

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

Date of meeting: **18 October 2021**

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

Title of report: **Responses to consultations**

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

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***RECOMMENDATIONS:***

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

- (1) Port of London – Thames Vision 2050;**
  - (2) Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;**
  - (3) West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements;**
  - (4) Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood;**
  - (5) Transport for the North - Decarbonisation Strategy Public Consultation;**
  - (6) Hampshire County Council – Waterside Strategy Consultation;**
  - (7) East Sussex County Council – A22/A2290 Improvements;**
  - (8) Highways England – Lower Thames Crossing Community Impacts;**
  - (9) Office of Rail and Road –Periodic Review 2023 (PR23);**
  - (10) South Western Railway – Timetable Consultation December 2022; and**
  - (11) West Sussex County Council – Transport Plan 2022-2036 Consultation.**
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## **1. Introduction**

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations. This report provides an overview of the responses to the following:

- Port of London – Thames Vision 2050;
- Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;
- West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements;
- Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet to Abbey Wood;
- Transport for the North - Decarbonisation Strategy Public Consultation;
- Hampshire County Council – Waterside Strategy Consultation;
- East Sussex County Council – A22/A2290 Improvements;
- Highways England – Lower Thames Crossing Community Impacts;
- Office of Rail and Road –Periodic Review 2023 (PR23);
- South Western Railway – Timetable Consultation December 2022; and
- West Sussex County Council – Transport Plan 2022-2036.

## **2. Port of London – Thames Vision 2050**

2.1 The Port of London Authority (PLA) launched an initial round of engagement to stakeholders to help shape Thames Vision 2050, an updated framework for development of the 95 miles of river from Teddington Lock to the North Sea. This initial engagement was to gauge stakeholders' views on priorities for the future of the Thames and the steps that should be taken in realising long-term ambitions.

2.2 This consultation closed on 14 July 2021 and the response that was submitted is contained in Appendix 1. The response presents the information submitted to PLA via their online questionnaire form. Members of the Partnership Board are recommended to agree the response to this consultation.

## **3. Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure**

3.1 Landuse Consultants Ltd (LUC) are working on behalf of Hampshire County Council to prepare a Spatial Framework for Hampshire's Natural Environment and Infrastructure. The Framework is a long term and strategic scale view across local authority boundaries of where opportunities exist for growth to support natural environment enhancement or for infrastructure capacity to support growth and deliver benefits to society.

3.2 Transport for the South East were invited to comment on the draft text of the Framework before the deadline of 23 July 2021. Appendix 2 presents the TfSE response to this request for additional feedback. Members of the Partnership Board are recommended to agree the response to this consultation.

#### **4. West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements**

4.1 Over the last 18 months, West Sussex County Council have been engaging with key stakeholders to develop proposals with the aim of easing congestion on the A259 between Bognor Regis and Littlehampton. In June, West Sussex County Council launched a public consultation on twenty-three proposals to improve six junctions between the A259/B2132 Yapton Road junction and the A259/A284 Wick Roundabout.

4.2 This consultation closed on 15 August 2021 and the draft officer level response that was submitted is contained in Appendix 3. The response offers support for the proposed improvements along the A259 corridor and highlights that it is one of the priority MRN schemes that were submitted to Government in 2019. 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. A second public consultation launched on Thursday 22 July 2021 and sought views on a short-list of options including extending Elizabeth Line (Crossrail) services from Abbey Wood into Kent, improving the National Rail service, and improving bus services by building on the existing Fastrack network in Kent.

5.2 This consultation closed on 3 September 2021 and the draft officer level response that was submitted is contained in Appendix 4. The response reiterates TfSE's support for the delivery of the Abbey Wood-Ebbsfleet project and highlights Option Two as TfSE's preferred longer term option for the project to deliver. Members of the Partnership Board are recommended to agree the draft response.

#### **6. Transport for the North - Decarbonisation Strategy Public Consultation**

6.1 Transport for the North (TfN) launched a public consultation on a draft decarbonisation strategy for the north of England. The draft strategy sets out a target of near-zero carbon emissions from surface transport by 2045. Following on from the

public consultation, the final decarbonisation strategy will be adopted by the TfN Board in the autumn of 2021 and submitted to the Government as statutory advice on behalf of the region. The strategy considers a series of potential actions and areas of focus for the region. These include:

- Zero emission vehicles, including cars, HGVs and buses, with a comprehensive network of charging facilities to support their wider use
- The decarbonisation of the rail network through electrification
- The use of hydrogen and alternative fuel vehicles
- Encouraging modal shift towards more sustainable ways of travelling, such as public transport and active travel
- Opportunities for decarbonisation in the freight industry
- Carbon reduction when projects are built, as well as carbon capture
- How Transport for the North's four future travel scenarios could present challenges and opportunities for decarbonising transport

6.2 The consultation closed on 31 August 2021 and the draft officer level response that was submitted is contained in Appendix 5. The response highlights TfSE's strong support for TfN's decarbonisation strategy and agrees with the regional approach taken by TfN in developing a decarbonisation trajectory for the North. Members of the Partnership Board are recommended to agree the draft response.

## **7. Hampshire County Council – Waterside Strategy Consultation**

7.1 In June, Hampshire County Council launched a public consultation to obtain feedback on developing a multi-modal transport strategy for the Waterside area of the New Forest. The draft strategy establishes the vision, challenges and policy interventions that could guide important investment decisions that shape the approach to planning and delivering transport along the waterside corridor.

7.2 The consultation closed on 27 August 2021 and the response that was submitted is contained in Appendix 6. The response presents the information submitted to Hampshire County Council via their online survey. Members of the Partnership Board are recommended to agree the response to this consultation.

## **8. East Sussex County Council – A22/A2290 Improvements**

8.1 In July, East Sussex County Council launched a public consultation on a set of proposed improvements for the A22 and A2290. Improvements are necessary on these roads as users currently experience traffic and congestion, particularly at peak times. As well as improving journey times, the proposed interventions will also improve the safety on the routes for pedestrians and cyclists.

8.2 This consultation closed on 3 September 2021 and the draft officer level response that was submitted is contained in Appendix 7. The response highlights TfSE's

support for the scheme proposals as improvements will be important for supporting the delivery of potential new housing, growth in the local economy and access to jobs in the area. The response also highlights the need for future transport interventions to take a holistic approach across all transport modes and that significant consideration is given to important topics such as decarbonisation and the environment. Members of the Partnership Board are recommended to agree the response to this consultation.

## **9. Highways England – Lower Thames Crossing Community Impacts**

9.1 Highways England launched a further consultation on the Lower Thames Crossing project. The consultation focuses on Highways England's plans to build and operate the new crossing and how they plan to reduce impact on local communities and the environment. The consultation also provided information on how feedback gathered from previous consultations have now been used to further develop the project to date.

9.2 This consultation closed on 8 September 2021 and the draft officer level response that was submitted is contained in Appendix 8. The response reiterates TfSE's positive stance for the new Lower Thames Crossing, but highlights the importance of minimal impacts being made to the environment and local communities. Members of the Partnership Board are recommended to agree the response to this consultation.

## **10. Office of Rail and Road – Periodic Review 2023 (PR23)**

10.1 The Office of Rail and Road (ORR) has launched the process for determining the funding needed for Britain's rail network from 2024-2029. The process, known as the 2023 Periodic Review (PR23), sets a five-year settlement that will determine the level of funding that Network Rail and Great British Railways should receive for their operation, maintenance and renewals. In addition to this, this process will also determine the delivery requirements over the course of five years starting from April 2024, known as Control Period 7 (CP7).

10.2 This consultation closed on 10 September 2021 and the draft officer level response that was submitted is contained in Appendix 9. The response reiterates the importance of the rail industry in delivering the TfSE transport strategy and supports the four objectives for PR23; safety, performance, asset sustainability and efficiency. Members of the Partnership Board are recommended to agree the response to this consultation.

## **11. South Western Railway – Timetable Consultation December 2022**

11.1 South Western Railway launched a stakeholder consultation on proposals for their December 2022 timetable. The consultation focuses on a strategic review of future service levels across the entire South Western network. Changes to the timetable are proposed to be live from December 2022.

11.2 This consultation closed on 19 July 2021 and the draft officer level response that was submitted is contained in Appendix 10. The response reiterates the important roles that the rail network has in supporting the delivery of the TfSE transport strategy. Members of the Partnership Board are recommended to agree the response to this consultation.

## **12. West Sussex County Council – Transport Plan 2022-2036 Consultation**

12.1 West Sussex County Council launched a stakeholder consultation on their draft West Sussex Transport Plan (WSTP) 2022-2036 on 16 July 2021. The WSTP has been reviewed to update the County Council's approach to investment in, and management of, the transport network.

12.2 This consultation closed on 08 October 2021 and the draft officer level response that was submitted is contained in Appendix 11. The response highlights TfSE support for the vision set out in the Transport Plan, but encourages more of the ambition and shift in the approach in TfSE's transport strategy to feed into the objectives and policies identified in the WSTP. Members of the Partnership Board are recommended to agree the response to this consultation.

## **13. Conclusion and recommendations**

13.1 The members of the Partnership Board are recommended to agree the responses to the consultations that are detailed in this report.

**RUPERT CLUBB**  
**Lead Officer**  
**Transport for the South East**

Contact Officer: Benn White  
Tel. No. 07714 847288  
Email: [benn.white@eastsussex.gov.uk](mailto:benn.white@eastsussex.gov.uk)

## Appendix 1

### TfSE Response to PLA's Thames Vision 2050 Consultation

Initial Stakeholder Engagement (June 2021)

(Deadline for responses 14 July 2021)

The information below was submitted to PLA using their online form on 13 July 2021 at 14:15. Because of the 16Mb limit on file size, the 20Mb TfSE Transport Strategy wasn't accepted. Web URL provided instead.

The online form had ten questions. Answers were sought for questions 1-4 under these headings:

- General comments
- Infrastructure
- Skills development
- Technological innovation
- Safety

#### Submitted Answers to online questionnaire

1. What do you think the priorities for the development of the Thames should be between now and 2050?
  - General comments
    - a. To promote and make greater use of the Thames as a transport asset for both passengers and freight;
    - b. To make transport uses of the Thames net zero for carbon; and
    - c. To minimize other negative environmental impacts (air, water, riparian, wildlife and habitats) of transport uses of the Thames.
  - Infrastructure
    - a. To safeguard and to secure enhancements to port and pier infrastructure – including deep water wharves – to maximise ease of access to/from the Thames;
    - b. To promote improvement to the landside access ways to piers and wharves, particularly to wharves by rail;
    - c. To lobby for safeguarding of rail access to wharves; and
    - d. To work with port operators to facilitate improvements to ports, especially measures towards net zero carbon.
2. What are you most concerned could adversely impact the development of the Thames between now and 2050?
  - General comments
    - a. Redevelopment at and around ports and wharves that restricts their ability to flex and grow sustainably; and
    - b. Lack of sufficient capacity for railfreight to/from Thames ports and ports reliant on the Thames (eg the Medway ports).
3. What innovation do you think could be key to unlocking the long-term value of the Thames?
  - Technological innovation
    - a. Mobility as a Service (MaaS) and similar platforms, which enable access to joined-up multi-modal transport solutions –Thames passenger transport could take advantage of this, potentially to justify service enhancements in future; and

## Appendix 1

- b. More efficient port management through operational insights to be gained from digital twinning, for example.

/cont

- 4. What do you think needs to be done to improve access to the Thames and opportunities related to it?
  - General comments
    - a. Direct collaboration with the railfreight industry to secure a greater proportion of landward freight movement by rail.
  - Infrastructure
    - a. Collaboration with highway authorities and public transport operators to identify infrastructure requirements that will secure access to the Thames for people and for goods.
- 5. Please submit any documents to support your answers.  
*TfSE Transport Strategy*
- 6. Contact information
- 7. What is your interest in the Thames? (tick box)
- 8. Would you be interested in engaging further in discussions about the future of the Thames (Y/N)?
- 9. Do you consent to us listing your organization in a published summary on outcomes following this consultation (Y/N)?
- 10. Are you submitting this response on behalf of an organization or as an individual?



## Elan Morgan

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**From:** Tiffany Lynch  
**Sent:** 22 July 2021 12:49  
**To:** Karolina Kaczor (LUC  
**Cc:** Baxter, Frank; Mark Valleley; Sarah Valentine; TfSE  
**Subject:** RE: Last chance to comment on Hampshire Spatial Framework - deadline 23 July

**Categories:** Elan

Dear Karolina

Thank you for the opportunity to comment on the proposed text for the Hampshire Spatial Framework (HSF). These are the points that we have identified that would improve the draft document.

### *Transport Chapter*

1. *Better to identify TfSE as an STB (Sub-National Transport Body) in line with its status, rather than a “regional transport body”, on page 35.*
2. *LUC need to revisit national-level policy on transport, especially key documents published in the last 6 months. The HSF needs to factor in a wider base of transport policy, including the government’s National Bus Strategy for England, Rail White Paper and Transport Decarbonisation Plan (published in 2021) and Hampshire’s LTP4 (in preparation).*
3. *The HSF should highlight transport decarbonisation because transport is now the highest CO<sub>2</sub>-producing sector, and to reflect the government’s recently published Transport Decarbonisation Plan.*
4. *Under the Drivers for Change heading, more needs to be said about getting decarbonisation of the transport sector properly underway (Climate Change). Following Partnership Board approval on 22 July, TfSE has published its Future Mobility strategy, which further supports TfSE’s transport strategy regarding emerging transport technologies (Technology). The HSF should reference this. There needs to be a reference as well to better integration between transport planning and spatial planning, to avoid new development proposals coming forward that are car-dependent (Economy).*
5. *The Hampshire 2050 Commissioners’ vision for transport (as quoted) makes an important point about the location of new development. The HSF should make more of this and put more emphasis on spatial/transport planning integration, in such a way that site selection in spatial planning policy is better able to avoid the potential transport pitfalls that result in car-dependent development.*

### *Energy Chapter*

*The energy chapter needs to be explicit about the additional future demand for electricity that will come from transport decarbonisation initiatives, especially the demand from increasing numbers of electric vehicles.*

### *Strategic Opportunities Chapter*

1. *The document needs to make clear what happens next on each Strategic Objective (SO); what is expected in terms of how the SOs’ information will be prioritised and used; and how the SOs will be monitored and reviewed over time.*
2. *It is not clear enough what needs to happen next, based on the identified SOs. Neither is it clear from the information on transport that sufficient attention has been drawn to other important matters, including:*
  - a. *rural transport needs*
  - b. *transport planning/spatial planning integration, especially for determining future needs for investment in transport infrastructure and services to unlock and support future development proposals*
3. *Strategic Opportunity SO1 needs to be clearer about whether it is intended more for urban areas or for the whole county. It should state explicitly that the 20-minute neighbourhood, MaaS availability and people living more locally could reduce the future need for car ownership, which then frees up more road space for other uses.*

4. *Strategic Opportunity SO2 is better titled “connecting between urban areas”. Bear in mind that higher demand movement corridors themselves may not always be the best corridors to choose for higher quality mass transit links between urban centres. There also needs to be a focus here on the connectivity needs for people living across the whole county/area, whether in urban or rural places.*
5. *Strategic Opportunity SO3 should factor in that the freight/logistics sector generally works on an entirely commercial basis. Any increases in operating costs (e.g. through operating new facilities such as consolidation centres) either reduce profit margins or, ultimately, increase costs to the consumer. It is important that proposals work very much in partnership with freight/logistics operators. Pilot freight initiatives as part of the Solent FTZ will be important indicators for rolling out measures across the county. TfSE expects to publish its freight, logistics and international gateways strategy (including a detailed action plan) in October 2021.*

I hope these comments will be useful to you as you prepare the final document.

I have copied this email to Frank Baxter at Hampshire County Council for his information.

Kind regards

Tiff

**Tiffany Lynch**

TRANSPORT STRATEGY MANAGER

[transportforthesoutheast.org.uk](https://transportforthesoutheast.org.uk)

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**From:** Karolina Kaczor (LUC) <[REDACTED]>

**Sent:** 12 July 2021 15:45

**To:** TfSE <[TF.SE@eastsussex.gov.uk](mailto:TF.SE@eastsussex.gov.uk)>

**Subject:** Last chance to comment on Hampshire Spatial Framework - deadline 23 July

[View this email in your browser](#)



Dear Stakeholder,

LUC is working on behalf of Hampshire County Council to prepare a Spatial Framework for Hampshire's Natural Environment and Infrastructure. In a nutshell the Framework is a long term and strategic scale view across local authority boundaries of where opportunities exist for growth to support natural environment enhancement or for infrastructure capacity to support growth and deliver benefits to society. Once finalised, the Framework is intended to guide and coordinate separate districts' plans and strategies so that the strategic opportunities identified by the Framework become part of mainstream thinking across

the county.

As a key stakeholder you have previously been invited to help develop this Framework and we are now asking for your further input, as part of our consultation process. To date we have:

- Carried out desk-based evidence gathering;
- Invited comments from stakeholders on draft descriptions of the baseline and key issues facing Hampshire's natural environment and infrastructure; and
- Held a stakeholder workshop to help identify strategic opportunities to address these key issues.

We are now providing a final opportunity for stakeholders to comment on the text of the Framework before it is brought together with digital mapping and images and published as a web-based, digital 'StoryMap' (for an example from another, unrelated project, [click here](#)).

The Framework text is available to view here:

**Spatial Framework Text**

Unfortunately we are unable to provide the mapping at this stage due to the digital nature of the report but this will be used to illustrate broad locations of features described in the text.

You are invited to comment on as many or as few sections of the text as you wish. Please make clear in your comments which section of the text they relate to and make your suggestions as precise as possible, for example by suggesting amended wording or providing a new description of and web link to a case study you would like to see included. General comments about the broad scope of the project are unlikely to be capable of being addressed at this late stage in the Framework's development.

Comments should be provided in an email to [hantsspatialframework@landuse.co.uk](mailto:hantsspatialframework@landuse.co.uk) by **Friday 23 July**. Unfortunately, it will not be possible to consider comments received after this date.

Thank you for your continued interest in this project.

Kind regards,  
**The LUC Team**



## Elan Morgan

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**From:** haveyoursay@westsussex.gov.uk <notifications@engagementhq.com>  
**Sent:** 13 August 2021 16:14  
**To:** TfSE  
**Subject:** Thank you for completing A259 Bognor Regis to Littlehampton Questionnaire

Hi,

Thanks for completing the survey.

Your responses are listed below.

### About you - how old are you?

I prefer not to say

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**(Optional) Please select the option from the list below that most closely represents how you will be responding to this consultation.**

**(Please select one option)**

### Are you responding as

Other, please specify below

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**Other (description) - \*If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation. Please write it below.**

Transport for the South East (sub-national transport body)

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### Support for the proposed scheme

**Please state your level of support for the proposed improvements on A259 between Bognor Regis and Littlehampton corridor:**

**(Please make one selection for each row below)**

<b>1: Comet Corner Junction</b>	Strongly support
<b>2: Public Rights of Way (Footpaths 166 and 165)</b>	Strongly support
<b>3: Bairds Business Park Junction</b>	Strongly support
<b>4: Oystercatcher Junction</b>	Strongly support

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<b>5: Church Lane Roundabout</b>	Strongly support
<b>6: Ferry Road Junction</b>	Strongly support
<b>7: Public Rights of Way (Footpath 206)</b>	Strongly support
<b>8: Clympwick Bridge</b>	Strongly support
<b>9: Bridge Road (Tesco) Roundabout</b>	Strongly support
<b>10: Wick (Morrisons) Roundabout</b>	Strongly support

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**Please add your comments about the proposals that you feel may assist the design team at the next stage of developing the designs.**

**You may also use this space to expand on any 'other' fields above.**

Transport for the South East fully supports this scheme. It is one of the priority Major Road Network schemes for the area that was submitted to government in 2019. We are pleased to see the development of the scheme progressing and particularly welcome the inclusion of extensive measures to improve provision for public transport, walking and cycling.

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**If you would like a copy of your questionnaire responses, please leave your email address below. We will not use your email address for any other purposes and it will not be included in the analysis.**

TF.SE@eastsussex.gov.uk

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Thanks again

Your Voice West Sussex

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](mailto:hello@abbeywood2ebbsfleet.com)

20 August 2021

Dear C2E Partnership

### **Abbey Wood – Ebbsfleet Project: further 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 further consultation on the Abbey Wood-Ebbsfleet corridor project (AW2E).

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 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's consultation response of 25 February 2021 referred to [TfSE's transport strategy](#) specifically supporting delivery of the AW2E project to address radial journey challenges and confirmed TfSE's continuing support for the project. The transport strategy sets out a 2050 vision for the development of the transport system in the South East to facilitate economic growth, whilst reaching net zero carbon emissions by 2050 at the latest.

TfSE is concerned that AW2E Option One could be undeliverable because of the inherent risks of service disruption that would result from shared running by both South Eastern and Elizabeth Line rail services east of Abbey Wood (despite reducing some South Eastern services) – especially as the Elizabeth Line operator is tied contractually into a high rate of service reliability.

Option Two (Elizabeth Line to Dartford on segregated track, up to 12 trains/hr) is TfSE's preferred longer term option. It provides the best connectivity uplift and could support considerably more new development – including proposals at Ebbsfleet and the London Resort. As further AW2E technical work progresses, the project team should look at ways to increase the uplift in train services east of Dartford as well.



0300 3309474



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[transportforthesoutheast.org.uk](http://transportforthesoutheast.org.uk)

Transport for the South East, County Hall,  
St. Anne's Crescent, Lewes, BN7 1UE

Option Three (improving National Rail services, with Elizabeth Line just terminating at Abbey Wood) could be an interim project prior to delivering Option Two but will not be sufficient to support the longer-term development aspirations for the corridor.

Whichever option is chosen, it should be supported through good quality first mile/ last mile connections by segregated BRT, buses and active travel.

This is an officer response. The TfSE Partnership Board is due to meet next on Monday 18 October 2021 and will consider this draft response; a further iteration of this response may therefore follow.

Again, we wish the C2E Partnership every success as the project develops further.

Yours sincerely



Rupert Clubb  
Lead Officer, Transport for the South East

Cc [REDACTED] [\[REDACTED\]@bexley.gov.uk](mailto:[REDACTED]@bexley.gov.uk)  
[REDACTED] [\[REDACTED\]@kent.gov.uk](mailto:[REDACTED]@kent.gov.uk)  
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[REDACTED] [\[REDACTED\]@stantec.com](mailto:[REDACTED]@stantec.com)

Emailed to: [response@tfndecarbonisationstrategy.com](mailto:response@tfndecarbonisationstrategy.com)

31 August 2021

Dear Sir/Madam,

**Consultation on Transport for the North's Draft Decarbonisation Strategy  
Response from Transport for the South East**

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) in response to the consultation on your Draft Decarbonisation Strategy.

TfSE is a sub-national transport body (STB) bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the [Partnership Board](#), brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

To date, TfSE has undertaken further development work on our South East Economy and Land Use Model (SEELUM) to enable us to assess the impact of the packages of interventions we are currently identifying through our area studies on carbon emissions. We have also recently established a South East Regional Transport Decarbonisation Forum to assist our key partners in developing their local strategies and action plans, share best practice and identify key areas where there would be benefit in TfSE adopting a coordination role.

TfSE strongly supports the Transport for the North (TfN) decarbonisation strategy and strongly agrees with the regional approach that has been used to develop a decarbonisation trajectory for the North. The strategy is supported by the rigorous decarbonisation modelling methodology set out in the annex to the draft strategy document.

The Government's recently-published Transport Decarbonisation Plan gives STBs a clear role in assisting their constituent local transport authorities in meeting their transport decarbonisation responsibilities. The approach set out in the draft decarbonisation strategy represents a potential



blueprint that could be adopted by other STBs to help them fulfil this role through the development of regional trajectories that can then be disaggregated to steer local action.

The draft strategy recognises the need for the implementation of a comprehensive package of both policy initiatives and measures, including improvements to the efficiency of conventionally-fuelled vehicles, a shift to zero emissions vehicles and demand management. The draft strategy identifies the action that will be required at both local and national levels as there are key areas where further action will be required from government, particularly in the area of demand management.

The consultation seeks to elicit views on a wide range of issues, the majority of which those in the North are best placed to respond to. The consultation seeks views on the types of activities that TfN should undertake in its role as an STB that would be of most value in delivering transport decarbonisation. **Appendix 1** contains draft responses to those particular questions where respondents are asked to indicate whether TfN should lead or support specific decarbonisation related activities, or whether they should be left to others to take forward.

We wish you every success with the continuing development and rollout of the decarbonisation strategy once finalised, and we will be anxious to keep in touch with its ongoing development through our attendance at the joint STB decarbonisation group.

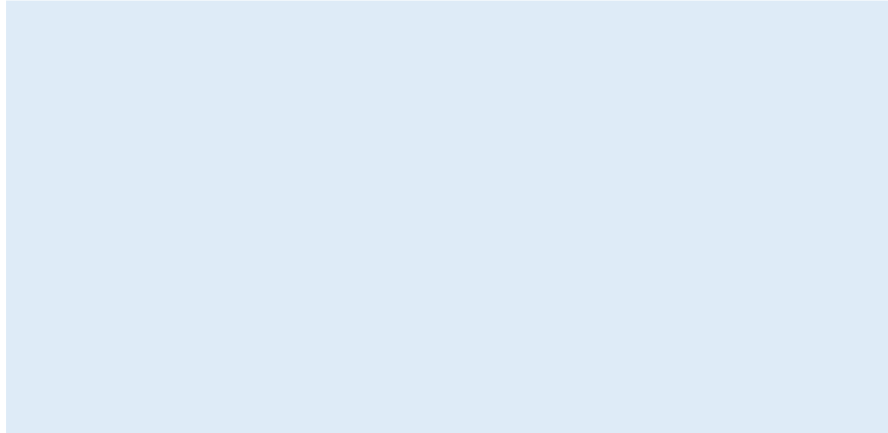
This is an officer response. The TfSE Partnership Board meets on 21 October 2021 and will consider this draft response and a further iteration of it may therefore follow.

Yours sincerely,



Rupert Clubb  
Lead Officer, Transport for the South East

## Appendix 1 - TfSE response to consultation on TfN's draft Decarbonisation Strategy



### Next steps and proposed priority actions

Chapter 1 of the Decarbonisation Strategy defines the overarching role that we feel TfN should be playing in the decarbonisation agenda. We'd like to understand the types of activities that people feel that TfN is best placed to undertake and that would be of most value in delivering transport decarbonisation.

**For each of the 'priority activities to 2025' identified by TFN, which role do you feel do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)**

**SD1:** Regional route-map for transport decarbonisation

**SD2:** Developing place-based decarbonisation pathways for rural typologies.

**SD3:** Formation of decarbonisation working group/s with TfN partners

**SD4:** Exploring the relationship between transport decarbonisation and transport-related social exclusion (TRSE) (inclusive of PGAT1)

**SD5:** Research into embodied carbon analysis for strategic transport infrastructure programmes

**SD6:** Programmatic assessment of Investment Programme (IP) against TfN Decarbonisation Trajectory

**SD7:** Consideration of emissions from aviation and shipping generated by the North

Policy	SD1:	SD2:	SD3:	SD4:	SD5:	SD6:	SD7:
Your answer	1	1	1	2	3	1	3

For each of the 'priority activities to 2025' identified by TFN, which role do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)

### Electric Vehicles and Fuel Efficiency

**CGA1:** Develop a regional ZEV charging framework (inclusive of PGA1)

**CGA2:** Supporting local partners in the development of local ZEV charging infrastructure

**PGA14:** Increase awareness of fuel-efficient driving styles

Policy	CGA1:	CGA2:	PGA14:
Your answer	1	2	3

### Hydrogen

**CGA3:** Undertake or support a pan-northern hydrogen transport refuelling study

**CGA4:** Supply chain support for future hydrogen infrastructure solutions

Policy	CGA3:	CGA4:
Your answer	2	2

### Demand Management

**SD8:** Supporting the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.

**CGA5:** Supporting a Demand Management Narrative for the North

**CGA6:** Supporting local partners in the development of Mobility Hubs

**PGA10:** Consider role of micro-mobility/shared mobility in first and last mile journeys at train stations

**PGA8:** Develop infrastructure to improve regional public transport network

**PGA9:** Research on the effects of home-working upon productivity and agglomeration.

Policy	SD8:	CGA 5:	CGA 6:	PGA 10:	PGA 8:	PGA 9:
Your answer	2	1	2	1	1	3

## Freight

**SD9:** Low carbon urban freight scenarios

**CGA7:** Developing and supporting partnerships to consider zero carbon, port to port freight corridors

**PGA2:** Facilitating large ZEV truck trials in the North

**PGA3:** Support partners to aggregate large orders of ZEV vans, truck and buses across the North

**PGA12:** Supporting freight information democratisation schemes

Policy	SD9:	CGA7:	PGA2:	PGA3:	PGA12
<b>Your answer</b>	1	2	3	3	1

## Rail

**CGA8:** Supporting our partners to attract testing and pilots of new low emission train technologies (inclusive of PGA6)

**PGA4:** Identify appropriate routes for electrification

**PGA5:** Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities (inclusive of PGA7)

Policy	CGA8:	PGA4:	PGA5:
<b>Your answer</b>	2	2	3

## Project-level Carbon

**SD10:** Developing an embodied carbon database for major infrastructure developments

**PGA13:** Influence government to seek augmented DFT appraisal guidance

Policy	SD10:	PGA13:
<b>Your answer</b>	3	1

## Awareness Raising and Behaviour Change

- ☐ **SD11:** Engagement and awareness-raising activities
- ☐ **SD12:** Behaviour change research

Policy	SD11:	SD12:
<b>Your answer</b>	2	2

[Ends}

## Appendix 6

### Hampshire County Council – Waterside Strategy Consultation

*Submitted in August 2021 via the consultation platform's web form.*

#### **Question**

**If you have any further suggestions or comments to make on the proposals for the Waterside area that you would like taken into consideration, please include these below;**

#### **Answer**

As the sub-national transport body for the region, Transport for the South East (TfSE) support this package of proposals. The A326 improvements scheme was identified by TfSE in 2019 as a priority scheme for inclusion within DfT's Large Local Major Scheme programme, and we are pleased to see development work progressing. We also welcome the multi-modal approach of this package of interventions and support the integration of active travel and passenger transport enhancements in the package as well as improvements to the Totton level crossing and Fawley branch line. All of these schemes are identified in our emerging area studies work as likely to be required to support the delivery of the vision for 2050 set out in our transport strategy that was published in 2020.

Emailed to: [REDACTED]

6 September 2021

Dear Jon,

### **A22 and A2290 Improvements Consultation**

Transport for the South East (TfSE) is a sub-national transport body (STB) bringing together leaders from across the local government, business, and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the Partnership Board, brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

In 2019 STB's were tasked by the Department for Transport (DfT) to provide advice to government on the priority schemes on the Major Road Network within their areas. Following an assessment process, the priority list of schemes for the TfSE area was approved by the Partnership Board at their meeting in June 2019.

The A22 and A2290 Improvements scheme was identified as a priority scheme for inclusion within the MRN programme. As such TfSE support the scheme proposals, which will be important for supporting the delivery of potential new housing, growth in the local economy and access to jobs in the area.

To support the delivery of the Vision for 2050 set out in our Transport Strategy, it is important that future transport interventions take a holistic approach across modes and support wider agendas particularly around decarbonisation and the environment. Additionally, in its guidance to scheme promoters the government has set out its expectations on what is expected from schemes in relation to provision for public transport and active travel, particularly referring to the recent DfT publications "Gear Change" and "Bus Back Better".

TfSE therefore also welcomes the inclusion in the proposals of public transport and active travel enhancements both along the route and within the vicinity of it and particularly the connectivity to wider cycle routes that will be provided. We would encourage East Sussex County Council to give due consideration to DfT advice as the scheme proposals are further developed.

TfSE look forward to continuing to support you in the development of the scheme and its associated business case.

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

Yours sincerely,



Sarah Valentine  
Transport Strategy Manager, Transport for the South East

Emailed to: [lrc.consultation@traverse.ltd](mailto:lrc.consultation@traverse.ltd)  
[info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

8 September 2021

Dear Sirs,

### **Lower Thames Crossing Community Impacts Consultation 2021**

I am writing to you as lead officer for Transport for the South East (TfSE) in response to the consultation on your Lower Thames Crossing Community Impacts Consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB) bringing together leaders from across the local government, business, and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the Partnership Board, brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, National Highways, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

As stated in our responses to the statutory consultation on the scheme which took place at the end of 2018, the further consultation in March 2020, and the design refinement consultation in August 2020, TfSE welcomes proposals for a new Lower Thames Crossing (LTC). Our Transport Strategy published in July 2020 identified the need for improvements to the strategic connectivity between the international gateways. The LTC will enhance connectivity between the port of Dover and key customers in the Midlands and the North as well as providing resilience for the Dartford Crossing.

Whilst TfSE considers that it is important to facilitate improved connectivity to our international gateways, this needs to be undertaken in ways that minimise impacts on the environment and communities. The TfSE Transport Strategy highlights the need for improving air quality and achieving net zero-carbon by the year 2050. Road transport is a leading source of carbon emissions and it is



imperative that the completion of this scheme does not counteract the efforts of local authorities and central government in improving area quality and achieving net-zero carbon. TfSE continue to expect that in developing the scheme details, National Highways continue to have due regard for the environmental impacts of the scheme, particularly in relation to air quality, and the impacts on protected landscapes, and that appropriate mitigation is provided.

It is also crucial that in continuing to develop the Lower Thames Crossing, the scheme is set in its wider context and that a way is found of maximising more local benefits alongside the wider strategic aims of the scheme. The LTC will provide a new connection between Kent and Essex, but a way needs to be found to ensure that the more local opportunities and benefits that could be facilitated by that connection are not missed.

The additional capacity and congestion relief to the Dartford crossing that the new LTC will provide is welcomed, however, with the creation of this new strategic route there will be increased pressure and wider traffic impacts on both the strategic and local road networks within the TfSE area. It is vital that the Strategic Road Network (SRN) is not looked at in isolation and that wider network improvements including those required on the local road network are delivered alongside the new LTC to maximise the benefits and ensure the success of the new crossing whilst also minimising the impacts on local communities.

Therefore, whilst we welcome the inclusion within RIS2 that the Brenley Corner and A2 Access to Dover schemes are to be developed as pipeline schemes for RIS3, it is essential not only that these schemes are delivered in a timely manner alongside the LTC, but that the wider impacts across the local road network are also considered holistically. A number of schemes led by Kent County Council which will provide capacity enhancements on the local road network feature within TfSE's priority schemes for the Major Road Network (MRN) and Large Local Major (LLM) programmes. There needs to be firm commitment to delivering these wider schemes and we would welcome the opportunity to work closely with both National Highways and Kent County Council to ensure that the right package of mitigation and complementary measures is brought forward alongside the LTC across the highway network as a whole.

We previously raised concern over the absence of any rest and service facilities within the design. TfSE's recent Freight Logistics and International Gateways Study that was developed as part of our Transport Strategy, recognised that inappropriate lorry parking is already a significant issue in Kent and the omission of appropriate rest and service facilities will only further exacerbate this issue.

We very much welcome the increased engagement and information sharing that TfSE has had with National Highways regarding the scheme recently, and trust that this will continue as development of the Lower Thames Crossing progresses.

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

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

Daniel Brown  
Director: Economics, Markets and Economy  
Office of Rail and Road  
25 Cabot Square  
London  
E14 4QZ

By email to: [pr23@orr.gov.uk](mailto:pr23@orr.gov.uk)

9 September 2021

Dear Mr Brown

### **Consultation on the launch of Periodic Review PR23**

I am writing to you as Lead Officer for Transport for the South East (TfSE) responding to consultation through your open letter dated 17 June marking the launch of PR23.

As a sub-national transport body (STB), 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 each represented on the TfSE Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, National Highways, Network Rail and Transport for London.

Transport for the South East published its 30-year [transport strategy](#) in July 2020. In November 2020, the government confirmed that the transport strategy would be used to help decide where, when and how to invest in the South East's transport network. We are now undertaking a series of more detailed thematic-based and area-based studies, looking towards future implementation of our transport strategy. The conclusions from these studies will feed into a TfSE Strategic Investment Plan (SIP), which will be out to consultation in June/July 2022.

Rail – whether the infrastructure is provided by Network Rail (NR) or by Great British Railways (GBR) in the future – has important roles to play that will support delivery of the TfSE transport strategy. Rail can provide travel solutions with much lower emissions than road-based alternatives (whether passenger or freight). Our technical modelling suggests that investment in rail network enhancements can make very positive contributions to both economic growth and decarbonisation. But that requires operation, maintenance and renewal of the rail network to be properly funded too.

The rail network in TfSE's area comprises Network Rail's Southern region outside Greater London (including HS1), other than those lines west of the Hampshire county boundary. From NR's Wales and Western region, it includes the parts of the Wales and Western region in Berkshire and Hampshire. TfSE values the positive and cooperative working relationship with different Network Rail teams, which includes providing stakeholder inputs to each other's technical work.

TfSE supports ORR's four objectives for PR23 – safety, performance, asset sustainability and efficiency.

The detailed mechanisms for track access charges and delay attribution are more a matter for the rail industry itself than for an STB. TfSE expects track access charges to follow the principles set out in the rail white paper, including a better deal (pricing and access) for freight services to encourage mode shift. Regarding delay attribution, users of the rail network (and NR/GBR as System Operator) will still need to be suitably incentivised to minimise network and operational delays. With GBR in place, incentives to reduce train delays must become simpler and reflect the flexibility and cooperation between GBR and rail operators expected in the white paper. So, the PR23 process and outcomes (especially resourcing) need to be flexible enough to respond to changing circumstances as GBR gets off the ground.

TfSE expects ORR will be working closely with government, the GBR Transition Team (GBR TT), rail operators and other key players in the rail industry – and also with strategic stakeholders such as the seven STBs – in the process to set up GBR and its ways of working. The STBs can support the development of GBR and, for the London and South East area, TfSE is keen to play its part in support of the new strategic partnership to support housing, economic growth and the environment referenced in the white paper (page 42). Likewise, we expect to build on the positive working relationships we already have with Network Rail through the relevant GBR regions. I will discuss this with representatives of GBR TT when I meet them for the first time next week.

Decarbonising the transport sector is growing in importance, especially at TfSE – TfSE's transport strategy prioritises achieving net zero carbon in the South East by 2050. ORR should use PR23 as an opportunity to incentivise a step change reduction in the rail industry's carbon emissions (including in Network Rail's own activities) across 2024-2029.

This is an officer-level letter at this stage, subject to endorsement by TfSE's Partnership Board at its next meeting on 18 October; a further iteration of this response may therefore follow. There are no objections to ORR publishing this response.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Rupert Clubb', with a long, sweeping horizontal line extending to the right.

Rupert Clubb  
Lead Officer, Transport for the South East

Claire Mann  
Managing Director  
South Western Railway  
4th Floor, South Bank Central  
30 Stamford Street  
London SE1 9LQ

By email to: [dec22consultation@swrailway.com](mailto:dec22consultation@swrailway.com)

16 September 2021

Dear Claire

### **Consultation on South Western Railway consultation on Dec 2022 timetable**

I am writing to you as Lead Officer for Transport for the South East (TfSE) in response to the consultation you launched in August on South Western Railway's (SWR's) and Network Rail's (NR's) proposed service timetable for December 2022.

As a sub-national transport body (STB), 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 each represented on the TfSE Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, National Highways, Network Rail and Transport for London.

Transport for the South East published its 30-year [transport strategy](#) in July 2020. In November 2020, the government confirmed that the transport strategy would be used to help decide where, when and how to invest in the South East's transport network. We are now undertaking a series of more detailed area-based and thematic-based studies, looking towards future implementation of our transport strategy. The conclusions from these studies will feed into a TfSE Strategic Investment Plan (SIP), which will be out to consultation in June/July 2022.

The rail network has important roles to play to support delivery of the TfSE transport strategy. Rail can provide travel solutions with much lower emissions than road-based alternatives (whether passenger or freight). Our technical modelling suggests that investment in rail network enhancements can make very positive contributions to both economic growth and decarbonisation.

The TfSE area contains most of SWR's operating network outside Greater London. TfSE values the positive and cooperative working relationships it has with different representatives from the rail sector, including SWR. This consultation response is informed by information TfSE has gained through engagement with our key stakeholders.

Reducing train services to 93% of pre-Covid levels to improve reliability and resilience appears a reasonable approach in principle. Its impacts will need to be carefully monitored, especially as it will be accompanied by the roll out and use of the new class 701 trains. Between now and introduction of the December 2022 timetable, it is important that SWR/NR continue to test the timetable against passenger and stakeholder needs, as well as through further operational/technical assessment.

SWR/NR need to 'follow the [passenger] data' as much as possible in their service planning. Patterns of demand in short/medium term are still emerging, and what travel data are available must be taken into account in the final plans for December 2022 and after. The railway should also ensure there are good contingency plans to deal with situations where the levels/patterns of demand turn out to be different from current forecasts and assumptions. Regarding early and late trains, there should be no significant reduction in the spread of service across the day.

SWR/NR should consider extending services to improve direct connectivity (e.g. Portsmouth-Salisbury) to link places other than central London, where opportunities allow. Passenger demand to London may remain lower than in the past. Where possible, existing direct links (with no interchange) should be preserved and new direct links introduced.

TfSE is concerned about the proposals for splitting some services along their routes and the impact they will have on people making through journeys. An example is the proposal to split the current Waterloo-Poole slow service into Waterloo-Southampton and Southampton-Poole, which could impact on local through trips across Southampton. SWR should examine the data to understand the number of passengers affected and review the proposal, as appropriate. If the service change goes ahead, a good quality interchange experience will be essential at the relevant stations in terms of accessibility, convenience (e.g. maximising same- or cross-platform interchange), quality of waiting areas, interchange time and providing supporting information.

TfSE supports Solent Transport's proposals for more frequent local services in/around Portsmouth/Eastleigh/Southampton/New Forest/Bournemouth, looking towards creating a "Solent metro". TfSE also agrees with Portsmouth Council's request for reduced journey times between Portsmouth and Waterloo, especially in the peak – and considering additional fast trains (e.g. at weekends) to serve the growing leisure market.

Decarbonising the transport sector is growing in importance – TfSE's transport strategy prioritises achieving net zero carbon in the South East by 2050. SWR should plan towards increasing decarbonisation across its activities, e.g. plans to 'green' stations (through more planting, for example), more EV charging points and making the diesel train fleet cleaner).

SWR, should continue to look at improving in-station accessibility and at encouraging more access to/from stations by foot and by cycle by considering the first mile/last mile element of their passengers' journeys.

It is important that SWR reviews the plans by GWR to reduce services on the Westbury-Southampton route and considers how it can fill any important gaps in service (especially for journeys to work and for education).

This is an officer-level response at this stage and is subject to endorsement by TfSE's Partnership Board at its next meeting on 18 October; a further iteration of this response may therefore follow.

Yours sincerely



Rupert Clubb  
Lead Officer, Transport for the South East

**Emailed to:**[ltf@westsussex.gov.uk](mailto:ltf@westsussex.gov.uk)

8 October 2021

Dear Sirs,

**Transport for the South East (TfSE) response to West Sussex Transport Plan 2022-2036 consultation**

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) in response to the consultation on your West Sussex Transport Plan 2022-2036.

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 Partnership Board, which is its decision-making body, 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 provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE welcomes the opportunity to comment on the West Sussex Transport Plan 2022-2036. As you will be aware TfSE published a thirty-year transport strategy for the South East in July 2020, which sets out an ambitious vision for our area in 2050. As one of our constituent authorities, West Sussex 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.

We are therefore very pleased to see our transport strategy referred to within the wider policy context in which your plan sits, and also that the challenges and key issues identified within your plan align well with the strategic goals, priorities and objectives set out in our strategy.

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

**300 3309474****[tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)****[transportforthesoutheast.org.uk](http://transportforthesoutheast.org.uk)**Transport for the South East, County Hall,  
St. Anne's Crescent, Lewes, BN7 1UE



improve the health, wellbeing and quality of life for everyone are realised. The ambition and shift in approach set out in our strategy includes the need to move away from a predict and provide approach based on planning for vehicles to one based on planning for people and places. It involves a shift towards a decide and provide approach to transport provision based on choosing a preferred future with preferred transport outcomes encapsulated in our 2050 Vision.

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.

The Government has recently published its Transport Decarbonisation Plan (TDP) which sets the government's commitments and the actions needed to decarbonise the entire transport system in the UK. It is clear that in order to deliver the commitments set out in the TDP bold actions will be necessary. We note that the both the vision and objective 7 set out in your plan state that "the transport network will be on a pathway to net zero carbon by 2050". However, in line with the TDP and the TfSE strategy we would encourage and support you making a firmer commitment to achieving that target in the final version of your plan.

Overall, whilst we welcome the vision you set out in your Transport Plan, there is an opportunity to include more of the ambition and the shift in approach articulated in our transport strategy translated through to the objectives and policies that follow from the challenges and key issues identified in your plan.

We look forward to working together with you as you continue to develop your plan, 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 transport plan align in their thinking and outputs.

This is an officer response. The TfSE Shadow Partnership Board next meets on 18 October 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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