT) publication of the Future of Mobility: urban strategy, which was published in March 2019, the DfT sought views and evidence on what should be incorporated into a Future of Transport: rural strategy. The call for evidence focused on three areas:

- The context of the Future of Transport: rural strategy.
- The DfT's assessment of the mobility trends in rural areas, and the emerging opportunities for rural environments.
- Consideration of the approach that the government could take to help shape these opportunities to benefit rural areas.

2.2 A copy of the draft TfSE response to the consultation is contained in Appendix 1. The draft response supplements the joint STB response which was submitted on behalf of the seven Sub-national Transport Bodies, and sets out a methodology that has been formulated by WSP and Steer as part of the development of TfSE's Future

Mobility Strategy. This consultation closed on 16 February 2021 and the draft officer level response contained in Appendix 1 was submitted in advance of the deadline. Members of the Partnership Board are recommended to agree the draft response.

3. The Transport Select Committee – Zero emission vehicles and road pricing inquiry.

3.1 The Transport Select Committee announced a new inquiry into the implications of accelerating the shift to zero emission vehicles and the potential for introducing road pricing, or pay-as-you-drive, schemes.

3.2 A copy of the draft TfSE response to the consultation is contained in Appendix 2. The response provides evidence on the key role that TfSE and other STBs have in supporting Government in realising the shift to zero emission vehicles. The response highlights a need for a whole system approach being needed for the roll out of zero emissions vehicles with robust, integrated and evidence-based planning of future transport and energy provision. The response recognises the need to address the emerging deficit in Government finances resulting from the uptake in electric vehicles, and to seize the advantages of more direct payment for road use. The response states that TfSE is ready to work alongside other STBs and with Government to develop a national road user charging scheme that works for road users. Consultation closed on 17 February 2021 and the draft officer level response contained in Appendix 2 was submitted in advance of the deadline. Members of the Partnership Board are recommended to agree the draft response.

4. Kent County Council – Vision Zero: The road safety strategy for Kent.

4.1 In early 2021, Kent County Council consulted on their draft five-year Road Safety Strategy for Kent and it's 30-year vision. The strategy aims for zero, or as close as possible, fatalities on Kent's roads each year by 2050.

4.2 A copy of the draft TfSE response to this consultation is contained in Appendix 3. The response welcomes the approach taken by Kent County Council in developing the Vision Zero Road Safety Strategy, and also supports the vision of zero traffic deaths by 2050 with a consistent reduction in fatalities measured over five-year periods. The response also highlights the need of developing a partnership-based approach of working with key stakeholders as this strategy develops. This consultation closed on 15 March 2021 and the draft officer level response is contained in Appendix 3. Members of the Partnership Board are recommended to agree the draft response.

5. Crossrail to Ebbsfleet (C2E) Partnership - Consultation for fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood.

5.1 The Crossrail to Ebbsfleet (C2E) Partnership was formed in 2016 as an informal group of authorities to promote an extension of the Elizabeth Line beyond its current planned terminus at Abbey Wood towards Ebbsfleet. The partnership is comprised of stakeholders that represent local communities in the area including: Kent County Council, London Borough of Bexley, Dartford Borough Council, Gravesham Borough Council, Ebbsfleet Development Corporation, and the Thames Gateway Kent Partnership.

5.2 Five options have been developed for this consultation. Three options focused on extending the Elizabeth Line from its current planned terminus at Abbey Wood towards Dartford and Ebbsfleet. A fourth option focused on improving existing rail services to connect into the Elizabeth Line at Abbey Wood. The fifth and final option provides a new Bus Rapid transport scheme from Abbey Wood to Ebbsfleet, building on the existing Fastrack network in Kent.

5.3 A copy of the draft TfSE response to this consultation is contained in Appendix 4. The response reiterates TfSE's support for the delivery of the Abbey Wood-Ebbsfleet project as this will help address the radial journey challenges in this part of the TfSE area. This consultation closed on 28 February 2021 and the draft officer response that was submitted is contained in Appendix 4. Members of the Partnership Board are recommended to agree the draft response.

6. Institution of Civil Engineers (ICE) - ICE consultation and discussion paper: UK strategic infrastructure planning – a post-National Infrastructure Strategy review.

6.1 The Institution of Civil Engineers (ICE) launched a consultation on the effectiveness of the UK's infrastructure planning system. The consultation looked at the role of the National Infrastructure Commission (NIC) and how it works alongside Parliament. Ahead of the next round of national infrastructure planning, which will begin later in 2021, the ICE believed it was now time to see what needs to change in order to deliver this strategic infrastructure plan more effectively for the public.

6.2 For this consultation, the ICE requested responses to a set of 15 questions. A copy of the draft TfSE response to this consultation is contained in Appendix 5. This consultation closed on 3 May 2021 and the draft officer level response contained in Appendix 5 was submitted in advance of the deadline. Members of the Partnership Board are recommended to agree the draft response.

7. Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure

7.1 Landuse Consultants Ltd (LUC) have been appointed by Hampshire County Council to develop a Spatial Framework for environment and infrastructure projects

looking forward to 2050. The goal of the Framework is to build on the Hampshire 2050 'Vision for the Future'. In doing so, it will identify a set of key issues and strategic objectives, then use these to develop a series of potential infrastructure and natural environment opportunities across the County for the period 2020-2050.

7.2 A copy of the draft TfSE response to this consultation is contained in Appendix 6. The response welcomes the broad alignment between TfSE's transport strategy and the Hampshire Spatial Framework. This consultation closed on 3 May 2021 and the draft officer level response is contained in Appendix 6. Members of the Partnership Board are recommended to agree the draft response.

8. Hampshire County Council – Local Transport Plan 4 (LTP4) Consultation

8.1 Hampshire County Council are in the process of developing their Local Transport Plan 4 (LTP4) for the County. This consultation closed on 28 February 2021 and the draft officer level response that was submitted is contained in Appendix 7. Members of the Partnership Board are recommended to agree the draft response.

9. Letter of support – Kent County Council's case for further investment in highspeed rail services connecting to north and east Kent.

9.1 Kent County Council (KCC), working with HS1 Ltd, commissioned a technical report from Steer and Ernst & Young to help make a case for investment in more rolling stock for the domestic services on the high-speed line through Kent. This is particularly important to enable new HS1 services to run from Eastbourne and Hastings, as well as increase service frequencies on the line and run more 12-car trains. The need for more rolling stock will be all the more pressing if London Resort are given permission for their large new visitor destination at Swanscombe in north Kent – for which a public inquiry will start in the autumn. KCC asked TfSE to provide a letter of support as part of their case to Government for the required investment.

9.2 A copy of the draft TfSE letter of response is contained in Appendix 8. Members of the Partnership Board are recommended to agree the draft letter of support.

10. Letter of support – London Borough of Sutton's bid to upgrade the Belmont Loop.

10.1 The London Borough of Sutton are in the process of submitting a bid to the Government's Levelling Up Fund with a proposal to upgrade the Belmont Loop Line. This line provides access to the London Cancer Hub at the Royal Marsden Hospital. A copy of the draft TfSE letter of support is contained in Appendix 9. Members of the Partnership Board are recommended to agree the draft response.

11. Conclusion and recommendations

11.1 The members of the Partnership Board are recommended to endorse the consultation responses and letters of support that are detailed in this report.

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16 February 2021

Dear Sirs,

Future of Transport: rural strategy – call for evidence

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the Future of Transport: rural strategy call for evidence.

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 on the transport interventions needed to support sustainable economic growth across its geography. 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.

Joint STB response

This response supplements the joint STB response which has been submitted on behalf of the seven Sub-national Transport Bodies. The joint response sets out our joint thinking on the questions posed in the call for evidence, and highlights many of the possible solutions to ensure that the Future of Mobility: Rural Strategy adequately addresses key issues facing rural communities across the UK.

The purpose of our supplementary response is to set out a methodology for identifying mobility solutions that is based on the propensity for demographic segments of our population to use those solutions. This is combined with a place-based typology that enables the different forms of mobility that are likely to be attractive to users across different rural, and urban, place types to be identified.

Our approach has been developed working with WSP and Steer as part of the development of a Future Mobility Strategy for the TfSE area. This forms part of our wider work to realise our 2050 vision set out in our transport strategy. Although the methodology developed is primarily used to identify propensity to use future mobility solutions, our submission as part

of this call for evidence identifies the potential for the wider application of this approach to highlight potential solutions to the mobility challenges across different rural populations and geographies.

For clarity, in this methodology ‘future mobility models’ are not simply focussed on technology and innovation, they also consider the ways in which mobility is planned, delivered and monitored. In doing so, future mobility has the potential to change the approach from one focussed on planning for vehicles, as has been the case from the mid-20th century, to a new direction which plans for people and their needs, and the places where they work, learn, shop and play.

Approach to the development of population segmentation

The approach has been developed based on the principle that in planning for the needs of people and organisations, it is not sufficient to understand just what their general needs are, in terms of their employment, education, healthcare and other needs, It is also necessary to understand how these needs vary from person to person and from place to place. These varying needs will affect peoples’ propensity to use different mobility modes, services and infrastructure and has the potential to put people back at the heart of the transport system.

The development of this approach has considered how communities vary across the area and how demographics are changing and will continue to change over the coming decades. Some of the major environmental, economic and social trends and how these may affect communities across the area have been identified. By analysing the different mobility service models that could be available, such as ride sharing and Mobility as a Service (MaaS) platforms, an assessment has been made of how these meet the needs of different groups of people across the TfSE geography. To do this, a range of discrete social segments have been identified which seek to reflect the key differences in the people and communities across the population of the area.

The sources of data used to create and profile the social segments include the 2011 Census, the National Travel Survey and an on-line survey undertaken by Steer of 2,000 people. The Steer survey examined attitudes towards various social and technological trends. This analysis has enabled seven demographic segments to be identified with each segment representing those with particular mobility needs and requirements, depending on where they live, along with their personal, social and environmental attitudes and characteristics. (See Table 1)



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Table 1: TfSE Segment Summaries 2020

Segment	Description
Village Life	The population of this segment live in areas that are less densely populated, typically in a village or small town. They tend to be older, well-educated and live in detached properties which they own, though an above average proportion live in retirement homes. Each household is likely to have multiple motor vehicles, with these being the most common method of transport to their places of work.
Central Connectivity	The majority of people in the Central Connectivity segment live in relatively densely populated urban areas. They include an above average proportion of young adults without children, including full time students. They tend to live in places where they can walk, cycle or use public transport to get to work.
Family Terraces	This segment typically live on the edge of a town centre, in the transitional areas between the core and the suburbs. There is an above average proportion of families with pre-school or school age children. Typically, they will have one car between two adults, with one driving to work and the other walking or using public transport.
Service Sector Workers	The Service Sector Workers segment tend to live in urban areas and work in the information and communication, financial, public administration and education related sectors. There is an above average likelihood of having young children in the household and a below average likelihood of older age adults.
Comfortable Self-Sufficiency	Those in the Comfortable Self-Sufficiency segment are typically approaching retirement age or already retired. They tend to live in a detached property or flat and are quite likely to have paid off their mortgage and have no dependent children. Therefore, while they may have a modest income are still quite likely to have both time and money.
Semi-detached Suburbia	People living in areas of Semi-Detached Suburbia will typically have school age children and own at least one car. They will mostly work in information and communication, finance, public administration and education sectors. It also includes some recently retired people living in semi-detached or detached housing.
Traditional Towns	Households in this segment are more likely than average to have older non-dependent children and to live in semi-detached or terraced properties. Their level of qualifications tends to be lower than average with jobs typically in the wholesale and retail, energy and transport related industries.
Sparsely populated	Locations with very few people living there (less than 50 people per 1km Hexcell)



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A further three segments have also been identified that are emerging from the seven segments identified above, and which are projected to grow in significance due to the influence of emerging trends. These are identified in Table 2

Table 2: Summaries of emerging segments

Segment	Description
Pre-school	Under 30's contemplating starting a family and who would like to bring children into a better and more sustainable world. They tend to live in well-connected urban areas, where they have access to good public transport and there is therefore no need to own a car. They are happy to make maximum use of technology to minimise their carbon footprint, and when they do need to use car are likely to hire an electric vehicle.
Semi-retired Flexibility	Relatively affluent mature professionals who are looking to wind down their careers and perhaps work part time. They are looking to make use of the time they free up to participate in a range of activities and experiences, many of which will involve travelling. They typically live in a detached house on the outskirts of a pleasant town or village where they are close to the countryside. They are very likely to own a car but will travel by rail if the service is good.
School-run suburbia	Families with school age children typically living in a suburban area, ideally with a rail station to provide links to their local town centre, as well as London. Encouraged by their children, they like to use local produce and to shop locally. They are avid recyclers and try to avoid unnecessary travel. They are quite likely to own a car, though it is also likely to be a low emission vehicle and they are happy to give lifts to neighbours and fellow parents.

A geo-demographic analysis was then undertaken based on the Office for National Statistics Output Area Classification, that identified which of the ten demographic segments was dominant in each 1km square in the TfSE area. The only exceptions were the sparsely populated areas which have less than 50 residents living in them, which were not allocated a dominant segment. The result of this analysis provides an indication of the different requirements of populations living in different areas as well as their propensity to use different forms of mobility. (See Figure 1)



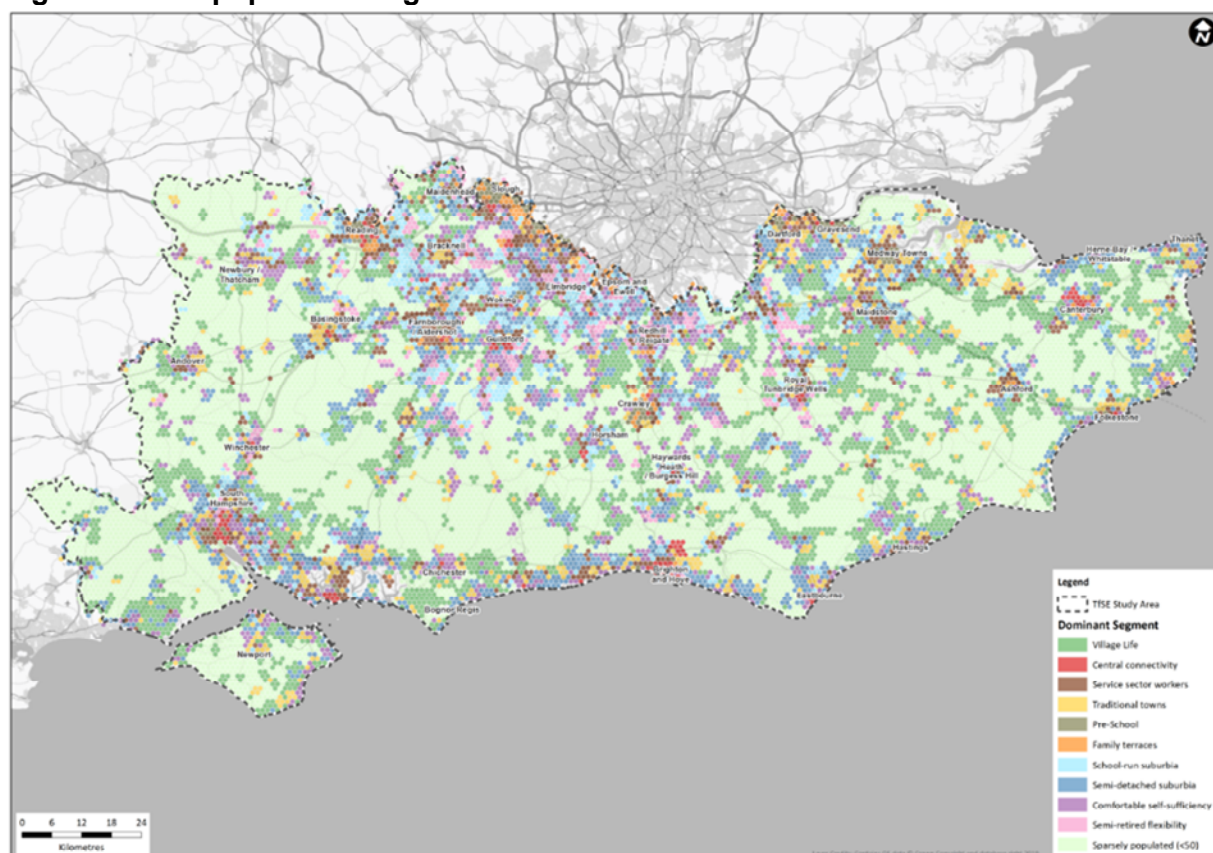
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Figure 1: TfSE population segments



The analysis has also examined the potential impact of key trends on the ten demographic segments, to demonstrate how different communities may be impacted by trends such as digital connectivity, a desire to work more flexibly, shared mobility options or having greater environmental awareness. (See Table 3)

Table 3: Interaction between trends and segments

	City attraction	Going on-line	More active mature population	Sharing economy	Delayed adulthood	Environmental awareness	Working flexibly
Village Life	low	high	high	low	low	low	high
Central connectivity	high	high	low	high	high	high	low
Family terraces	med	low	low	high	med	low	low
Pre-school	med	high	low	high	high	high	med
Service sector workers	med	med	med	med	med	med	med
Comfortable self-sufficiency	low	low	high	low	low	med	med
Semi-retired flexibility	low	high	high	high	low	high	high
Semi-detached suburbia	low	med	med	low	med	med	med
School-run suburbia	low	high	low	med	low	med	low
Traditional towns	low	low	med	low	med	low	low



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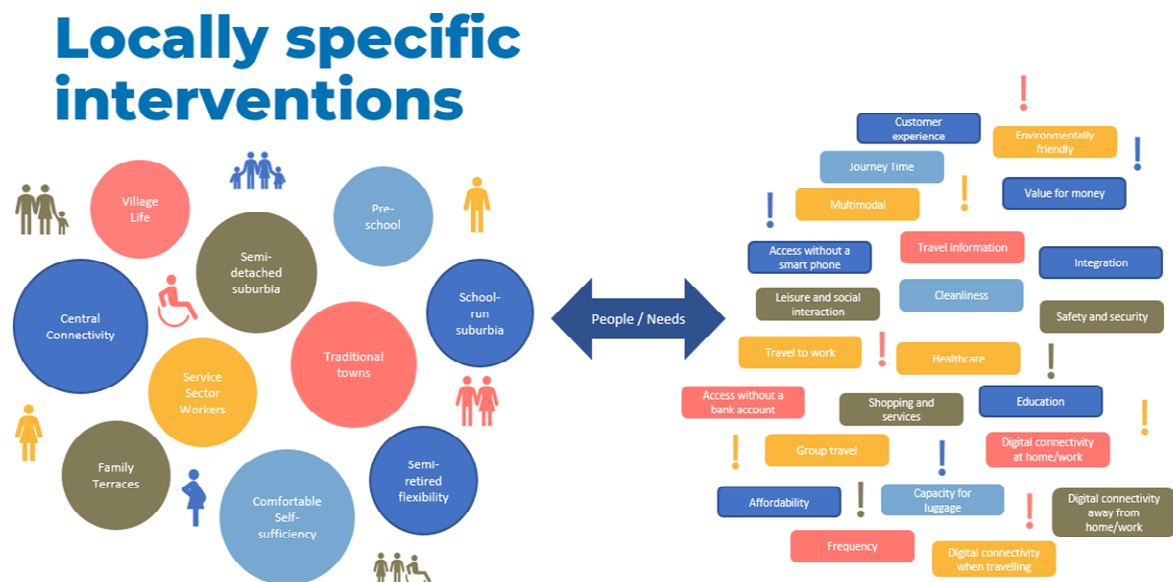
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The potential impact of these drivers on the travel choices they may make, and their propensity to use different forms of mobility if they were to be made available to them were then examined (See Figure 2). This approach can also be used to identify appropriate mobility solutions for rural communities, as well as their potential level of success in attracting users. The approach that has been developed could be applied elsewhere outside of the TfSE geography.

Figure 2: TfSE segments and propensity



The result of the analysis is a series of ‘pen portraits’ of each of the ten population segments identifying where they are located across the TfSE geography, their current use of traditional transport modes, their propensity to use new mobility modes and an assessment of their attitudes and behaviours on travel related issues. User profiles for different future mobility models such as ride sharing, mobility asset sharing and MaaS platforms have also been developed which identify the key characteristics of those most likely to adopt and use those forms of mobility.

To provide an example of the approach, one of the seven segments identified is ‘Village Life’. The population of this segment live in areas that are less densely populated, typically in a village or small town. They tend to be older, well-educated and live in detached properties which they own, though an above average proportion live in retirement homes. Each household is likely to have multiple motor vehicles, with these being the most common method of transport to their places of work. This segment currently comprises around 350,000 of the total TfSE population of 7.5 million .

The analysis shows that this demographic is likely to be impacted by trends including increased internet connectivity, a more active mature population, and working flexibly, whilst being less likely to be affected by trends including a sharing economy and environmental awareness. The segment has a below average propensity to use bus and rail,

with an above average use of the private car. However, in regards to future mobility models, this segment has an above average propensity to use Digital as a mode services, such as those that enable people to undertake activities using digital devices including work, education, healthcare, retail, leisure and social interaction. Such models include video-conferencing, local authority online services, online medical appointments and online retail.

Approach for the development of place-based typology analysis

Another element of the approach is a place based categorisation of the different rural and urban settlements across the geography, based on their population characteristics including population size, access to services, employment levels, income characteristics, skills level, proximity to railway stations (in this instance used as a proxy for being connected to the wider transport network) and current mode share. This is then combined with the demographic segmentation outlined above to identify packages of mobility interventions for a particular place based on the propensity of users to use those services. The result is a unified people and place-based approach to identifying possible mobility interventions.

The application of the methodology in the TfSE area has identified five different urban (See Table 4), and five different rural place categories (See Table 5). This analysis has enabled the TfSE area to be categorised into distinct areas which have differing levels of accessibility to services and connectivity with the wider area.

Table 4: TfSE Urban categories

Urban area classification	Type of urban area	No. of Settlements in the TfSE area
Coastal and estuarine Major Economic Hubs	Coastal and Hinterland Urban	27
Well-connected larger rural hinterlands further from London	Well Connected Urban	24
Large urban centres		
Local and regional administrative centres further from London	Local Centres Urban	18
London commuter towns	London Commuter Urban	24
London Orbital business hubs	London Orbital Urban	16



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Table 5: TfSE Rural categories

Type	Sub-types	No. of Settlements in the TfSE area
Coastal Rural	Coastal Rural (good accessibility)	29
	Coastal Rural (poor accessibility)	36
Well Connected Rural	Well Connected Rural (good accessibility)	111
	Well Connected Rural (poor accessibility)	138
Local Centres Rural	Local Centres Rural (good accessibility)	69
	Local Centres Rural (poor accessibility)	74
London Commuter Rural	London Commuter Rural (good accessibility)	49
	London Commuter Rural (poor accessibility)	54
London Orbital Rural	London Orbital Rural (good accessibility)	23
	London Orbital Rural (poor accessibility)	27

A subsequent assessment of propensity of each settlement type to use future mobility models will be undertaken, with the analysis based on the following:

- Categorisation of the type of place (based on the methodology presented above);
- analysis of the most prevalent population segments in each place;
- the propensity of each population segment to use future mobility models; and



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- the personal and social characteristics of potential users of future mobility models

The resulting analysis will identify a prioritised list of service models and infrastructure interventions for each place typology, which will provide insight into possible mobility solutions across the TfSE area.

One of the place types that has been identified is Local Rural Centres. Across the TfSE geography there are 69 settlements of this type, with a total population of over 104,000. These settlements are characterised as historic, minor rural centres (e.g. prominent market towns with a good supply, relative to their urban areas, of amenities), which are constrained from expanding to accommodate proportionately more housing due to 'greenbelt' and environmental constraints (e.g. National Parks and Areas of Outstanding Natural Beauty). Access to services is relatively poor compared to other subcategories. Level 4 qualification levels are relatively high.

Similar to the 'Village Life' segment described above, these settlements and their demographics are identified as having a propensity to utilise Digital as a Mode services. The analysis also suggests that settlements such as these could evolve to become an economic force in their own right – through development of connected, smart and green technologies. Settlements with access to services such as a train station, schools, post office and shops are likely to be attractive locations for home working, with increased provision of localised flexible workspaces and good digital communications.

The methodology is currently being refined further to identify bundles of interventions for each place typology that will begin to identify solutions to many of the transport issues that are of concern to rural communities.

Conclusion

TfSE welcomes the opportunity to respond to the call for evidence on the Future of Transport: Rural Strategy. We fully endorse the joint STB response submitted on behalf of the seven STB's, which addresses the questions posed in the call for evidence. This supplementary TfSE submission has set out a methodology that has been formulated by WSP/Steer as part of the development of TfSE's Future Mobility Strategy. The approach enables mobility interventions and measures to be identified based on an analysis of the characteristics of the population and the characteristics of the place in which they reside. We believe the methodology has wider applicability and could easily be applied elsewhere to identify possible transport solutions to meet the particular needs of differing rural communities, and that this will be of interest to those formulating rural transport strategies.

We would welcome the opportunity to discuss the approach further with the Department, as we are keen to help identify solutions to the major transport issues facing rural communities across our geography and beyond.

This is an officer response. The TfSE Shadow Partnership Board meets on 26 April 2021 and will consider this draft response and a further iteration of this response may therefore follow.



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Yours sincerely,

A handwritten signature in blue ink, consisting of a stylized 'R' followed by a series of loops and a trailing line.

Rupert Clubb

Lead Officer, Transport for the South East



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Response to Transport Select Committee inquiry

Zero emissions vehicles and road pricing



February 2021

1. Introduction

1.1 This is the submission from Transport for the South East (TfSE) in response to the Transport Committee's call for evidence in relation to their inquiry into zero emissions vehicles and road pricing.

1.2 TfSE is one of seven Sub-national Transport Bodies (STBs)¹ that cover England. The role of STBs as set out in the enabling legislation² is to identify and prioritise larger scale transport investment schemes in their areas to facilitate sustainable economic growth. They bring a strength of partnership among their membership to speak to Government with one voice.

1.3 In view of the timescale for the submission of evidence, this response is an officer level response which will be presented for subsequent endorsement by the members of TfSE's Shadow Partnership Board.

Key points:

1.4 The key points raised in this response are as follows:

- A whole system approach is needed to the roll out of zero emissions vehicles with robust, integrated and evidence-based planning of future transport and energy provision.
- TfSE, together with the other English Sub-national Transport Bodies, is ideally placed to support Government in realising the shift to zero emission vehicles.
- The increasing shift to zero emissions vehicles (ZEV) and the resulting decline in road vehicle tax income means action needs to be taken sooner rather than later to address this through the introduction of a national road user charging scheme before expectations that ZEVs mean lower motoring costs become entrenched.
- TfSE recognises the need to address the emerging deficit in Government finances, and to seize the advantages of more direct payment for road use. We are ready to work alongside other STBs with Government to develop a solution that works for road users that could achieve both those goals.
- TfSE's transport strategy sets out a bold vision at a time when the way we travel is changing. It will need bold national and local direction to manage demand and decarbonise transport and advocates a pay-as-you-go mobility policy, paving the way for a pay-as-you-go charge for road use. TfSE is therefore willing to assist the Government with the work required to develop and deliver a national road user charging scheme.

2. Accelerating the shift to zero emission vehicles

2.1 **The feasibility, opportunities, and challenges presented by the acceleration of the ban of the sale of new petrol and diesel vehicles to 2030.**

¹ Outside London, the seven STBs covering England are: Transport for the North; Midlands Connect; England's Economic Heartland; Transport East; Western Gateway; Peninsula Transport; and Transport for the South East.

² The Local Transport Act 2008 (as amended)

2.1.1 The Government's recent announcement on the ban on the sale of new petrol and diesel vehicles in 2030 **sends a clear message to the automotive industry and the general public that we must act now to accelerate the transition to electric vehicles** as part of an overall strategy to achieve net zero emissions in 2050. The shift to electric vehicles will need to be accompanied with an intensive decarbonisation of the power supply used in both the re-fuelling of electric vehicles and also their production. It presents a key opportunity for UK to become a world leader in the electric vehicle sector with the associated economic benefits, in particular the creation of skilled jobs.

2.1.2 Like a number of other STBs, TfSE has undertaken work to understand the **challenges associated with getting to zero emissions from the surface transport** sector by 2050. This has served to highlight the need to shift to zero emission vehicles (ZEV) but has demonstrated the need for a more comprehensive package of measures involving a shift to zero emissions lorries and public transport, and more active travel. This work has also highlighted the need to achieve reductions in future number of trips that have been forecast, with an increased focus on digital connectivity to reduce the need to travel.

2.1.3 TfSE voiced its support for the principle of the **Government stipulating an end date for the sale of petrol and diesel vehicles** in response to the consultation undertaken last year on this issue. At the same time, TfSE called on the Government to set out the mechanisms that will be deployed to achieve the desired outcome in an action plan. In November 2020, the Government committed to publishing a Delivery Plan in 2021, setting out key milestones to deliver the new phase out dates as part of its Ten Point Plan for a Green Industrial Revolution³. The Government has also announced a package of financial measures including investment in supporting the electrification of the UK vehicle manufacturing sector and its supply chains, charging infrastructure, grants to reduce the sticker price of electric and hybrid vehicles, and in trials of zero emissions lorries.

2.1.4 **The setting of a target date and the development of a Delivery Plan increase the chances of success.** The fact that the UK Government is not alone in declaring a ban, with Ireland, the Netherlands, Denmark, Sweden and importantly Germany (with its very large car market), also now committed to the same 2030 deadline, increases the chances of success. Car manufacturers are already committed to producing increased volumes of electric and hybrid cars ahead of the 2030 deadline and electric vehicles are forecast to achieve price parity with ICE vehicles by the mid 2020s⁴. Together these developments should stimulate the growth of a second-hand car market making electric vehicle more available and affordable for those on lower incomes.

2.2 **The actions required by Government and private operators to encourage greater uptake of electric vehicles and the infrastructure required to support them.**

2.2.1 As set out above, the Government is committed to the development of a Delivery Plan setting out key milestones to deliver the new phase out dates for petrol and diesel cars. **The key things that this delivery plan will need to cover** in order to encourage the greater uptake of electric vehicles include:

³ The Ten Point Plan for a Green Industrial Revolution, HM Government, November 2020. <https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution/title>

⁴ <https://www.ubs.com/global/en/investment-bank/in-focus/2020/heart-of-electric-car.html>

- the continuation of financial incentives to lower the upfront or ownership costs to increase uptake of electric vehicles until they achieve parity with petrol and diesel vehicles;
- a scrappage scheme to ensure residual petrol and diesel vehicles are removed as quickly as possible;
- behavioural and education campaigns to accelerate the shift to electric vehicles by raising public awareness of their benefits and dispelling common myths;
- continuation of the coordinated roll out of vehicle charging infrastructure.

2.2.2 The STBs stand ready to assist the Government with the transition to ZEVs.

The scale and pace of change needed for achieving the mass adoption of electric vehicles will require coordinated action at all levels of national, regional and local government. A whole system approach is needed to the roll out of zero emissions vehicles with robust, integrated and evidence-based planning of future transport and energy provision. There are two key areas where STBs could provide assistance:

- working with their constituent authorities to coordinate the roll out of electric infrastructure to ensure the development of a comprehensive network of charging points both en route as well as at homes and destinations that meets the needs of the travelling public;
- developing multidisciplinary partnerships to coordinate the activities of their constituent authorities on the roll out of charging infrastructure with energy providers, those developing zero emission fuels and bus and freight operators, in order to facilitate the uptake of ZEVs.

2.3 The Government's ambition to phase out the sale of new diesel heavy goods vehicles, including the scope to use hydrogen as an alternative fuel.

2.3.1 The work that TfSE has undertaken to understand the challenges associated with getting to zero emissions from the surface transport sector by 2050 has highlighted the need to shift to zero emission road freight vehicles.

2.3.2 TfSE is currently in the process of developing a freight strategy which includes a workstream looking at the decarbonisation of the sector. A freight forum is to be convened as part of the development of this strategy. This will provide a mechanism for a dialogue with the sector about this issue and for courses of action to be identified that will be needed to facilitate the shift to ZEVs that will then be incorporated into an action plan.

3. Road pricing

3.1 The case for introducing some form of road pricing and the economic, fiscal, environmental and social impacts of doing so.

3.1.1 **For a number of years both receipts from fuel duty and vehicle excise duty (VED) have been falling**, due to increases in the uptake of electric and hybrid vehicles, increasing level of fuel efficiency of ICE vehicles and the decision of Government not to increase fuel duty levels since 2011. Together fuel duty, the VAT paid on it and VED constitute approximately 5% of total government's tax revenues. The Office for Budget Responsibility estimates that fuel duty will raise £28.4 bn (£34 bn including VAT) in 2019/20⁵

⁵ <https://obr.uk/forecasts-in-depth/tax-by-tax-spend-by-spend/fuel-duties/>

but this will continue to decline in the future. Unless action is taken this will only be hastened by the Government's recent announcement of the ending of the sale of new petrol and diesel vehicles in 2030. Another £6.5bn is raised from VED but again this is forecast to decline in the face of the current reductions offered to those owning lower emission vehicles.

3.1.2 Replacing fuel duty and VED with a road user charging system has been identified as a way of addressing the ongoing decline in the Government's motoring tax receipts. Despite the short term need to encourage the shift to ZEVs, they are still going to need to 'pay their way' in the longer term, making a contribution to the cost of maintaining and enhancing road infrastructure. However, it is difficult to find a 'like-for-like' replacement for fuel duty that could be applied to ZEVs. Charging a 'fuel duty' uplift on the cost of the electricity used to recharge an EV at a public charging point would be feasible. However, this would be far less so for those charged at home. An alternative would be to increase VED on electric vehicles but this 'flat fee' would not be seen as equitable, as it would be the same for low mileage and high mileage owners. This could be part of a strategy to shift VED away from being a carbon-targeted tax to a surrogate charge for road use, an 'entry fee' to the network but is less fair than the current fuel duty regime where higher mileage drivers pay more tax and as a consequence, if a distance related element of the current taxation regime is to be retained, ZEVs would need to be charged on a per mile basis. This approach could be considered to be counterproductive given the current impetus to facilitate the shift to ZEVs. However, the Government could continue with the current purchase related subsidies and phase these out over time as new ZEVs achieve cost parity with ICE vehicles. It has to be accepted that in the longer term ZEVs must 'pay their way' and arguably the time to act is now as it will become harder to introduce mileage based charge on ZEVs if drivers become accustomed to their lower operating costs. Clearly, there is a strong fiscal argument for introducing some form of road user charging scheme for ZEVs solely to maintain the Treasury's motoring related tax receipts. The precise form any road user charging scheme should take is considered further in response to the next question.

3.1.3 Transport economists have long argued that motorists using the road network fail to pay the wider costs (the externalities) that their journeys impose on other road users and on wider society. These costs include congestion, accidents, greenhouse gas emissions, noise and air pollution. Road traffic congestion has negative economic consequences, as it reduces the operational efficiency of the road system, which in turn reduces the productivity of the people and businesses using it, reducing economic output and tax receipts to the Treasury in the process. In theory, a well thought out road user charging scheme has the potential to address this by making people pay more directly for the costs imposed by their use of the road system on a 'pay as you' go basis. At present, the £40bn that drivers pay annually is on some calculations close to the aggregate external costs that driving imposes, but it is not paid according to where and when the costs arise: urban driving generally pays too little, rural driving too much.

3.1.4 Reductions in traffic levels have occurred even in cases where a road user charging scheme has been introduced without the explicit aim of influencing traffic levels. A road user charging pilot scheme in Oregon, USA that involved users being charged according to the number of miles driven, resulted in a 12 percent decrease in vehicle miles travelled—even though the charge per mile was, on average, equivalent to what a person would pay for the same travel through motor fuel taxes⁶. Even though the aim

⁶ James Whitty, "Oregon's Mileage Fee Concept and Road User Fee Pilot Program" 2007, http://www.oregon.gov/ODOT/HWY/RUFPP/docs/rufpp_finalreport.pdf.

was for a revenue neutral scheme, levels of usage declined as a consequence of drivers seeing more directly than through fuel duty the extra cost of each mile driven.

3.1.5 Many of the strategic road links in the TfSE area suffer from congestion in the morning and evening peak periods. In line with the governing legislation relating to STBs, TfSE has developed a transport strategy that seeks to deliver increased levels of sustainable economic growth. The modelling work undertaken as part of the development of the transport strategy indicated that increased levels of economic activity combined with population growth, will lead to increased levels of trip making activity. The environmental constraints in the TfSE area means that new road building is not an option to accommodate this growth. This growth can only be accommodated through significant modal shift to more sustainable forms of transport which will make more efficient use of the existing road space. The modelling work demonstrated that the introduction of a road user charging system alongside other forms of pay as you go mobility, could significantly support the management of future road traffic levels. In the context of future funding and financing challenges, the prospect of using part of the receipts from a future road user charging schemes to fund transport investment is set out in the TfSE transport strategy. TfSE therefore supports the rationale for the introduction of a national road user charging scheme and the role such a scheme because of its role in realising the 2050 vision set out in the transport strategy.

3.1.6 **Concerns are often raised about the social impacts of road user charging schemes.** As with any proposed major change to a taxation or charging regime there will be individual winners and losers. The case of the low paid worker who needs to travel at times poorly served by public transport and so has to travel to work by car is often raised. Analysis produced by the Institute for Fiscal Studies shows that the duties paid on households' fuel purchases are, on average, roughly proportional to household spending, accounting for between 2% and 3% of the non-housing budget for all income groups. Among car owners, fuel duties take up a larger share of poorer households' budgets. But because lower-income households are much less likely to own a car in the first place, the average budget share across all households is broadly constant over the income distribution⁷. Lower levels of car ownership amongst low income groups means they are more likely to benefit from the improvements to public transport services, in particular bus journey times that are likely to result from the introduction of a road user charging scheme, particularly if some of the revenues raised are used to pay for improved public transport services. The way in which any scheme was configured would ultimately determine how the low paid worker referred to earlier would be impacted. If the primary objective of the scheme is to maintain current levels of motoring tax revenue and a scheme is introduced which replaces fuel duty and VED with a with a straight forward vehicle mileage based charge then the majority of drivers should continue to make similar contribution to the exchequer. More sophisticated schemes where charges vary by place or time of day could have more differential impacts. Careful analysis of the potential impact of specific proposals upon lower income groups (specifically the low paid worker mentioned earlier) would need to be undertaken with consideration being given to the need for specific measures to mitigate these.

3.1.7 Any road user charging scheme that brings about a reduction in traffic levels, either by design or as a secondary consequence, **will deliver environmental benefits.** Setting aside the reductions in greenhouse gas emission that will result from the shift to ZEVs, any reduction in traffic levels will also deliver overall reductions in accidents, noise and local air pollution. Although ZEVs will deliver significant environmental benefits from the reduction in

⁷ <https://www.ifs.org.uk/publications/14407>

tail pipe emissions accidents, and dust pollution from tyres and brakes will still persist but their magnitude will be determined by the volume of traffic using the roads. As has already been highlighted in this response, the shift to ZEVs is only one part of the integrated strategy that will be needed to reach zero emissions from surface transport by 2050.

3.2 Which particular road pricing or pay-as-you-drive schemes would be most appropriate for the UK context and the practicalities of implementing such schemes.

3.2.1 Given the current impetus for the Treasury to maintain future tax receipts and revenues in the face of a mass shift to ZEVs **any road user charging proposals that are brought forward will need to apply to road use across the UK**. Only a national scheme could deliver this but any such proposals needs careful consideration in the context of devolution. This is because across the nations of the UK, responsibility for introducing road user charging is devolved and as a result, the UK Government would require the consent of the relevant administrations in Northern Ireland, Scotland and Wales to legislate for a UK-wide national road pricing scheme⁸.

3.2.2 One of the key concerns when planning for a road user schemes has been the **potential displacement effects** with potential increases in traffic levels in the area around the charging area as a result of drivers avoiding the charging area. Displacement would also be an issue if a proposal were developed for a national road user scheme that only applied to certain roads, such as the Strategic and Major Road Networks.

3.2.3 If the sole aim of the scheme is to raise revenue and maintain the treasury's tax income, then **initially a scheme which solely charges vehicles on a mileage basis would probably suffice**. A simple distance-based charge system where the charge be collected by car insurance companies who already manage all data necessary for calculating the charge has been proposed⁹. When a driver pays their insurance, they would also pay their 'road bill', thus avoiding issues of privacy and reducing administration costs.

3.2.4 One key criticism of a flat rate, mileage based, road user charging proposals is that they mean rural residents driving further distances on uncongested roads would pay more than urban residents travelling shorter distances on more congested roads. A refinement that has been suggested to address this is to give drivers a certain number of free miles (for example 3000 for urban drivers and 4000 for rural drivers) before they start paying a flat rate charge. Although offering concessions in this way might make a road user charging scheme more palatable and encourage drivers to reduce their overall mileage, it would also potentially weaken the revenue raising potential of the scheme, and cause challenges at any arbitrary cut-off points.

3.2.5 A more effective way of dealing with the potential inequities of a mileage-based approach, would be a more sophisticated scheme that allows **differential charging by location and time of day**. This would enable both the urban-rural inequity and externality issues to be addressed by charging a higher tariff for driving in urban areas at peak times of the day. It would also enable differential charges to be applied for different types of road, with lower tariffs for major roads with greater traffic handling capacity and fewer immediate

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<http://researchbriefings.files.parliament.uk/documents/SN03732/SN03732.pdf>

⁹ <https://policyexchange.org.uk/wp-content/uploads/2017/07/Gergely-Raccuja-Miles-Better-Revised-Submission.pdf>

neighbours to suffer from adverse impacts like noise. A more sophisticated system like this would require technology that is more advanced, but already well-established. The electronic road user charging system that has been in operation in Singapore has used a number of different technologies since it was introduced twenty years ago. Singapore has recently migrated to a satellite-based system which communicates with an on-board unit¹⁰. Clearly there is a trade-off between the road user charging system's level of sophistication and its set up costs. Some commentators have suggested that fuel duty and VED should initially be replaced by a 'low tech' mileage based system before expectations that ZEVs mean lower motoring costs become entrenched, whilst a more sophisticated system is developed for subsequent roll out.

3.3 The level of public support for road pricing and how the views of the public need to be considered in the development of any road pricing scheme.

3.3.1 Despite the strong economic rationale for road user charging proposals to introduce they have proven to be **very controversial and politically contentious**. The linkage between the use people make of the road network and the costs and charges that they incur for doing so has long been blurred. Consequently, proposals that have come forward to place additional charges for using roads on top of what drivers are already paying in fuel duty and vehicle tax, have proved controversial, which is not surprising as drivers are being asked to pay twice. Proposed schemes in Manchester and Edinburgh were scrapped following referendums. By contrast, the scheme that was introduced in central London in 2003 was introduced by a Mayor who included a commitment to a congestion charging scheme in his manifesto. The London scheme was also subject to an 18 month long public consultation exercise (rather than a referendum), after which refinements were made to the scheme. This serves to illustrate that the way a proposal is politically led, developed and consulted on, are key determinants of its likely success.

3.3.2 **A widespread demand in the current debate around the need to address the declining levels of fuel duty and VED, is that the any road user charging scheme should in time completely replace these two forms of revenue rather than supplement them.** There is a growing recognition amongst the public and politicians that 'something needs to be done' about this and rather than road user charging being seen as a 'nice to have' that will enable the cost of using the roads to be more directly borne by those using them it is increasingly being seen as more of 'must have' if unpalatable increases in general taxation are to be avoided. A key issue that will need further consideration is the **how the revenues raised from any national road user charging schemes are used**. Although there is a desire for 'revenue neutrality' this has to be balanced against the desire of road users to see more of the revenue raised from motorists reinvested in the road system. It may be that a tariff designed to achieve 'revenue neutrality' may not be optimal in terms of addressing the externalities outlined earlier. There is some evidence from the attitudinal surveys that have been undertaken to date that road users may be willing to tolerate some increase in the overall amount of money that is levied, as long as this is used to improve the road network and in particular address the severe maintenance back log.

3.3.3 The results of recent polling illustrate that **public attitudes towards road user charging and vehicle taxation are changing**. Drivers have long been dissatisfied with the unfairness of fuel duty, as only one quarter of it is invested back into roads. Any road user

¹⁰ <https://www.straitstimes.com/singapore/transport/electronic-road-pricing-turns-20-in-april-notable-milestones-over-the-years>

charging scheme which simply seeks to maintain existing revenue for the Exchequer is unlikely to be well supported. The annual RAC reports on motoring which gauge drivers attitudes to various aspects of motoring have revealed the following:

- The 2019 RAC Report on Motoring revealed that *“a sizeable number of drivers would see a ‘per mile’ road pricing option as fairer than the current system of paying fuel duty, and there is a large level of support for the principle of the ‘more you drive, the more you pay. In addition, drivers tell us that any ‘pay per mile’ system of road pricing would make them consider cutting out short journeys”*¹¹.
- An RAC poll of 3200 drivers undertaken early in 2020, revealed that a majority of respondents wanted to see more of current vehicle taxation invested back into the road network¹².
- The 2020 RAC Report on Motoring revealed that a significant number of drivers would be willing to pay a little more in fuel duty, provided the extra money raised was ring-fenced to pay for local pothole repairs¹³.

3.3.4 In December 2020 Ipsos MORI undertook a survey of public attitudes (drivers and non-drivers) towards road user charging. This found that 62% of participants were in favour of schemes which would charge road users a fee to drive around towns and cities. Those with access to a car are equally as supportive as the wider public with 60% in support of the idea in principle. There has been a marked increase in the level of support for road user charging since a similar survey undertaken by Ipsos MORI using the same question found higher levels of opposition than support (48% were opposed, 33% in support).

3.3.5 One of the main concerns that has been raised in relation to road user charging schemes has been the **implications for privacy, data security and civil liberties**, specifically the ability of those administering the scheme to track vehicles. It is generally felt that concerns about privacy have decreased in recent years. Privacy controls could be built into the system from the start and a potential way round these concerns would be to allow a third party to administer the scheme on behalf of the government.

3.4 The lessons to be learned from other countries who are seeking to decarbonise road transport and/or utilise forms of road pricing.

3.4.1 Nowhere in the world has introduced a road user charging scale at a national level. Experience from the Netherlands in the 2000s, where the Government was close to implementing national road user charging scheme shows how difficult the introduction of a larger scale charging scheme could be. **Poor governmental communication policy, a lack of perception that the policy measure would be effective and a feeling that scheme would amount mainly to a redistribution of income to the state** were amongst the reasons that were identified for the failure of the approach¹⁴. The 1997-2010 Labour Government actively pursued a national road pricing scheme in some detail but abandoned any plans, partly because of concerns around available technology and privacy, but more because the public were less concerned about tackling congestion than about paying more overall for road use. Technology has moved on dramatically since that time but the

¹¹ <https://www.rac.co.uk/drive/news/motoring-news/new-road-tax-could-soon-be-pay-as-you-drive/>

¹² <https://www.rac.co.uk/drive/news/motoring-news/slash-fuel-tax-or-actually-spend-it-on-roads-rac-research-reveals-uk-driver/>

¹³ <https://www.rac.co.uk/drive/features/report-on-motoring-2020/>

¹⁴ TIPP (2004) Transport Policy Implementation and Government Structure, Deliverable 5,

challenges of introducing a scheme at scale cannot be underestimated and would require detailed study and evaluation. As has already been outlined in this response, a phased approach might be advisable with a lower tech solution based on a mileage charge being introduced whilst a more sophisticated scheme enable differential charging by time and place is developed.

In conclusion, TfSE, together with the other English sub-national transport bodies, is ideally placed to support Government in realising the shift to zero emission vehicles. TfSE also recognises the need to address the emerging deficit in Government finances and to seize the advantages of more direct payment for road use. We are ready to work alongside other STBs with Government to develop a solution that works for road users that could achieve both those goals.

RUPERT CLUBB

Lead Officer

Transport for the South East

rupert.clubb@eastsussex.gov.uk

Emailed to: visionzero@kent.gov.uk

15 March 2021

Dear Sirs,

Vision Zero: The Road Safety Strategy for Kent 2020 – 2026 - Consultation

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the Vision Zero: The Road Safety Strategy for Kent 2020 – 2026 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 on the transport interventions needed to support sustainable economic growth across its geography. 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.

We welcome the approach taken by Kent County Council in developing the Vision Zero Road Safety Strategy, and we support the vision of zero traffic deaths by 2050 with a consistent reduction in fatalities measured over five-year periods. We support the importance placed on the safe systems approach bringing together related themes which all need to be addressed in order to realise the vision, and we particularly align with the requirement to ensure that walking and cycling is viewed as a safe choice for short journeys. We would highlight the importance of developing a partnership based approach working with key stakeholders, as this will ensure that all communities are engaged in the delivery of the strategy and will secure a committed response in the delivery of the action plan.

As you will be aware, TfSE published a transport strategy for the south east in 2020, which identifies road safety as a strategic priority. The priority set out in the strategy of "a safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public" aligns with the approach described in the Kent County Council draft strategy. We would also identify that TfSE is currently developing five area studies that will identify the schemes, initiatives and policy that will enable the south east to realise the vision for 2050, and these will be included in a Strategic Investment Plan (SIP) to Government in 2022/23. Road safety has been identified as an

objective in the studies currently in progress, and we appreciate Kent County Council's involvement and contributions to the development of the studies.

Thank you for the opportunity to comment on the draft road safety strategy and we wish you well as this work develops.

This is an officer response. The TfSE Shadow Partnership Board meets on 21 June 2021 and will consider this draft response and a further iteration of this response may therefore follow.

Yours sincerely,



pp. Rupert Clubb

Lead Officer, Transport for the South East

Abbey Wood to Ebbsfleet Project
C2E Partnership
c/o Strategic Planning
London Borough of Bexley
Civic Offices
2 Watling Street
Bexleyheath
DA6 7AT

Emailed to: hello@abbeywood2ebbsfleet.com

25 February 2021

Dear C2E Partnership

Abbey Wood – Ebbsfleet Project – public consultation

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the C2E Partnership's consultation on the Abbey Wood-Ebbsfleet corridor project.

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 authorities are represented on the Shadow Partnership Board along with representatives from the region's five local enterprise partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

TfSE published its transport strategy in July 2020. It identified the need to support regeneration and unlock housing development in North Kent but highlighted the capacity constraints of both the operation of a two-track railway and platform capacity at particular London termini. The capacity constraints limit the potential of such areas to deliver the housing potential of the area, supported by sustainable transport solutions. Consequently, the transport strategy specifically supports delivery of the Abbey Wood-Ebbsfleet project to address the radial journey challenges in that part of the region.

I can confirm that TfSE continues to support delivery of the Abbey Wood-Ebbsfleet project and that Crossrail-based options may well offer the greatest positive step-change in improving North Kent's radial connectivity. They would also provide better support for access to/from the proposed London Resort visitor attraction at Swanscombe for which a DCO application was submitted to the Planning Inspectorate in January. The project could offer a helpful additional link to that resort from central London, reducing the resort's potential reliance on HS1 to provide visitor access by public transport.

TfSE understands the need to assess alternative, non-rail options to compare with rail-based options during the assessment and refinement of scheme alternatives. However, TfSE sees a fully developed Fastrack bus rapid transit (BRT) operation as complementary to a rail option, not as a complete solution on its own. BRT alone could not provide the step-change in connectivity the corridor requires both to drive mode shift and to unlock its full development potential (especially for new housing). Combined with enhanced, rail-based connectivity, Fastrack has an important role as a first/last mile feeder service. Fastrack's future development could provide the 'missing links' in its route network and, in the context of the Government's decarbonisation agenda, proposals for electrifying Fastrack to provide local public transport that can be both zero emission and zero carbon, as a clean means to promote further local growth potential.

Further growth at Ebbsfleet and the prospect of high passenger demand from London Resort will put pressure on the passenger capacity of HS1 domestic services. The South Eastern HS1 fleet will need expansion to meet growing needs for more 12-car trains, as well as the prospect of operating to Hastings via Ashford and Rye and any other potential future enhancements. While this is not a direct issue for the Abbey Wood-Ebbsfleet project itself, it needs factoring into the wider Abbey Wood – Ebbsfleet project impacts (including supporting more widespread development prospects) and as context for decision makers.

This is an officer response. The TfSE Shadow Partnership Board is due to meet on 26 April 2021 and will consider this draft response and a further iteration of this response may therefore follow.

We wish the C2E Partnership every success with the project and look forward to more engagement as it develops further.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Rupert Clubb', with a stylized flourish at the end.

Rupert Clubb
Lead Officer, Transport for the South East

UK strategic infrastructure planning – a post-National Infrastructure Strategy review: ICE discussion paper and consultation

Draft TfSE response

Question 1: The NIC's scope is defined as economic infrastructure. Would broadening this scope help it deliver better strategic infrastructure planning outcomes?

We recommend that housing supply and related considerations of planning and transport issues are included as core considerations of future National Infrastructure Assessments. This would facilitate a more integrated and place based approach to infrastructure provision at the regional and local level. It would also, crucially, support a more integrated approach to both social and economic infrastructure development, design and implementation needed to deliver on the government's 'levelling up' agenda while achieving net zero carbon emissions.

The framework document for the NIC issued by HM Treasury in 2017 requires it to examine the potential interactions between its recommendations relating to economic infrastructure and housing supply. However, the identification of national housing need is not within the remit of the NIC as mechanisms exist elsewhere in Government to produce this.

The vital role of economic infrastructure in the successful delivery of housing supply was recognised in the National Infrastructure Assessment (NIA) produced by the NIC in 2018. However, it did not have a specific chapter on this aspect with only passing references being made throughout the document. The need for housing and infrastructure to be planned together was only recognised in the context of city-regions where the need for integrated strategies for transport, employment and housing was recommended. This is despite the need for this more integrated approach to be adopted elsewhere outside of cities. The fact that this recommendation was made in a city context meant that the Government was only required to respond to it in this way. A consequence of this was that the National Infrastructure Strategy (NIS) published by the Government in November 2020 in response to the NIA, had a city and city-region focus.

The need for further work on the link between infrastructure and housing was identified in the NIA and in 2020 the NIC produced a report considering the infrastructure needed to support housing¹. This report focussed on energy, water, wastewater and broadband issues but did not consider planning and transport issues. Arguably these issues should be included as a core consideration of future NIAs in relation to housing and other forms of social infrastructure. This would facilitate a more integrated and place based approach to infrastructure provision at the regional and local level. Given the increasing emphasis on 'levelling up' and achieving net zero carbon emissions, the need to create a coherent approach to both social and economic infrastructure development, design and implementation is even more crucial.

¹ Infrastructure to Support Housing, National infrastructure Commission, March 2020.

Question 2: Are there any implications for strategic infrastructure planning when government-commissioned reviews on economic infrastructure are conducted outside the NIC?

As set out in the consultation document, it is unclear why some of the reviews of national economic infrastructure have not been undertaken by the NIC. Recent examples being a review of High Speed 2 and the Union Connectivity Review. This potentially undermines the role of the NIC as the key advisor to the Government on economic infrastructure and may result in a lack of consistency in the approach adopted in these reviews.

Question 3: Should there be a fiscal remit to guide the NIC? If yes, how should this remit be determined?

The NIC was set a fiscal remit of between 1 and 1.2% of GDP annually between 2020 and 2050. There should continue to be a fiscal remit to guide future NIAs but this should influence rather than constrain them.

Given the NIC looks to a longer time horizon beyond the electoral cycle, it must be able to identify what infrastructure is needed which may fall outside what is affordable within any guideline provided for it. For example, the infrastructure investment needed to deliver the government's mandated target of net zero greenhouse gas emissions by 2050 could well fall outside of this fiscal remit.

One of the consequences of the fiscal remit set for the commission was their need to prioritise between available options in some areas. For example, this led them to prioritise urban transport spending over intercity networks in the 2030s on the basis that these networks will have seen at least a decade of sustained high investment.

Uncertainties about future levels of GDP following the Covid-19 pandemic means NIC needs to have the ability to work beyond a fixed budget. However, a balance will still need to be struck between producing a financially constrained programme and an unaffordable wish list.

As set out in the National Infrastructure Strategy in November 2020, the Government is currently reviewing the fiscal remit of the NIC to ensure it reflects the Government's long-term ambitions. In the preamble to this, the Government is clear that despite the impact of the coronavirus on its finances, it remains committed to press on with the high levels of infrastructure investment needed to support economic recovery from the crisis. This suggests that the fiscal remit is likely to increase from the 1 to 1.2% of GDP annually between 2020 and 2050. The National Infrastructure Assessment stresses the role of future private infrastructure investment. The NIC should identify what's needed with the possibility of this being funded from either public or private sources.

Question 4: Should additional remits be outlined in addition to the fiscal and economic remit, for example, carbon?

The NIC's remit should be extended to consider the infrastructure investment needed to deliver net zero carbon emissions. The requirements for such an

assessment are set out in the ICE's State of the Nation Report for 2020² and it would seem sensible for the ICE to be given this remit and for it to be an integral part of the next NIA .

Question 5: What evidence is there that the new approach to strategic infrastructure planning has brought benefits to the processes, behaviours and practices for infrastructure decision-making?

No answer

Question 6: What early or proxy signs would make the benefits outlined in paragraph 10 of this document more tangible, and so easier to track?

No answer

Question 7: Are there any benefits that haven't been realised from the new strategic infrastructure planning process? If so, why might this be?

No answer

Question 8: What are the implications of the NIC not having statutory independence?

The original proposals for the NIC envisage it being given statutory status to enable it to take long term decisions that look beyond electoral cycles and the political short-termism that comes with them. Without statutory status the NIAs produced by the NIC lack the authority needed to give investors the confidence that projects are not going to be scrapped or altered during their development. Providing this certainty would mean projects can be expedited more quickly at lower cost and enables the supply chain to forward plan their activities more efficiently.

Question 9: How have changes to the infrastructure planning ecosystem, including new institutions, altered the system for strategic infrastructure planning? Has this been for the better?

In response to the vacuum created by the dismantling of the regional strategic planning frameworks following the 2010 election, various new institutions and partnerships have been created. These include mayoral combined authorities, sub-national transport bodies (STBs), joint planning committees and non-statutory growth boards. These bodies seek to ensure long-term integrated strategic planning across functional geographies and sectoral boundaries.

As an example, STBs have worked quickly and effectively, adding value by supporting the decision makers in Whitehall and Westminster. Using the strength of their partnership, STBs set a clear strategic direction for improved connectivity within their regions, as well as inter-regional journeys. As democratically accountable regional bodies, STBs provide a unified voice to the Government by setting objectives and aligning activity across their regions. STBs are supported locally and

² 'State of the Nation 2020: Infrastructure and the net zero 2050 target' ICE, 2020

their important role has been recognised by Ministers³. There is a clear opportunity for STB's to take a greater role, given their wealth of knowledge and collaborative approaches at regional level, to assist Government in delivering more effective and efficient delivery of NIS ambitions.

STBs are focused on place based outcomes rather than siloed infrastructure funding streams. Their transport strategies incorporate both local and national policy outcomes allowing local partnerships to more effectively prioritise, manage and deliver a portfolio of infrastructure relevant to a place. STBs therefore have the ability to land complex policy and funding models into a place. By working with STBs, Government can operate within the silos that exist and yet still be assured that, at a regional level, STBs will take a place-based approach to connectivity. However, a regional funding allocation would enable more effective prioritisation and ensure the investment pipelines that flow from the STB's transport strategies are affordable.

Question 10: Is there a need for more formal joint working between the organisations involved in the infrastructure planning ecosystem? If yes, how could this be achieved?

At a national level, transport infrastructure priorities tend to be identified on a network or modal basis with separate nationally significant infrastructure priorities identified for road and rail. This siloed approach to investment tends to lead to the development of specific schemes aimed at solving a particular problem or to bring about general improvements in network performance. Arguably the focus of the NIS on facilitating the economic recovery from Covid-19 and 'levelling up' particular areas, requires a more integrated, place based, programme approach to infrastructure investment that looks across different transport modes and different types of economic infrastructure. This is needed ensure that the right interventions are identified that will maximise the benefits of infrastructure investment in a particular area. The approach to scheme appraisal will also need to evolve to enable the benefits cross-sectoral programmes of investment spanning different Government departments to be identified.

There is a need for better integration and co-ordination between Government departments (particularly MHCLG, Treasury and DfT), to unblock and accelerating infrastructure delivery. Currently, funding arrangements for infrastructure are separated across Government departments, which makes the planning and delivery of major transport infrastructure more difficult. Being able to access funding that is less segregated would allow for more joined up planning and the delivery of schemes, without the risk of delay or termination of one aspect of the scheme.

Question 11: What impact did a delay in responding to the NIA have on strategic infrastructure planning? How could this be avoided in the future?

The delay in responding to the NIA perpetuated the existing uncertainty about longer term infrastructure planning and also meant that some of the dates for action identified in it were missed. Putting the NIC on a statutory footing would address this by giving the Government a set timescale within which to respond to the NIA.

³ <https://www.youtube.com/watch?v=Ik8JbVYYuj0>

Question 12: Would Parliamentary involvement help to improve the process of strategic infrastructure planning? How could this be achieved?

Yes - the involvement of Parliament in the approval process would ensure greater cross-party consensus on the country's future infrastructure needs. The 2013 Armitt Review⁴ that originally recommended the establishment of the NIC envisaged the NIA being put before Parliament within a six-month period, along with any amendments the Government proposed to make to it.

Question 13: What process is needed to ensure the NIS is used to underpin relevant decisions on infrastructure going forward, such as amendments to National Policy Statements or the duties of regulators?

In order to provide longer term certainty about future infrastructure provision the original proposals for the development of the recommendations made in the NIA, as set out in the 2013 Armitt Review, should be taken forward. This would see the existing National Policy Statements produced by Government departments being replaced by Sector Infrastructure Plans. These would develop the existing National Policy Statements by setting out the specific infrastructure schemes and projects that each Government department would promote to meet the needs identified in the NIA. These sector plans would set out the sources of funding that would be drawn upon in order to deliver the proposed investments, the timeframes for implementation of all major projects and the preferred vehicle(s) for delivering of the new infrastructure. All Sector Infrastructure Plans would be laid before Parliament for debate and approval. Once the Sector Infrastructure Plans have been approved by Parliament, they would in aggregate form represent a new evidence-based National Infrastructure Plan. The NIC would then monitor how effectively the Sector Infrastructure Plans were being implemented with the results of this independent scrutiny being published each year.

Question 14: Should the NIC indicate on an annual basis any changes to the evidence base that underpins its recommendations?

Yes – the impact of the coronavirus pandemic has demonstrated the need for continuous updates to ensure they remain relevant.

Question 15: Are any other changes needed to the process of strategic infrastructure planning in the UK to support the delivery of stable long-term decisions on infrastructure priorities?

Infrastructure investment will play a central role as the UK seeks to recover from the economic impacts of the coronavirus pandemic, providing fiscal stimulus to support job creation and growth, creating and strengthening the networks on which renewal will depend, and enabling the transition to a lower carbon, more sustainable economic model. It is vitally important that such investment is well-planned and targeted and its benefits are felt where they are needed the most.

⁴ The Armitt Review, Sir John Armitt, Labour's Policy Review, 2013

The economic benefits of cross-sectoral infrastructure planning are most readily apparent at a regional level. National infrastructure planning tends to focus on one-off large scale infrastructure projects such as HS2. Regional infrastructure strategies offer the opportunity to develop more integrated approaches, combining a range of infrastructure projects from different sectors with non-infrastructure investment in areas such as training and skills and other economic development programmes.

Even if the Government had the appetite to develop the role of the NIA and NIC in the way that was originally envisaged in the 2013 Armitt Review, there would still be the need to further strengthen the regional infrastructure planning capability.

In 2019, ICE proposed that the role of STBs should be developed to cover other forms of economic infrastructure through the creation of Sub National Infrastructure Bodies⁵. In 2020, the Royal Town Planning Institute advocated the need for the establishment of regional Green Growth Boards in their response to the MHCLG consultation on the Planning White Paper⁶. These would support cross-boundary cooperation (particularly between local planning authorities) and set the long-term strategic direction for planning, making the connections between housing, employment, transport, energy, water, natural resources, climate change and public health.

Ultimately strengthening regional infrastructure planning capability would facilitate a more integrated and place based approach to infrastructure provision at the regional and local level. It would also, crucially, support a more integrated approach to both social and economic infrastructure development, design and implementation needed to deliver increased housing supply and government's 'levelling up' agenda while achieving net zero carbon emissions.

⁵ ICE 2018 State of the Nation: Connecting Infrastructure with Housing

⁶ RTPI 2020 RTPI response to the MHCLG consultation on the planning White Paper

Olivia Dunham
Land Use Consultants Ltd
250 Waterloo Road
London SE1 8RD

Emailed to: hantsspatialframework@landuse.co.uk.

13 May 2021

Dear Olivia

Stakeholder Consultation – Hampshire Spatial Framework

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the stakeholder consultation you are undertaking for Hampshire County Council on the proposed Hampshire Spatial Framework. The proposed Framework provides welcome opportunity to consider Hampshire's future needs in relation to its natural environment and infrastructure (of which transport is a key part).



Transport for the South East (TfSE) is a sub-national transport body (STB) that represents sixteen local transport authorities (LTAs). 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, protected landscapes, Highways England, Network Rail and Transport for London.

STBs are required to prepare and publish a transport strategy for their areas; TfSE published its transport strategy in July 2020; it is available online at <https://transportforthesoutheast.org.uk/app/uploads/2020/09/TfSE-transport-strategy.pdf>.

The TfSE transport strategy sets out a vision statement for the South East in 2050. This articulates a 'preferred future for the South East area'. The vision statement also forms the basis for the strategic goals and priorities that underpin it.

STB transport strategies need to have regard to the promotion of economic growth, along with the social and environmental impacts of implementing the proposals contained in the strategy (Section 102(1)(a) and (b) of the Local Transport Act 2008,

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as amended). The TfSE transport strategy therefore has three strategic goals, which align to the three pillars of sustainable development:

- **Economic:** Improve productivity 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.

Sitting beneath these strategic goals are fifteen strategic priorities set out the mechanisms and outcomes that will be most important to deliver the 2050 vision and translate that vision into more tangible actions.

A comparison of the strategic priorities set out in the TfSE transport strategy with the proposed strategic objectives for the Hampshire Spatial Framework reveals a broad alignment between the two. Given that the environment is a key focus for the proposed Spatial Framework, it has a greater number of strategic objectives covering this theme. The six proposed strategic objectives set out for Theme 6 Transport are broadly consistent with the fifteen strategic priorities set out in the TfSE transport strategy. Both sets of objectives have a focus on protecting and enhancing the environment and promoting social inclusion by managing the demand for travel, encouraging modal shift and making better use of technology. Given its focus on achieving sustainable economic growth, the strategic priorities for the TfSE transport strategy have more of an emphasis on improving connectivity, reliability and resilience of the transport infrastructure system in support of this.

TfSE is taking forward the principles of its transport strategy through a number of area-based and thematic studies. The area-based studies are looking at both orbital and radial movement, with the region having been divided up into separate inner/outer orbital and south west/ south central/ south east radial studies. Three of the area studies are already under way, with the remaining two starting later this month. All the studies will be complete by the end of March 2022.

The topic-based work has included a study looking at the potential changes to the transport system following the Covid-19 pandemic, a future mobility strategy (which is at draft final report stage) and a freight strategy (the work on which will be complete in September). Representatives from Hampshire County Council are engaged in the development of the inner orbital, outer orbital and south west radial area studies.

Each of these studies has stakeholder representation in a Steering Group/Working Group and a wider Forum. The Working Group membership, mostly comprising our constituent LTAs, are there to oversee each study and be involved in shaping the inputs and outputs. The Forums provide opportunities to discuss the work being progressed with a wider range of stakeholders.

The outputs from this technical work will be brought together into a Strategic Investment Plan (SIP) for the region. We plan to consult on the draft SIP from June 2022 and we will particularly be seeking support from our constituent LTAs, including Hampshire. The SIP will make the case for the need for future transport investment in the region and will set out the packages of interventions required to deliver the vision set out in the transport strategy between now and 2050. We expect to submit the final SIP to government, taking account of stakeholder feedback on the draft, in March 2023.

Given that one of the key aims of the Spatial Framework will be to guide the future development of infrastructure, a key consideration in identifying the priority opportunities that are being sought will be the potential location of new housing and employment space. This is particularly important in the context of transport infrastructure development and it would be helpful to reference this issue in the document.

The Spatial Framework, just as TfSE's transport strategy, has a horizon year of 2050. Moving forward it may be desirable to produce a unifying 2050 Vision for the proposed Spatial Framework setting out the preferred future that is being sought and which the strategic objectives are focussed on accomplishing.

I hope that these comments on the key issues and strategic objectives in the proposed Hampshire Spatial Framework will be helpful. If you wish to discuss any of the content of this letter in further detail, please contact Tiff Lynch, TfSE Transport Strategy Manager (tiffany.lynch@eastsussex.gov.uk or 07541 612381).

This is an officer response. The TfSE Shadow Partnership Board is due to meet in June and will consider this draft consultation response, so a further iteration of this response may therefore follow.

Yours sincerely



Rupert Clubb
Lead Officer, Transport for the South East

Cc Keith Wilcox, Hampshire County Council

Sent via emailstrategic.transport@hants.gov.uk

22 February 2021

To whom it may concern

Transport for the South East (TfSE) response to the Hampshire County Council Local Transport Plan (LTP4) consultation

I am writing to you in connection with the consultation on Hampshire County Council's Local Transport Plan (LTP4), which you have commenced.

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. 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, protected landscapes, Highways England, Network Rail and Transport for London.

TfSE welcomes the opportunity to comment on the Hampshire County Council Local Transport Plan (LTP4) consultation. As you will be aware, TfSE published a thirty-year transport strategy for the South East in the summer of 2020, which sets out an ambitious vision for our area in 2050. As one of our constituent authorities, Hampshire County Council has been fully involved in the development of our strategy and we very much value the contribution that has been made to the development of the strategy as well as the ongoing support for the wider work of TfSE.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised.

Transport is the single biggest contributor to greenhouse gas emissions in the south East and across the UK. This needs to change, so our transport strategy includes a commitment to meet the Government's target of achieving net zero carbon emissions by 2050. To achieve this and our wider 2050 vision, we need to make better use of the infrastructure we already have – reducing the need to travel through increased investment in digital and other technology and providing alternative ways for people to go about their business through increased investment in public transport and active travel. However, there will still be a need for targeted investment on our congested road and rail networks to relieve pinch points.

We are pleased to see that the draft vision statement and transport outcomes that have been developed for your LTP4 aligns strongly with the 2050 vision, strategic

goals, priorities and objectives set out in our transport strategy. We note your commitments to reducing emissions from transport to net zero by 2050, to supporting future housing, employment and regeneration needs, sustainability and a transport network that protects and enhances the natural and historic environments.

As you will be aware, TfSE is currently undertaking a programme of area studies which will seek to identify the schemes and initiatives that will be required to deliver the 2050 vision set out in our transport strategy. Through this work we are engaging with colleagues in our constituent authorities, including Hampshire County Council, which is represented on the working groups and involved in the technical work for the studies that affect your area.

We look forward to working together with you as you undertake development of your LTP4, and we would be happy to discuss any opportunities for further collaboration and sharing of data to our mutual benefit. This will help ensure that our studies and your emerging transport plan align in their thinking and outputs.

This is an officer response. The TfSE Shadow Partnership Board next meets on 26 April 2021 when it will consider this response. A further iteration of it may follow after that meeting.

Yours sincerely,



Rupert Clubb
Lead Officer
Transport for the South East



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Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
Westminster
London SW1P 4DR

By email to: GRANT.shapps@dft.gsi.gov.uk

14 April 2021

Dear Secretary of State

Highspeed rail in the TfSE region – maximising socio-economic benefits

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide support for Kent County Council's case for further investment in highspeed rail services connecting to north and east Kent.

As a sub-national transport body, TfSE represents sixteen local transport authorities: Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. They are represented on the TfSE Shadow Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, Highways England, Network Rail and Transport for London.

Transport for the South East published its transport strategy in July 2020. The transport strategy highlights an opportunity to use spare capacity on High Speed 1 (HS1) to provide faster journey times to more places in north and east Kent and "investing in parts of the railway that are served by South Eastern high-speed services". The transport strategy also highlights the need to provide improved connectivity for the growing residential areas that could be served by these services.

Kent's report from Steer and Ernst & Young (*The Highspeed Track to Recovery and Growth*) provides a strong case for the required investment – with excellent potential transport and wider socio-economic benefits: more than £5 in benefits for every £1 spent.

Prior to the Covid-19 outbreak, HS1 domestic services had seen passenger numbers growing beyond the levels previously expected. Some train services had to be formed with 6-car trains instead of 12-car, because there were not enough Class 395 trains in the fleet to be able to augment them. This led to regular overcrowding. Building back after Covid could see similar passenger demand trajectories establishing themselves within 2+ years.

In addition, the London Resort proposals for a large leisure park visitor destination in north Kent should soon be entering DCO public inquiry stage. Network Rail have

expressed concerns about whether the expected visitor demand to the resort via HS1 could be accommodated on pre-Covid 19 services (especially with several running as only 6-car trains). Even assuming some short-term post-Covid capacity headroom for passengers, the HS1 domestic services could be experiencing capacity issues again before long.

So, working with HS1, Kent County Council has identified a strong case for future investment in Kent's high speed railway. That potential investment could deliver a number of positive outcomes, including:

- Running more 12-car trains;
- Increasing the number of domestic services on HS1 (using spare train paths);
- Further extending high speed services to more places (whether to Sheerness or across the Marsh Link line); and/or
- Providing more, direct physical connections onto HS1 from the "classic" rail network (eg at Westenhanger).

The central requirement will be for more rolling stock. That could involve high per-train costs for a modest manufacturing run; lower per-unit costs for a larger build. There are however disadvantages in mixed-fleet operation. The possibility of complete fleet replacement should also therefore be considered, if supported by a good business case and if an alternative use for the Class 395 trains can be identified.

Your department published Prior Information Notices (PINs) for contracts for train operating companies (including that for the South Eastern network) in November 2020. From this, we assume that plans are well in hand for introducing new operating contracts towards the end of 2021, based on the awaited "Shapps-Williams" proposals. With that in mind, we commend to you the propositions in the Kent/HS1 report and would request that these proposals be examined in more detail. The proposals are wholly consistent with the initiatives already identified in TfSE's transport strategy and will contribute positively towards delivering our 2050 Vision.

This is an officer-level letter at this stage, subject to endorsement by TfSE's Shadow Partnership Board at its next meeting in June 2021; a further iteration of this response may therefore follow.

Yours sincerely



Rupert Clubb
Lead Officer, Transport for the South East

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Councillor Ruth Dombey
Leader of the Council
London Borough of Sutton
Leadership Office
Civic Offices
St Nicholas Way
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By email to: ruth.dombey@sutton.gov.uk

11 June 2021

Dear Ruth

Sutton's bid to improve rail transport to Belmont and the London Cancer Hub

Thank you for your letter of 4 June 2021, concerning the London Borough of Sutton's proposals to increase train services to Belmont station in order to improve connectivity with the proposed London Cancer Hub located at the Royal Marsden Hospital.

I understand the specific proposal involves restoring the second track along 1.5 km of the Epsom Downs branch line as far as Belmont, including station accessibility improvements and a new platform face at Belmont. This could enable 4-6 trains per hour to operate to Belmont and still allow the existing 2 train per hour service to continue to serve Banstead and Epsom Downs. I understand that this would be supported by other local public transport investments and improvements.

As a sub-national transport body, TfSE represents sixteen local transport authorities: Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. They are represented on the TfSE Shadow Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, Highways England, Network Rail and Transport for London.

TfSE published its [transport strategy](#) in summer 2020. The Secretary of State has confirmed that the transport strategy should be taken into account in transport investment decisions for the region.

The strategic priorities set out in the transport strategy include improved connectivity, integrated spatial and transport planning, reduced the need to travel (particularly by private car), reduced carbon emissions and improved health and wellbeing.

As Chair of the Transport for the South East (TfSE) Partnership Board, I am pleased to be able to support the proposal as it is very much in line with both London-wide and



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local policy and is very much in keeping with the vision, goals and priorities of TfSE's transport strategy.

TfSE would like to collaborate with LB Sutton and Surrey County Council on policies and proposals that deliver our mutual transport priorities – including improvements to the Epsom Downs line. We would also be interested to continue to discuss possible longer term, investment – both in that rail line and on other cross-boundary transport topics.

I wish you every success with this bid.

Yours sincerely

A handwritten signature in black ink, appearing to be 'K. Glazier', written in a cursive style.

Councillor Keith Glazier
Chair, Partnership Board, Transport for the South East

cc amanda.cherrington@sutton.gov.uk