Transport for the South East
Shadow Partnership Board

Agenda

23 April 2020, 14:00 – 16:00

Zoom virtual conferencing

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Shadow Partnership Board Members		
Cllr Keith Glazier, Leader, East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport, Kent County Council	Cllr Tony Page, Deputy Leader, Reading Borough Council (representing Berkshire Local Transport Body)
Cllr Rob Humby, Executive Member for Environment and Transport, Hampshire County Council	Cllr Anne Pissaridou, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
Cllr Jacqui Rayment, Cabinet Member for Environment and Transport and Deputy Leader, Southampton City Council	Cllr Lynne Stagg, Cabinet Member for Traffic & Transportation, Portsmouth City Council	Cllr Colin Kemp, Deputy Leader, Surrey County Council
Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure, West Sussex County Council	Cllr Alan Jarrett, Leader, Medway Council	Geoff French, Interim Chair, TfSE Transport Forum
Martin Harris, Coast to Capital LEP	Margaret Paren, Chair, South Downs National Park (representing protected landscapes)	Ross McNally, Enterprise M3 LEP
Cllr David Monk, Leader, Folkestone & Hythe District Council	Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils	John Halsall, Route Managing Director for South East, Network Rail
Alex Williams, Director of City Planning, Transport for London		

Apologies
Liz Garlinge, Network Planning Director, Highways England

Observers
N/A

Item		Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Declarations of interest**	Cllr Keith Glazier
3	**Minutes of previous meeting and Actions Log**	Cllr Keith Glazier
4	**Statements from the public**	Cllr Keith Glazier
For Decision		
5	**Transport Strategy Development - Paper 1**	Mark Valleley/ Lucy Dixon-Thompson
6	**Finance Report - Paper 2**	Rachel Ford
For Information		
7	**Lead Officer's Report - Paper 3**	Rupert Clubb
8	**Developing the Proposal to Government - Paper 4**	Rachel Ford
9	**Update on Technical Programme - Paper 5** (Area studies; Freight, Logistics and International Gateways Strategy; Future Mobility Strategy)	Rob Dickie/ Sarah Valentine
10	**RIS2, MRN and LLM Update - Paper 6**	Sarah Valentine
11	**Communication and Stakeholder Engagement - Paper 7**	Russell Spink / Lucy Dixon-Thompson / Jasmin Barnicoat
12	**Annual Report - Paper 8**	Russell Spink
13	**Transport Forum - Paper 9**	Geoff French
14	**Consultation Responses - Paper 10**	Rupert Clubb

15	**AOB**	All
16	**Date of Next Meeting** Thursday 16 July 2020, 13:00 – 16:00 (Venue TBC)	

Officers in Attendance

Secretariat

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

Additional Attendees

Joseph Ratcliffe	Transport Strategy Manager	Kent County Council
Ruth Du-Lieu	Assistant Director Frontline Services	Medway Council
Mark Prior	Assistant Director, City Transport	Brighton and Hove City Council
Matt Davey	Director of Highways and Transport	West Sussex County Council
Tristan Samuels	Director of Regeneration	Portsmouth City Council
Colin Rowland	Assistant Chief Executive and Director of Strategy	Isle of Wight Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Bill Hicks	Head of Infrastructure	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Jonathan Sharrock	Chief Executive	Coast to Capital LEP
Pete Boustred	Strategic Transport Manager	Southampton City Council

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TfSE Shadow Partnership Board
26 February 2020
Minutes

Shadow Partnership Board Members		
Cllr Keith Glazier Leader East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport Kent County Council	Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure West Sussex County Council
Cllr David Monk, Leader, Folkestone & Hythe District Council	Cllr Lynne Stagg Cabinet Member for Environment and Transport Portsmouth City Council	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)
Martin Harris (jointly representing LEPs) Coast 2 Capital LEP	Margaret Paren, Chair, South Downs National Park (Representing protected landscapes)	Geoff French CBE Interim Chair Transport Forum
Cllr Rob Humby, Deputy Leader, Hampshire County Council	Cllr Colin Kemp, Deputy Leader, Surrey County Council	Cllr Alan Jarrett, Leader, Medway Council
Mike Smith Head of Strategic Planning, South East Route, Network Rail	Alice Darley, Regional Network Strategy (South), Highways England	Alex Williams, Director of City Planning, Transport for London
Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council	Ross McNally, Enterprise M3 LEP (jointly representing LEPs)

Apologies:
Cllr Anne Pissaridou, Chair of the Environment, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Jacqui Rayment, Cabinet Member for Place and Transport, Southampton City Council
Liz Garlinge, Network Planning Director, Highways England
John Halsall, Managing Director, Southern Region, Network Rail

Observers:
Nikki Nelson Smith, Regional Network Strategy (South), Highways England

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier welcomed Shadow Partnership Board members to the meeting and noted apologies. 1.2 Cllr Glazier welcomed the members of the public who were also in attendance and invited Chris Todd (Transport Action Network) to make a short statement.	
2. Notes from Previous Meeting	
2.1 The notes of the previous meeting were agreed.	
3. Public Participation in Meetings	
3.1 Rachel Ford (RF) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper. 3.2 RF outlined Transport for the South East's commitment to openness and transparency and as such, the board meetings are open for members of the public to attend. However, as TfSE's constitution does not include any provision for public participation at meetings, it is now appropriate to put in place a procedure for dealing with public attendance and participation. 3.3 RF summarised the proposed procedure as shown in Appendix 1. 3.4 The board discussed the proposed procedure and raised some concerns. It was felt that the requirement to receive written statements 5 working days in advance of the meeting does not allow enough time for a member of the public to review the papers once they are published online (also 5 working days in advance) and submit their statement. 3.5 In addition, a concern was raised with the proposal to reduce the speaking time (originally allocated at 3 mins each) if more than 5 people will be making oral representations. It was felt that it should either be at the discretion of the Chair or only 5 people are allowed to make oral representations with either a ballot or a decision being made in advance. 3.6 The board discussed the possibility of allowing members of the public to speak just before the item their statement relates to rather than all speaking at the beginning of the meeting. It was suggested this could be at the Chair's discretion. 3.7 The recommendations were **not agreed** by Shadow Partnership Board members. The proposal for public participation will be reviewed again by the Governance Member Sub-Group. 3.8 Action: the proposal for public participation will be reviewed again by the Governance Member Sub-Group and an amended version will be	

circulated via email to the Shadow Partnership Board for approval before the next Board meeting. *RECOMMENDATIONS:* The Shadow Partnership Board is recommended to: (1) Note the arrangements for public attendance at meetings of the Shadow Partnership Board: and (2) Agree the proposed approach to public participation at meetings of the Shadow Partnership Board.	TfSE Secretariat
4. Initial Report on Transport Strategy Public Consultation	
4.1 Lucy Dixon-Thompson (LDT) introduced this item. 4.2 LDT updated the board on the outcome of the draft transport strategy consultation including; number of responses, respondent type and percentage of questionnaire respondents who supported and strongly supported some of the key elements in the strategy. 4.3 LDT outlined the top themes that emerged from the questionnaire and written responses. These included; support for modal shift to more sustainable transport options; more integration between land use and transport planning; and the desire to see the 2050 net-zero carbon target brought forward. 4.4 In addition, LDT identified the key themes that emerged from constituent authority and LEP responses and separately the themes raised from the Friends of the Earth campaign. 4.5 The Board discussed some of these emerging key themes in more detail including what, if any, amendments should be made to the strategy in light of the comments. The main points discussed were; whether the 2050 target for net-zero carbon emissions is too late; further integration between land use and transport planning; the importance of active transport; and how rural transport is considered. 4.6 RC thanked the board for their comments and explained that a more detailed report will be presented at the April Shadow Partnership Board meeting which will outline how TfSE are responding to the consultation feedback and the proposed amendments to the strategy. This draft final version will be taken through the constitutional processes in individual constituent authorities for agreement so that a final version of the transport strategy can be presented at the July Shadow Partnership Board meeting for formal sign off.	
5. Finance	
5.1 Rachel Ford introduced this item and guided the Shadow Partnership Board members through the key parts of the paper. 5.2 RF explained that due to the identification of additional work that is	

now required to ensure the evidence base for the area studies is robust, TfSE has submitted a variation request to the DfT for the £500k grant funding awarded in in June 2019. In addition, TfSE has submitted a bid to the DfT for additional funding to support the area studies. The timing of announcements has been delayed, but it is expected the position will be clearer following the budget on 11 March 2020. 5.3 RF outlined that one of the pieces of enabling work TfSE has identified is for a carbon calculator. The DfT are keen to ensure that any carbon assessment tools are consistent across the country and are working with Defra to develop a model that will be released in May 2020. It is recognised that TfSE will still need to develop an interface between the DfT's assessment tool and TfSE's SEELUM model. Additional work will also be required to ensure that rail is considered as part of the model. 5.4 Appendix B of the paper was highlighted to Board members. The appendix provided information on the current spend against the TfSE budget, plus the forecast of expenditure to the end of the current financial year. 5.5 Board members expressed concerns that the level of detail required for a minor grant variation were excessive and that future grant agreements should allow a degree of delegated responsibility to the Board. 5.6 The recommendations were **agreed** by all Shadow Partnership Board members. *RECOMMENDATIONS:* The Shadow Partnership Board is recommended to: (1) Note the current budget position for 2019/20 as at the end of January 2020; (2) Note the position on Department of Transport position on grant funding; (3) Agree the revised budget for 2019/20, subject to DfT approval for the variation of the grant agreement.	
6. AOB	
6.1 It was noted that there were some errors in the new cabinet and DfT ministerial list that was circulated. 6.2 RC confirmed that within the DfT, Baroness Vere now has devolution as part of her portfolio and Rachel Maclean MP has future mobility in her portfolio. TfSE has been told that Baroness Vere will be the main Ministerial point of contact. 6.3 KG confirmed he will be writing to Baroness Vere to seek a meeting to discuss TfSE and the importance of having a funding stream going forward. KG read to the Board, the positive letter recently received from the Secretary of State, Grant Shapps MP.	

6.4 Action: TfSE to circulate Grant Shapps' letter with the minutes. 6.5 RC outlined an open letter that has been drafted, addressed to the Chancellor, reiterating the importance of the South East in the 'levelling up' conversation. 6.6 Action: TfSE will circulate to the Board, alongside the minutes, the draft open letter to the Chancellor for comment, agreement and then publication. 6.7 In addition, RC explained that collectively, all of the Sub-National Transport Bodies (STBs) will be seeking a meeting with the Chancellor to discuss their funding and status. It is also critical that STBs are featured in the devolution white paper.	TfSE Secretariat TfSE Secretariat
7. Date of Next Meeting	
7.1 The next Shadow Partnership Board meeting will take place on Thursday 23 April 2020 at the Hilton Hotel, Gatwick Airport.	

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Paper 1

Report to:	**Shadow Partnership Board - Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Developing a transport strategy for the South East**
Purpose of report:	**To provide feedback on the recent public consultation and make recommendations about proposed drafting changes to the draft Transport Strategy**

RECOMMENDATIONS:
The members of the Shadow Partnership Board are recommended to:

(1) Note the results of the public consultation set out in the Consultation Report;

(2) Agree the proposed responses to the main issues raised by those responding to the consultation; and

(3) Agree the proposed drafting changes to the draft Transport Strategy, Integrated Sustainability Appraisal and maps, charts and diagrams

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1. Introduction

1.1 At the Shadow Partnership Board meeting on 19 September 2019, a draft version of the Transport Strategy and Integrated Sustainability Appraisal for public consultation was approved.

1.2 The thirteen-week public consultation period started on 7 October 2019 and concluded on 10 January 2020. A total of 600 consultation responses were received from a wide range of stakeholders, including constituent authorities, local economic partnerships (LEPs), district and borough councils, MPs, national agencies, neighbouring authorities, user groups, operators and members of the public. A further 3,076 representations were received by email as a result of a campaign led by Friends of the Earth.

1.3 This report provides a summary of the responses received and identifies a number of proposed amendments in response to the comments and feedback received during the consultation process.

2. Consultation on the draft Transport Strategy

2.1 The public consultation on the draft Transport Strategy and Integrated Sustainability Appraisal commenced on 7 October 2019 and concluded on 10 January 2020. The main mechanism for obtaining feedback was via a consultation

questionnaire which was made available online and in hard copy. Consultees were also able to submit individual written responses. A technical report setting out the approach to the public consultation, an analysis of the responses received and suggested responses to the issues raised by respondents is contained in Appendix 1.

2.2 During the thirteen-week consultation period, TfSE engaged with multiple stakeholders through a variety of channels. The draft Transport Strategy was officially launched at TfSE's 'Connecting the South East' event at Farnborough International Airport on 10 October 2019. The consultation was widely promoted via the Connections newsletter, press releases, social media and through our partner communications. All the region's MPs, LEPs and local authorities were sent a dedicated email containing a link to the consultation material. Five regional events and a parliamentary reception were held in October 2020, which, in conjunction with the launch event, provided face to face engagement with approximately 600 people. Further information about the way in which the public consultation was conducted is set out in the technical report contained in Appendix 1.

2.3 All 16 constituent authorities and 5 LEPs responded to the formal consultation as well as a variety of other stakeholders including MPs, local authorities, neighbouring authorities, other STBs, user groups, operators and members of the public.

3. Results of the public consultation

3.1 There were 600 responses to the consultation. A total of 474 respondents completed the questionnaire, with a further 126 submitting individual letters or emails. In addition, 3,076 individual email responses were received as a result of a campaign organised by Friends of the Earth (FoE). The campaign provided respondents with suggested text on which to base their response, as well as letting them prioritise one key issue. Those responding via the FoE platform were also given the opportunity to amend or personalise the body of their response. However, those responding via the FoE platform were not directed to the TfSE website nor to the draft Transport Strategy or consultation materials.

3.2 All consultation responses have been considered. The result of the analysis of the consultation responses is set out in the technical report contained in Appendix 1. These show very high levels of support for key aspects of the draft Transport Strategy. Eighty four percent of those responding to the questionnaire agreed with the 2050 Vision and almost 9 out of 10 agreed that the draft Transport Strategy makes a strong case for continued investment in the South East's transport system. In total 78% of these respondents agreed with the 'decide and provide' approach adopted in the strategy and 63% agreed that, overall, the draft Transport Strategy would enable TfSE to achieve its mission.

4. Sector responses

4.1 The consultation responses from the following key stakeholder groups are summarised in Appendix 2:

- Constituent Authorities
- Local Enterprise Partnerships (LEPs)
- District & Borough Authorities
- Members of Parliament (MPs)

- Protected Landscapes and Environmental Groups
- Neighbouring Authorities and other STBs
- Bus Operators and Strategic Bus User Groups
- National Agencies (Network Rail and Highways England)
- Other stakeholders, including the Freight Transport Association, Road Haulage Association, Chambers of Commerce, South East England Councils and Campaign for Better Transport (East Sussex)

4.2 The key issues raised by these stakeholders broadly mirrored those raised by the majority of respondents to the consultation. In the main, they were supportive of key aspects of the consultation such as the 2050 Vision and the 'decide and provide' approach that was used to develop the strategy, although a number wanted to see an earlier net zero carbon date. In general, they supported a move away from planning for vehicles towards planning for people and places with better integration between transport and land use planning.

5. Recommended changes to the draft Transport Strategy

5.1 The result of the analysis of the responses to the consultation demonstrates high levels of support for key aspects of the strategy, negating the need for any major revisions to the structure or the content of the draft Transport Strategy. Analysis of the comments received identified a number of common themes that were raised multiple times by different respondents. All of the comments in the open questions on the questionnaire, and in the individual written responses received, have been reviewed and coded. Appendix 3 contains two tables showing the themes raised by multiple respondents in descending order, along with a recommended response, including specific drafting changes, as appropriate.

5.2 Drafting changes are recommended in response to the following themes shown in Appendix 3:

- The environment and tackling climate change should be the priority;
- Cycling/walking/active travel to be encouraged/prioritised;
- 2050 timeline is too late for net zero carbon;
- Need to reduce public transport fares/costs;
- Comments on funding options;
- Need more structure/milestones/targets;
- The Strategy is not ambitious enough
- Greater consideration of rural transport/areas needed;
- More investment needed in bus services;
- The relationship between the South East and London needs to be strengthened/more information needed in the strategy about the South East's relationship with London;
- Concern with TfSE role and its relationship with other transport and planning bodies and transport operators, in particular local transport authorities; and
- Support mode shift to powered two-wheelers.

5.3 In addition to the themes raised by multiple respondents, a number of specific drafting requests were made seeking clarifications, additions or deletions to specific sections of the draft Transport Strategy. The specific drafting requests made by key stakeholders were logged and analysed and, where appropriate, drafting changes

have been incorporated to the revised draft strategy. These drafting changes are also shown in the revised copy of the strategy contained in Appendix 4. A copy of the document that was used to record and analyse drafting changes requested by key stakeholders is available from the TfSE secretariat on request. Additional text has also recently been added to the Executive Summary and beginning of Chapter 1 regarding the potential impact of the current COVID-19 pandemic.

5.4 Members of the Shadow Partnership Board are recommended to agree the proposed drafting changes (shown as tracked changes) to the Transport Strategy text in Appendix 4. This document will then comprise the draft final version of the Transport Strategy.

5.5 A number of requests were made for changes to be made to the maps, figures and diagrams contained in the draft Transport Strategy. Copies of all the maps, figures and diagrams included in the Strategy are contained in Appendix 5. In the main, only minor amendments were required, but a more substantial update has been made to the diagram showing the route map for the Transport Strategy (Figure 5.1) to reflect the revised timeline for developing the five area studies, thematic studies and the Strategic Investment Plan. In addition, a map showing levels of bus use has been inserted (Figure 2.16) and additional information about the key economic characteristics of the South East and its contribution to the UK economy has been added into Figure 2.1, which is a map showing the TfSE area.

6. Integrated Sustainability Appraisal

6.1 The statutory Integrated Sustainability Appraisal that was developed alongside the draft Transport Strategy was also subject to public consultation. The consultation questionnaire included specific questions about the Integrated Sustainability Appraisal. The comments relating to the Integrated Sustainability Appraisal have been analysed and a number of changes have been made to the document in response to these.

6.2 In general, these comments related to reducing document length, providing additional information on environmental protection or net gain, and comments relating to further actions for the Transport Strategy to reduce carbon emissions and strengthen environmental protection. Members of the Shadow Partnership Board are recommended to agree the drafting changes to the draft Integrated Sustainability Appraisal contained in Appendix 6. This document will then comprise the draft final version of the Integrated Sustainability Appraisal.

7. Next steps

7.1 Individual local authority protocols mean that some constituent authorities may want to seek approval for the draft final version of the Transport Strategy via their formal council procedures. Others have delegated authority, enabling Board members to approve the final version at their discretion. Those authorities who need to follow formal council procedures will be able to use this report and its appendices as a basis for their own report to their council or committee. An editable version of this report is available from the TfSE secretariat on request.

7.2 Subject to the ongoing impacts of the response to the current COVID-19 pandemic and the impact this will have on working arrangements, the final version of

the Transport Strategy will be presented to at the Shadow Partnership Board meeting on 16 July 2020.

8. Conclusions and recommendations

8.1 Overall the public consultation exercise on the draft Transport Strategy has been very successful with a good level of response to the consultation from a wide variety of different stakeholders. The results of the consultation show that there is considerable support for key aspects of the draft Transport Strategy including the 2050 Vision, the 'decide and provide' approach that was used to develop it, the case it makes for continued investment in the South East and its role in enabling TfSE to achieve its overall mission.

8.2 The Shadow Partnership Board are recommended to agree the proposed drafting changes identified in response to the key themes raised by multiple respondents as well as the specific drafting requests, all contained in the draft final versions of the Transport Strategy in Appendix 4, the maps figures and diagrams in Appendix 5 and the Integrated Sustainability Appraisal in Appendix 6.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 2: Analysis of responses by sector

The purpose of this appendix is to set out a high-level summary of the responses received from a number of key stakeholder groups.

1. Constituent authorities

1.1 All of the constituent authorities responded to the consultation and were supportive of TfSE and the approach adopted in the draft Transport Strategy. They see a place for TfSE and are encouraged by the progress that has been made to date.

1.2 They are satisfied that environmental concerns are being taken seriously. They all see TfSE as leading the way on this agenda and some wanted to see the target date for achieving net zero carbon to be brought forward to 2030. Some constituent authorities would also like the environmental priorities strengthened and for these to be made more of a priority in the strategy.

1.3 Some constituent authorities were keen to stress that they want TfSE's role to remain distinct form that of the local transport authorities with the core of TfSE's remit being to tackle the challenges they are unable to address on their own and in particular those that are of wider strategic importance.

1.4 Authorities are comfortable with the idea of demand management and 'pay as you go' mobility and welcome further exploration of this. However, this sensitive topic needs to be part of a national conversation and we must ensure that any scheme does not adversely impact certain groups of people.

1.5 Responses emphasised the importance of better integrating transport and land use planning and that planning authorities need to have greater involvement if this is to succeed. Some authorities indicated they want a clearer idea of how the Transport Strategy can be applied to their own planning and processes.

1.6 There is a strong sense that there needs to be more of a connection with health as there is so much crossover with this agenda and there are many challenges in regard to public health that need to be effectively addressed.

1.7 Some had concern over future funding but think there is an opportunity for TfSE to explore alternative funding options to secure transport investment. There is a suggestion that TfSE should review the current funding arrangements, investigate options and instigate case studies where appropriate.

1.8 A small number of authorities would like to see strengthened and more specific key performance indicators and identified specific concerns with some of the indicators.

1.9 A number of comments were made about the Integrated Sustainability Appraisal (ISA). There is a suggestion that a Health Impact Assessment (HIA) should be completed for each of the Area Studies as the one that has been completed as part of the (ISA) is too broad in its current form.

1.10 All respondents welcomed the Area Studies and further thematic work that has been identified. They unanimously see TfSE as an opportunity to lobby for change and influence national policy and thinking.

2. Local Enterprise Partnerships

2.1 All five Local Enterprise Partnerships (LEPs) operating within the TfSE region submitted consultation responses. They are unanimously supportive of TfSE, its ethos and the content of the draft Transport Strategy. They support the 'planning for people and places' direction of the strategy and feel it aligns well with their own direction. They see TfSE as an opportunity to lobby for change and influence national policy and thinking.

2.2 All welcome the further Area, Freight and Future Mobility Studies. There was a suggestion that when planning Area Studies, a focus on journey purpose would be useful, as this would help understand what initiatives could be taken to affect behaviour change or implement suitable demand management.

2.3 Some LEPs expressed concern that some of the economic data used in the draft Transport Strategy is out of date and should be refreshed in line with the emerging Local Industrial Strategies (LIS). All LEPs encouraged TfSE to consider new evidence bases and ensure alignment with the LISs.

2.4 There was a concern amongst some LEPs that the expected influence of this plan on other organisation's plans and strategies has not been made explicitly clear.

2.5 Specifically in regard to the net zero carbon issue, most identified the need to be more ambitious than 2050 and see us as being able to lead the way on carbon reduction in the South East. TfSE is encouraged to push forward the innovation needed for the region. LEPs want us to be bolder in this vision and identity.

2.6 The LEPs encourage TfSE to consider other strategic developments in the region and ensure we are aligning with those developments (e.g. Tri-LEP Energy Strategy).

2.7 Generally LEPs see the main connectivity issues as being town to town / city to city or within an area, rather than to London. All appreciate the recognition of the important role of our international gateways and the need for better access to these. One LEP felt that the Strategy was too focussed on other parts of the region rather than their own.

3. District and Borough Authorities

3.1 A total of 24 district and borough authorities responded to the consultation. There was strong support TfSE as a regional body, the strategy, the move towards 'plan and provide,' and the 2050 Vision and Strategic Priorities. They strongly support the move towards planning for people and places.

3.2 Most feel that the 2050 net zero carbon emissions target could be brought forward or at that the strategy should state that it will be reviewed periodically with a suggestion that we set out a timeline with interim milestones. There was a concern that we should be setting out a quantified carbon reduction pathway and that we need to define what we mean by 'net zero carbon emissions.'

3.3 Many felt that there needs to be planning for people and places now and a number were disappointed not to see more emphasis on the importance of walking and cycling. Some felt that the Strategy needs to include more on reducing road deaths and do more to outline the potential impact of climate change on the transport network (flooding etc).

3.4 Many authorities also said they would like us to consider what interventions would be needed to change behaviour on the scale that is needed to meet the 2050 Vision. Some had concerns with the cost of public transport and capacity issues on rail not being addressed.

3.5 Nearly all the District and Boroughs who responded were supportive of TfSE lobbying to protect and enhance funding for rural bus services. There was shared concern that rural areas that do not have access to alternative modes of sustainable transport would be penalised. In addition, some respondents wanted to ensure that the needs of the elderly and mobility impaired were being taken into account - ensuring suitable access to transport.

3.6 The collaborative approach TfSE has taken was welcomed and encouraged the need for effective liaison with other organisations in the region with emerging strategies/documents (e.g. the LISs being produced by LEPs). Some flagged other major development plans that they thought TfSE should consider. They see the role of TfSE as lobbying Government on the region's behalf. Many also did specify that we need to involve Public Health in our discussions and work. A few also stressed the importance of working with neighbouring authorities and STBs as cross boundary journeys for public transport and freight are critical and need to be considered in more detail.

3.7 They all expressed concerns about the funding needed to implement initiatives being secured and responses supported a radical national policy change to realise the ambitions set out in the Strategy. Several commented that demand management needs to be a national scheme/policy as otherwise this policy will disadvantage certain areas. The land use and transport planning disconnection needs to be properly addressed and needs a strong commitment and leadership from national Government.

3.8 Nearly all would welcome a more integrated and holistic approach to transport funding to be considered in the future. Many identified flaws in the National Planning Policy Framework and urged TfSE to lobby government to update this guidance. Some gave examples of schemes and developments that are attempting this joined up approach, that represent a compelling exemplar of an integrated approach to planning and place making which prioritises sustainability.

3.9 Some felt that ferries are important for offering sustainable choices for local journeys (not just to the IoW) and there may be potential for other forms of water transport. There is a call for this to be expanded and recognised more in the strategy.

3.10 Some authorities expressed concerns that the Lower Thames Crossing will encourage more traffic onto A2/M2 where it is already heavily congested. They are concerned that there is a lack of public transport and sustainable travel options presented in the plans and resilience of the network for the growth proposed.

3.11 A small number perceived that the Strategy is heavily weighted towards the South of the sub-region, economic hubs, ports and gateways and London. They expressed a concern that those areas in the 'hinterland' between these objective elements do not receive enough explicit inclusion within the strategy. It was also felt by some that other important geographies are not recognised in the strategy, for example the Greater Brighton Economic Board.

3.12 All responses were supportive of mobility as a service (MaaS) and having an integrated approach to ticketing. They also wanted to stress the importance of better public transport connectivity to international gateways (from all directions across the region) and first mile/last mile improvements - improving the missing connections in public transport journeys.

3.13 Some District and Boroughs raised specific concerns about the data sets used in the strategy, for example the data used in the scenario forecasting report. In addition, some pointed out that we have used Index of Multiple Deprivation 2015 figures but these were

updated in Sept 2019 so the new figures should be used. There was also a concern that by using Census data from 2011, the strategy hasn't taken into account the growth of Kent commuters with the introduction of highspeed rail.

3.15 Most felt the key performance indicators need to be strengthened and were not SMART enough. All are supportive of the next stage of the development of the Strategy through the Area Studies and further thematic study work.

4. Members of Parliament

4.1 A total of six MPs responded to the consultation. All were supportive of TfSE, the strategy and our vision and all highlighted some specific issues affecting their constituencies. All six would welcome TfSE working with planning authorities to improve the location of new developments and the infrastructure that supports these developments.

4.2 Responses were supportive of the desire to make improvements to public transport and encourage behaviour change to get people out of personally owned vehicles and most appreciate that simply building more roads is not the right solution. Some asked us to ensure we are joined up with other STBs so as not to be isolationist in our thinking and emphasised that it is essential to put user at heart of transport system.

4.3 There was one exception to the consensus from an MP who, although supportive of TfSE and the Strategy, felt that the shift away from private cars and demand management should not be a priority. This MP felt that TfSE should make sure there is road capacity for the future and would like to see big, major road infrastructure prioritised in the future. This response stated that TfSE should focus less on improving bus services and that building new bypasses as the correct solution to reducing traffic levels in towns and villages.

4.4 Additionally, there were some very specific, local issues highlighted by the MPs that were particular to their constituencies.

5. Protected landscapes and environmental groups

5.1 Responses were submitted by the South Downs National Park Authority and Friends of the Earth. They believe there is much to commend in the strategy including the move away from 'predict and provide' and the sustainable route to growth preferred scenario. They are pleased with the clearly laid out environmental priorities that are set equally to economic and social priorities.

5.2 They believe there should be a clear timeline to progress to the planning for people/places phase and they would encourage TfSE to work with partners to look for solutions identified in the strategy as 'limitations to integration'.

5.3 From SDNPA, there is a concern that the protected landscapes are referred in the strategy as 'obstacles' or 'barriers' to development.

5.4 Friends of the Earth (FoE) are pleased that a transport strategy is being created for the region and that the strategy is based on the three pillars of sustainability, however, they feel the strategy does not go far enough and quickly enough with its ambitions for low carbon, healthy and sustainable transport system. They also feel it is weighted towards economic growth.

5.5 FoE feel strongly that current 'green light' schemes should now be reviewed (Arundel bypass, airport expansion etc) as they will 'lock in' increasing emissions. They believe TfSE should play a lead role in addressing air quality in the region and that the strategy must audit climate emissions from transport and set out a clear pathway to show how emission

reductions will be achieved. They believe that the strategy should make a commitment to achieve air quality and carbon emission targets as soon as possible. In addition, any new schemes coming forward should be assessed for climate impacts. They would like to see a commitment to meet the WHO PM2.5 (particle matter) standard by 2030.

5.6 FoE also have concerns with the reduction in active travel identified in the sustainable route to growth scenario as this should be a priority to increase this.

6. Neighbouring Authorities and other STBs

6.1 Two neighbouring authorities and two other STBs responded to the consultation. They all offered support for the creation of TfSE and expressed willingness to work with TfSE on cross-boundary issues. They appreciate the "excellent working relationship" that has been nurtured between TfSE and its partners.

6.2 There is support for our 'impressive approach' to both the strategy development and consultation process. Other STBs support the additional work we are planning on area studies and will look to align priority corridors with us.

6.3 Some respondents felt that STBs need to be more ambitious in what is possible and continue to recognise that to achieve the net-zero by 2050 goal, there needs to be a dramatic step change in all levels of transport planning and provision. They note that there is an opportunity for STBs to work closely to explore the challenges and opportunities that decarbonisation presents, working closely with central government.

6.5 Freight and international gateway access work is a critical area of importance to other STBs and there was an offer to collaborate on freight data collection. They would also welcome the development of ongoing collaborative relationships around rail. This would address joint priorities and help shape the future of rail services in both regions.

6.6 Neighbouring authorities thanked us for the strong engagement we have had with them and stressed the importance of working together and reinforcing each other's policy ambition. They welcome the challenges/initiatives identified with radial journeys and international gateways and freight journeys and see these as specific areas for collaboration.

6.7 One stated that implementation of the strategy aspirations will be challenging and that it is not clear how land use and transport planning can work better together.

6.8 One response raised concern that the strategy still seems to prioritise highway projects in short and medium term, but this is counter to the urgency required to tackle poor air quality and climate change. They stated that active travel needs to be given more prominence earlier on.

6.9 One response mentioned that traffic demand management could be developed as an effective tool. However, there should be an emphasis on existing demand management strategies (e.g. parking management and restrictions and workplace parking levy).

6.10 One noted that Crossrail 2 and the metroisation / devolution of rail services in South London will bring significant benefits to the region and should be referenced in the strategy.

6.11 Respondents stressed their desire to continue to work collaboratively with TfSE and also to offer advice wherever they have technical or policy expertise

7. Bus Operators and Strategic Bus User Groups

7.1 There were 5 consultation responses from this specific sector, including a response from the Confederation of Passenger Transport. They all strongly support TfSE as a regional body. They support the strategy, the move towards 'plan and provide,' the vision and TfSE's priorities. They would support the 2050 net zero carbon emissions target being brought forward and being more ambitious.

7.2 They all welcome the area and other future studies and strongly believe that land use and transport planning should be better integrated. They are supportive of the provision of bus prioritisation infrastructure and increased funding for rural bus services.

7.3 Some supported 'reducing the need to travel' but had a concern that it should be clearer that this reduction is by private car as, if all travel, it could have various negative implications on society. It was noted that the strategy has little to no mention of coach services which provide many services connecting the whole country and include commuter coaches. There was a request that this should be recognised in the strategy.

7.4 They see TfSE as facilitating modal shift and promoting greater integration of public transport services and do not agree with TfSE having any bus franchising or procurement powers or the power to introduce clean air zones.

7.5 They all feel that local journey issues are best dealt with by the constituent authorities, as there are already effective partnerships and mechanisms in place to deliver these. TfSE should support local transport authorities but should not get involved in the delivery or specification of local journey initiatives. Powers should not be taken from the Local Transport Authorities.

7.6 They are all strongly opposed to TfSE's potential involvement in a regional ticketing scheme as they feel it will not work on this wide a scale and should not be imposed. They state that it would be better to ensure that successful, locally based schemes fit within a national framework. The focus is now on using bank cards and phones for payments and reference to smartcards should be removed from the strategy as the technology is very quickly moving away from this.

7.7 The Confederation of Passenger Transport felt that the draft strategy over emphasises the difficulties of coordinating timetables and ticketing and that it "ignores Open Data, which will materially change the access to up to date information about routes, timetables and fares for bus passengers in 2020".

7.8 They also felt that net zero by 2050 is unambitious and should be brought forward. They support the journey types, challenges and initiatives and are encouraged by TfSE's ambition to improve integration between transport modes.

7.9 The Confederation of Passenger Transport response also stated that the targeted demand management aspiration is less important and should be designed to work alongside other ticketing arrangements. They stated that operators and local transport authorities have already been proactive introducing their own integrated smart digital ticketing schemes in their local areas, and TfSE should properly engage with operators to ensure that they build on those that already exist rather than developing or imposing a standalone scheme. They believe that TfSE should not seek powers to secure the provision of bus services or establish clean air zones

8. National Agencies

8.1 Responses were received from Network Rail and Highways England. In general the responses supported the strategy in principle and valued the engagement work that has

been undertaken. They look forward to working with us on the future studies and strategies, especially work to encourage modal shift and improve connectivity. Responses recognised the challenge in achieving the vision and the multi modal approach.

8.2 Network Rail valued the extensive evidence base we have amassed which will help inform their own future strategic planning and priorities and have already proved very useful in testing the implications of future growth scenarios. They now have access to information over and above what they have historically received and are confident they will be able to deliver maximum benefits and will strengthen the case for investment.

8.3 Network Rail also outlined opportunities to provide co-ordinated strategic stakeholder engagement alongside TfSE to support project development and implementation. They recognise that TfSE offer an important route to stakeholders, including Local Authorities.

8.4 Highways England strongly support TfSE's vision, goals and priorities and showed appreciation for the multi-modal way of thinking. Solutions to actively manage demand and invest in non-road solutions are supported. Identified journey types, implementation, decide and provide approach and the sustainable route to growth are also supported.

8.5 Highways England stated that TfSE should take on a key leadership role in aligning various sources of finance to fund the strategic infrastructure priorities.

8.6 The considerable time and co-ordination it will take to achieve the modal shift outlined in the strategy was noted by Highways England and there were some concerns over the impact these (possibly unrealistic) assumptions could have on investment decisions. They believe that additional SRN capacity will still be required to 2050 and substantial amounts of funding will be required for operating, maintaining and improving the road network.

9. Other responses from key stakeholders

9.1 South East England Councils (SEEC) fully support the Draft Transport Strategy and welcome ongoing engagement. They support the vision, goals, priorities and principles. They note how critical it is to invest in the South East in order to ensure growth and success of UK Plc. They are supportive of the area studies, freight and future mobility strategies and stress the importance of continued local authority collaboration. They also support TfSE's bid for statutory status and look forward to continuing to build the relationship between our organisations.

9.2 The Freight Transport Association indicated that they 'tend to agree' with the strategy. They feel that the South East developing its own economic hubs is unimportant and a shift from private cars to more sustainable transport is 'not important at all'. They 'tend to support' our vision, goals and priorities.

9.3 The Road Haulage Association are supportive of TfSE and the strategy and are pleased to be able to work closely with TfSE on freight in our region. They note that road infrastructure is critical to HGVs and needs to be fit for purpose, enable free flowing traffic and provide consistent and reliable journey times. There is an interrelation between wanting more homes to be built but needing all the materials to be delivered via roads on HGVs. They note that, although HGV parking is mentioned in the strategy, it only relates to SRN and not local authority roads. They outlined the industry's commitment to improve air quality with Euro VI engines, but there is a lack of technological advancement with HGVs to completely switch to an alternative fuel.

9.4 Two Chambers of Commerce responded to the consultation with very differing views. One supports and commends TfSE's vision and the priorities identified. They state that, although the 2050 net-zero target is commendable, they would like further detail setting out in real terms how this can be achieved. They feel it would be valuable for the strategy to identify exemplar projects that can be used to showcase the SE as a leading region to deliver such targets. They welcome the area studies, freight and future mobility strategies and are keen to be involved with the work as it progresses.

9.5 The second Chamber of Commerce response strongly disagrees with the 'decide and provide' method and the evolvement of transport policy in this way. They are strongly opposed to our vision and feel it is largely undeliverable. They do agree with the goals and priorities. They do support the principles apart from 'putting the user at the heart of the transport system', which they oppose. They disagreed with all the journey type initiatives identified and feel it is a 'wish list'. They also tend to disagree with the indicators. They feel that "the strategy is based on data 10 years out of date and is not fit for purpose".

9.6 Campaign for Better Transport (East Sussex) support the strategy and its aims. However, they believe that any major road capacity increases must be stopped and that we should adopt a 'predict and prevent' strategy. They agree there should be greater integration of transport and land use planning as car dependent developments are still prevalent. They believe that the strategy should have a stronger focus on 'intra-urban' opportunities for modal shift and that education is important to encourage the required behaviour change. They also suggested an inter-urban and rural map showing rail routes so that the gaps in public transport can be identified and new routes proposed.

Appendix 3 - Transport Strategy Consultation – proposed responses to thematic issues raised by respondents

The purpose of this appendix is to set out the key raised by the 600 respondents who either responded to the consultation questionnaire or submitted an individual written response and to recommend drafting changes, as appropriate. Table 1 show the thematic issues that were raised by more than 100 respondents and Table 2 the Issues that were raised by less than 50 respondents. Any recommended drafting changes identified can be tracked to the revised version of the strategy document contained in Appendix 4 using the code incorporated with the suggested drafting change. The colour yellow is used to denote where a drafting change is not being recommended and the colour yellow where drafting changes are being recommended.

Table 1 – Recommended responses to thematic issues raised by more than 50 respondents.

Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Support for mode shift to more sustainable transport options	**223**	Member of the public District or Borough Council Local business/business group Local environmental group Transport user group Community group Constituent authority Cycling and walking group Transport operator Town or Parish Council LEP Elected representative Professional body Freight trade association Neighbouring authority Planning consultancy Ports and airports Schools and universities Joint local authority body	92 15 15 15 15 13 12 8 7 5 4 3 3 2 2 2 2 2 1	*'The Council agrees with the evidence that continually adding to the highway capacity can have the effect of simply adding to the demand for the road network rather than alleviating congestion on it and is also impractical in an urban environment where there is already limited space.'* **(Constituent authority)** *'The strategy should promote non-road-building solutions to congestion such as decrease of traffic, improved public transport, etc., instead of promoting roadbuilding.'* **(Community group)** *'We support improvements to public transport to make this a real alternative to car use. However, public transport improvements must come first before introducing measures of demand management.'* **(District or Borough Council)** *'We support the statement that the DfT's growth forecasts for traffic growth represent an 'unconstrained outcome' which is 'neither realistic nor sustainable'. Hence, we welcome the fact that the transport strategy therefore focuses on alternative, more sustainable approaches to transport planning" especially managing demand.'*	**No drafting changes recommended** The strategy supports mode shift to sustainable forms of transport.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Local political party Motorcycle group Statutory environmental group Statutory environmental/ planning authority Trade Union	1 1 1 1 1	(**Constituent Authority)** *'Spend the money on making public transport better and affordable and more accessible and easier instead of more roads and motorway. Better cycle ways and encourage electric bikes by making (sic) affordable.'* (**Member of the public)**	
Road improvement suggestions (specific schemes)	**187**	Member of the public District or Borough Council Town or Parish Council Community group Constituent authority Local business/business group Elected representative Local environmental group Cycling and walking group Neighbouring authority Transport user group Schools and universities Freight trade association Joint local authority body LEP Ports and airports	86 16 12 11 11 10 6 5 4 4 4 3 2 2 2 2	*'The A26, A22 and the reopening and development of the Uckfield Lewes railway link should be included as major initiatives and goals.'* **(Local business/business group)** *'Investment in the A34 corridor is key for West Berkshire as we are aware of the current issues and increasing volume of traffic that will use this route in the future.'* (**Constituent authority)** *'…There are opportunities to deliver significant improvements to the A249 corridor between the M2 and M20 and to provide an additional junction on the M2 (J5a) that will unlock the economic potential of Swale, one of the regions (sic) most deprived areas.'* **(Local business/business group)** *'Figure 2.9 on page 27 highlights the road noise issue along M25 as well as up the A24, particularly*	**No drafting changes recommended** Specific schemes will be considered in the five area studies.

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
		Professional body 2 Transport operator 2 Motorcycle group 1 Planning consultancy 1 Statutory environmental group 1	*north of Dorking up to the M25. This supports a case for ensuring that the A24 is considered for investment/congestion-reducing measures, this seems particularly important to consider as the A24 is a radial route to London (and the South-West/North-West) if travelling from Horsham – an area of significant housing delivery. Furthermore, figure 2.12 on page 36 identifies congestion around Dorking A24/A25 junction and Leatherhead and along the A24, yet this does not seem to be reflected elsewhere as the A24/A25 doesn't seem to feature as an opportunity/challenge/priority.'* **(District or Borough Council)**	

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
More integration needed between local land use and transport planning	**152**	Member of the public	45	*'Land-use planning and transport planning needs to be re-united.'* **(Local business/ business group)** *'Across the SELEP geography, we will be delivering 30% of the Garden Communities housing in the UK…This provides the opportunity for implementing best practice and sharing learning; not just with other Garden Communities but for developments at sites across the South East. As such, there is an opportunity for SELEP, Garden Communities and TfSE to continue to work at looking at ways of incorporating the principles of the Strategy, for better integration of land-use and transport planning.'* **(LEP)** *'Efforts must be made not to lose sight of the value of low tech travel modes like walking and cycling and these can only be truly enabled through better land use planning and sufficient budgeting for maintenance.'* **(Cycling and walking group)** *'We welcome the Strategy's recognition that a fragmented arrangement between planning responsibilities currently exists and that opportunities may arise for better alignment of transport planning with the energy and digital sectors. We believe that, long-term, forums for developing regional infrastructure strategies should be convened and managed by subnational infrastructure bodies – these bodies would be created by extending the current remit of organisations like Transport for the South East, Transport for the North and Midlands Connect to include other economic infrastructure sectors, as well as housing.'* **(Professional body)**	**No drafting changes recommended** The transport strategy supports the need for integrated land use and transport planning but the current arrangements are fragmented with responsibility split between different tiers of local government.
		District or Borough Council	15		
		Local business/business group	13		
		Constituent authority	12		
		Community group	9		
		Town or Parish Council	8		
		Transport user group	8		
		Transport operator	7		
		Local environmental group	6		
		LEP	5		
		Elected representative	4		
		Neighbouring authority	4		
		Cycling and walking group	3		
		Ports and airports	3		
		Professional body	3		
		Freight trade association	2		
		Greater London Authority (GLA)	1		
		Joint local authority body	1		
		Planning consultancy	1		
		Schools and universities	1		
		Statutory environmental/ planning authority	1		

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
Need to improve rail connectivity	**151**	Member of the public 59 Transport user group 14 District or Borough Council 12 Local environmental group 10 Constituent authority 8 Local business/business group 8 Town or Parish Council 8 Community group 7 Cycling and walking group 5 Elected representative 3 Transport operator 3 Freight trade association 2 LEP 2 Neighbouring authority 2 Ports and airports 2 Professional body 2 Joint local authority body 1 Schools and universities 1 Statutory environmental/ planning authority 1 STB 1	*'Need better links between places without going via London. Why can't I get from Alton to Southampton on the train without travelling 1 hr north?'* **(Member of the public)** *'On railways, there's a need for more opportunities for fast trains to overtake slow trains (by means of loops or bidirectional track usage) to improve both timetable flexibility and resilience when things go wrong. Also some key junction interchange stations need more platforms to facilitate trains on different routes to connect with each other by being in the station at the same time.'* **(Transport user group)**	**No drafting changes recommended** Frequent references to the need for improved rail connectivity are made in Chapter 4. Specific schemes will be considered as part of the area studies.
The environment and tackling climate change should be the priority	**150**	Member of the public 64 Local environmental group 16 Constituent authority 12 Community group 11 Cycling and walking group 6 District or Borough Council 6 Local business/business group 6 Transport user group 5 LEP 4	*'Why is economic strategic goal first? By putting people and environment first we will improve the economy. I therefore propose Environment, Society and Economy as the order of the strategic goals.'* **(Constituent authority)** *'I fear that the promotion of growing the economy will restrict the achievement of the environmental goals. For example, "Public transport access to airports is a high priority and, in the case of Heathrow Airport, must be delivered alongside*	**Drafting changes recommended** TfSE supports the delivery of sustainable economic growth which seeks to balance economic, social and environmental outcomes. Figure 3.2 showing the three interlocking circles encapsulates this concept. It is recommended that additional

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Professional body Transport operator Elected representative Freight trade association Ports and airports Statutory environmental group Town or Parish Council Local political party Schools and universities Statutory environmental/ planning authority STB	3 3 2 2 2 2 2 1 1 1 1	*airport expansion." (p.xiv) goes directly against what is necessary for responding to the Climate Emergency.'* **(Local environmental group)**	text is included explicitly stating this in the Executive Summary (No.01.Thm) and in section 3.5 (No.02.Thm) 'Strategic Goals' In addition include Figure 3.2 as new figure (iii) in Executive Summary to emphasise need to achieve balance between the three pillars of sustainability.
Cycling/ walking/ active transport to be encouraged/ prioritised	**150**	Member of the public Local environmental group Community group Cycling and walking group District or Borough Council Constituent authority Transport user group Local business/business group LEP Transport operator Elected representative Neighbouring authority Ports and airports Town or Parish Council Freight trade association Joint local authority body Local political party Planning consultancy	59 13 11 11 11 10 8 6 3 3 2 2 2 2 1 1 1 1	*'Active travel, walking and cycling should be more prominent in the strategy and their connection with improved health highlighted.'* **(Member of the public)** *'There is almost no reference to walking or cycling for local transport and connectivity with public transport (let alone all the benefits, health and wellbeing, emissions etc.). The focus in 2.70 is on leisure routes / NCN. Remarkably there is no mention of electric assist bikes.'* **(Member of the public)** *'Key areas for investment should be, cycling and walking infrastructure and cheaper/free public transport. Individuals driving in private cars should be discouraged (sic) by charging more per journey or heavier taxation.'* **(Local business/business group)** *'No mention of cycle infrastructure. This is vital if climate and health targets are to be met.'* **(Member of the public)**	**Drafting changes recommended** The Transport Strategy promotes a shift in the approach to transport planning, from one based on planning for vehicles to one based on planning for users and places. This puts modal shift at the heart of the transport planning process with increases in active travel being one of the social strategic priorities set out in Figure 3.1 of the Strategy. Figure 2.27 shows the walking and cycling network in the TfSE area and supporting text in section 2.69- 2.71 highlights the scope for further expand walking and cycling

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Professional body Schools and universities Statutory environmental/ planning authority	1 1 1		infrastructure. The importance of cycling and walking is recognised at a number of points in the strategy. 'Local journeys' have been included as one of the six journey types. The prime focus for delivering walking and cycling improvements will continue to be through the local transport authorities' local transport plans (LTPs). To address this the Strategy will be updated to include references to the role of LTPs in delivery cycling and walking improvement in sections 2.71 (No.03.Thm) and 4.21(No.04.Thm).
Rail improvement suggestions (specific schemes)	**134**	Member of the public Transport user group District or Borough Council Constituent authority Local business/business group Community group Neighbouring authority Elected representative LEP Town or Parish Council Transport operator Freight trade association Joint local authority body Local environmental group STB	48 17 14 12 12 4 4 3 3 3 3 2 2 2 2	*'…We would support the ambition for more capacity on radial railway corridors in the Greater Brighton and South East area. The West Coastway and Arun Valley lines are also very limited by capacity and dated rolling stock and stations.'* **(Joint local authority body)** *'Implementing the 'Brighton Main Line 2' Sussex and Kent phases will re-establish very significant orbital and radial railway network connectivity at modest cost.'* **(Member of the public)** *'We continue to advocate for Government to prioritise investment in the Croydon Area Remodelling Scheme (CARS) to unlock rail capacity and we support the development of a 'digital railway' that will improve rail efficiency but also form part of a wider network of enhanced*	**No drafting changes recommended** Specific schemes will be considered in the five area studies.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Greater London Authority (GLA) Planning consultancy Transport operator (proposed)	1 1 1	*digital infrastructure for our area.'* **(LEP)** *'The traffic using the A27 east of Lewes does not feature in any great volumes on the A259 east of Eastbourne. Such volumes that do appear could be attracted to rail trips if services were restored on a direct Stone Cross – Polegate line using the (already present and paid for dormant asset) bridge span on the A22.'* **(Community group)** *'The rail connectivity gap between Kent and Gatwick should in Railfuture's view focus on the Medway Towns/Maidstone catchment'* **(Transport user group)**	
General support for the Strategy	**126**	Member of the public District or Borough Council Constituent authority Local environmental group Local business/business group Transport user group Transport operator LEP Community group Cycling and walking group Freight trade association Neighbouring authority Joint local authority body Professional body STB Town or Parish Council Elected representative	32 15 13 11 10 7 6 5 4 3 3 3 2 2 2 2 1	*'Portsmouth City Council support TfSE's approach to developing the draft Transport Strategy.'* **(Constituent Authority)** '*We support the key principles of the Strategy - as they encourage a successful places philosophy.'* **(Joint local authority body)** '*The development of the draft Transport Strategy is based on a very useful analysis and the overall approach is both bold and coherent.* '(**Neighbouring Authority)** *'These same principles are writ large in the emerging Berkshire Local Industrial Strategy - in particular a commitment to responsible economic growth.'* **(LEP)**	**No drafting changes recommended** We welcome these specific comments in support of the draft Transport Strategy.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Planning consultancy Ports and airports Schools and universities Statutory environmental group Trade Union	1 1 1 1 1		
2050 timeline is too late for net zero carbon	**126**	Member of the public Local environmental group Local business/business group Constituent authority Community group District or Borough Council Transport user group Cycling and walking group Elected representative Town or Parish Council Transport operator Freight trade association LEP Planning consultancy Professional body Statutory environmental group STB	56 16 10 9 8 6 5 4 2 2 2 1 1 1 1 1 1	***'**To be a world leader for low-carbon travel, the South East should aim to reach net-zero carbon before 2050 (by 2040-45 at the latest)'* **(Member of the public)** *'The vision is not strong enough; we must reach net zero emissions by 2030'* **(Local business group)** *'Southampton City Council is working towards the city being carbon neutral by 2030, so we would support the strategy adopting a more ambitious timeframe than 2050, for this particular aspect.'* **(Constituent authority)** *'Net Zero by 2050 is not ambitious enough…We should be aiming for 2030 to be net zero and there should be a list of councils who have declared a climate emergency in the south east with their net zero target dates'* **(Constituent authority)** *'TfSE should consider whether there is an ambition for any of the priorities to be delivered earlier…It is suggested that TfSE could take a mean average of the aims of all transport authorities to ensure they are reflective of the area they cover and that they represent the majority.'* **(Constituent authority)** *'ADEPT would prefer to see a goal of reducing carbon emissions to net zero by 2040 instead of 2050' (***Professional body*)**	**Drafting changes recommended** The UK government has committed to achieve net zero carbon emissions by 2050. In March 2020 they published 'Decarbonising transport: setting the challenge' and their Transport Decarbonisation Plan' is due later this year. A strategic priority set out in the draft strategy is to achieve 'a reduction in net zero carbon emissions by 2050'. It is proposed that this should be amended to include the words 'at the latest' to reflect the fact that different constituent authorities have set different dates some of which are earlier than 2050. ((No.05.Thm - Exec Summary, (No.06 Thm) – Section 2.21 & (No.07.Thm) Section 3.9). Insert additional text in Section 2.22 on decarbonisation of transport (No.08.Thm). It is proposed that the vision statement remains unchanged.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Need to reduce public transport fares/costs	**117**	Member of the public Transport user group Local business/business group District or Borough Council Constituent authority Local environmental group Community group Cycling and walking group LEP Transport operator Professional body Town or Parish Council Elected representative Neighbouring authority Ports and airports Schools and universities Trade Union	56 10 9 7 5 5 4 4 4 4 2 2 1 1 1 1 1	*'Nationwide Free bus travel for under 18's. This removes cars from the road as parents are no longer asked to provide transport. This already exists in London.'* **(Local business/ business group)** *'It costs nearly £10 to go a 15 minute journey by train from Lewes to Brighton return before 9am. This is not financially sustainable.'* (**Member of the public)** **'***Public transport is often not cost-effective for families travelling together.'* (**Constituent authority)** *'The issue of affordability of public transport impacts all journey types and the current pricing of public transport does not necessarily incentivise its use over the private car. This may be a point for TfSE to review and consider further when progressing the next steps towards the implementation of the Transport Strategy.'* **(LEP)**	**Drafting changes recommended** The Sustainable Route to Growth Scenario which forms the basis of the 2050 Vision would see a reduction in the cost of public transport fares to achieve the levels of modal shift needed. The Draft Strategy makes references to the need for public transport fares to be frozen in para 4.22. Amend this to seeking a reduction in real terms (No.09.Thm). Include reference to a real terms reduction of public transport fares in Figure 1.4 and in section 1.28 (No.10.Thm).

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Comments on funding options	**108**	Member of the public	33	*'…There is still no specific, reference to the major economic growth areas and what could be called the 'Berkshire/Thames Valley powerhouse'. We would call for much closer attention here when considering investment and funding, and the prioritising of opportunities in this location, which may be small geographically but is a major contributor to the region and the country.'* **(Constituent authority)** *'Highway schemes should be considered where the key aim is to provide priority for public transport. Therefore, care is needed with the description of schemes to ensure funding is steered in the correct direction to deliver the strategy.'* **(Transport operator)** *'In the context of the new Governments (sic) commitments to greater Devolution it is important that the draft Transport Strategy is underpinned by a substantial funding package.'* **(Neighbouring authority)**	**Drafting changes recommended** Include additional reference to the importance of identifying funding and financing options at the beginning of Chapter 4 where the types of schemes and initiatives that will be identified in forthcoming area studies are outlined. (No.7.Thm)
		Local business/business group	14		
		Constituent authority	9		
		Local environmental group	8		
		Community group	7		
		Cycling and walking group	5		
		District or Borough Council	5		
		Transport user group	5		
		Elected representative	4		
		Transport operator	4		
		Professional body	3		
		Freight trade association	2		
		LEP	2		
		Ports and airports	2		
		Town or Parish Council	2		
		Joint local authority body	1		
		Neighbouring authority	1		
		Planning consultancy	1		

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Need for improved access to and connections to/from, and between, ports and airports	**102**	Member of the public	21	*'Chapter 2 separates highways and rail connectivity, however, this serves to underemphasise some of the most significant multi-modal transport issues in the region. In particular, east-west connectivity gaps are not highlighted through this structure. This issue is directly relevant to Gatwick, as there are currently no direct public transport services to Kent, limited services to East Sussex and an hourly rail service to Reading on the North Downs Line, while east-west strategic highway routes between the M25 to the north and the A27 on the South Coast are also limited. This lack of orbital connectivity restricts Gatwick's efforts to encourage passengers and staff to use sustainable transport options when travelling to and from the airport.'* **(Ports and airports)** *'…we continue to look towards TfSE to support the progress on the Western Rail Link to Heathrow, which not only has a compelling economic/business case, but which also stands alone as a major carbon-reducing sustainable transport scheme.'* **(LEP)** *'We welcome this coverage of Heathrow as a significant challenge for the South East, requiring public transport initiatives and demand management. However, SBC also recognises Heathrow expansion as a tremendous opportunity and a considerable source of growth in the local area and more widely for the region as a whole. A strong partnership approach, on a cross regional basis, will therefore be essential to the mutual success of the region, local area, commercial enterprise and all other relevant stakeholders.* **(Constituent authority)**	**No drafting changes recommended** To be considered as part of the forthcoming area studies and Fright and Gateways Strategy. These will focus on improved connectivity to port and airports including greater opportunities for multimodal access. .
		Constituent authority	11		
		Transport user group	11		
		District or Borough Council	8		
		Local business/business group	8		
		Town or Parish Council	7		
		Community group	6		
		Transport operator	6		
		LEP	4		
		Neighbouring authority	4		
		Ports and airports	4		
		Freight trade association	3		
		Joint local authority body	2		
		Local environmental group	2		
		Cycling and walking group	1		
		Elected representative	1		
		Planning consultancy	1		
		Statutory environmental group	1		
		STB	1		

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Congestion/ traffic emissions and pollution concerns	**102**	Member of the public Community group Local environmental group Constituent authority Local business/business group Transport user group Town or Parish Council LEP Transport operator Cycling and walking group Elected representative Freight trade association District or Borough Council Neighbouring authority Ports and airports Professional body Statutory environmental group	38 11 11 8 6 6 5 3 3 2 2 2 1 1 1 1 1	*'We welcome TfSE's overarching approach in planning for people and places rather than vehicles. This is forward thinking… [however] prioritising new highways in the short term is contradictory. New roads are long term interventions, taking transport backwards - increasing car use and dependency and barriers to public transport improvement and active travel - before it can be improved for people and places. New roads will also increase CO2 emissions, poor air quality and loss of biodiversity.'* **(Community group)** *We had hoped to see more radical solutions, real re-thinking on how to reduce the number of cars and lorries and emphasise traffic-free town centres. The emissions from excess traffic in town and suburban areas has been shown to be a significantly negative factor in public health, particularly for children. How can a draft strategy document not even mention this?* **(Local environmental group)**	**No drafting changes recommended** Drafting changes have been made to the draft strategy in response to concerns about the timeline for achieving net zero emissions Specific schemes and issues will be considered during the five area studies.
Need more structure/ milestones/ targets	**101**	Member of the public Local environmental group Constituent authority Local business/business group Community group District or Borough Council Transport user group Cycling and walking group Town or Parish Council Ports and airports Professional body LEP	30 14 8 8 7 6 6 5 4 2 2 1	*'The expected influence of the TfSE Transport Strategy on Local Plans and Local Transport Plans has not been made explicitly clear. If TfSE is successful in securing statutory status, the DfT and other government organisations such as Highways England and Network Rail are required to have due regard for the TfSE Transport Strategy. However, the extent to which the TfSE Transport Strategy is expected to inform and influence planning at a local level is unclear.'* **(LEP)** *'A number of the suggested indicators in Table 5.1 are clear specific and measurable and some are not - e.g. for the Economic Priority of "Better connectivity between our major economic hubs,*	**Recommended drafting changes** Table 5.1 contains a set of performance indicators rather than targets. The Strategic Investment Plan, which will follow the area studies, will include a programme of schemes and initiatives that will provide a basis for updating the performance indicators to ensure they are specific and measurable. Add additional text to paragraph 1.9 of the draft strategy "At the

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Motorcycle group Neighbouring authority Planning consultancy Schools and universities Statutory environmental group STB Trade Union Transport operator	1 1 1 1 1 1 1 1	*international gateways and their markets" - rather than using "delivery of improved road/ rail links on corridors in need of investment" and "Improved public transport access to Heathrow Airport" which are too vague & in themselves are not proper indicators, it would be better to state "% additional capacity added" or "reduction of % of rail passengers crowding/standing".'* **(Constituent authority)** *'Overall, the Council feels that the 'Implementation' chapter of the Strategy would benefit from strengthening. It would be helpful for the strategy to be complemented by a more developed, phased implementation schedule with a clearer articulation of how the proposals will be funded.'* ***(District or Borough Council)*** *'Not sure how some of these indicators will be measured - e.g. improved public transport links to Heathrow airport or reduction in non-renewable energy consumed by transport. Some assurance will be needed to insure (sic) that all indicators that are measured are actually achievable.'* **(Town or Parish Council)**	same time this Transport Strategy seeks to influence the direction of these national, regional and local policies and strategies, as many of them will be critical in ensuring the Vision set out in this strategy will be achieved" (No.12.Thm)
Support the need for travel behaviour changes	**100**	Member of the public District or Borough Council Local business/business group Community group Transport user group Local environmental group Transport operator Cycling and walking group Constituent authority	35 13 8 7 7 6 6 5 4	*'…We are pleased to see that the Priorities of Interchange and Urban Transit Scheme are in line with our own thinking on such issues in resolving deficiencies within our transport network to encourage a modal shift towards more sustainable forms of transport' (***District or Borough Council)** *'It is hard to express anything other than strong support for the vision and supporting goals and priorities. However, the Strategy could offer more exploration – or explanation – of the drivers for behavioural change, what influences decision-making in situations of choice and how to respond*	**No drafting changes recommended** We welcome these specific comments in support of the draft Transport Strategy for the South East. These individual comments were also reinforced by the other results from the public consultation, which showed strong overall support for the

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		Elected representative Freight trade association Town or Parish Council LEP Ports and airports Professional body	2 2 2 1 1 1	*in situations where choice is constrained.'* **(Local business/ business group)** *'Individuals driving in private cars should be discouraged (sic) by charging more per journey or heavier taxation.'* **(Local business/ business group)**	Strategy and its aims. Further work on the propensity of people to use different forms of transport will be undertaken as part of the forthcoming Future Mobility Strategy
Lack of specific options/ delivery approach	**91**	Member of the public Community group Local environmental group Local business/business group District or Borough Council Cycling and walking group Town or Parish Council Constituent authority Ports and airports Professional body Transport user group Freight trade association Greater London Authority (GLA) Joint local authority body Neighbouring authority Statutory environmental/planning authority	32 12 10 9 7 4 4 2 2 2 2 1 1 1 1 1	*'The vision needs to be much clearer and contain definitive steps in its achievement. At the moment the stated vision and goals are rather nebulous and indistinct from the goals of other areas.'* **(Ports and airports)** *'More detail required about how Transport for the South East will work with neighbouring counties to create effective cross-border connections for both passengers and freight.'* **(Town or Parish Council)** *'There is much to welcome in this study but it seems short on sustainability indicators and metrics, does not offer or assess short-term solutions to urgent issues, and makes assumptions about economic growth that are out of line with recent performance and may well be unrealistic.'* (**Local environmental group)**	**No drafting changes recommended** Specific schemes and issues will be considered during the five area studies and the Strategic Investment Plan will set out a programme of schemes and initiatives for development and delivery. Arrangements are in place for liaison with neighbouring STBs.

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
General concern with Strategy/ vision	**89**	Member of the public 53 Community group 8 Local environmental group 7 District or Borough Council 6 Local business/business group 4 Cycling and walking group 3 Elected representative 2 Town or Parish Council 2 Constituent authority 1 Motorcycle group 1 Ports and airports 1 Transport operator 1	*'The vision is dominated by more road building; despite environmental and social evidence that this is not the way forward'* **(Local environmental group)** *'NOT FIT FOR PURPOSE. Based in Part on 10 year old data which does not adequately recognise future demands on infrastructure'* **(Local business/business group)** *'While we feel transport links everywhere need to become more reliable and resilient, we are not necessarily convinced the main focus should be the long distance routes. A lot could be achieved economically, environmentally and socially by focussing on local journeys and connections'* **(Local environmental group)**	**No drafting changes recommended** The results of the public consultation demonstrate a good level of support for key aspects of the strategy including the Vision, the plan and provide approach that was used to develop it and the overall direction of the Strategy. Drafting changes are proposed in response to comments received to emphasise the need to achieve a balance between the three pillars of sustainable development
Strategy is not ambitious enough	**89**	Member of the public 38 Local environmental group 13 Community group 8 Constituent authority 6 Cycling and walking group 5 District or Borough Council 3 Town or Parish Council 3 Transport user group 3 Local business/business group 2 Transport operator 2 Greater London Authority (GLA) 1 LEP 1 Ports and airports 1 Statutory environmental group 1 Statutory environmental/ planning authority 1	*'We support the Vision, but it must be realistic with respect to how it will be achieved and implemented. A strategy of road improvements for the next 5-10 years and then starting to provide investment in walking and cycling infrastructure and public transport will not be sufficient. Significant investment in public transport and walking and cycling infrastructure must be made now in order to ensure that these modes of travel increase and reliance on the private car reduces.*' **(District or Borough Council)** *'Whilst Gatwick Airport strongly supports the vision for sustainable growth, we feel that the strategy could portray greater ambition and purpose on how this is delivered. Although this is a long-term strategy, it is important that the foundations for reaching the 2050 goals are agreed and delivered early, with the need for a step change in integrated transport and economic planning an important*	**No drafting changes recommended** The results of the public consultation demonstrate a good level of support for key aspects of the strategy including the Vision, the plan and provide approach that was used to develop it and the overall direction of the Strategy. Recommend adding additional text to Section 1.23, emphasising need for added impetus to the policy shift towards planning for people and places (No.13.Thm).

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
		STB	1	*component.'* **(Ports and airports)**	
Transport needs to be accessible to all	**86**	Member of the public Transport user group Constituent authority District or Borough Council Cycling and walking group Local environmental group Community group Local business/business group LEP Freight trade association Local political party Motorcycle group Ports and airports Schools and universities Town or Parish Council Transport operator	37 9 7 6 5 5 4 4 2 1 1 1 1 1 1 1	*'Local journeys: need to make provision or step-free access for those with mobility challenges, parents carrying children and those with luggage.'* **(Transport user group)** *'There needs to be greater equality for those like women, those with disabilities and older people - there needs are important and road or use of private motorise vehicles are not the dominant mode they use. Road investment benefits the well off who can afford to purchase a car. Why is there not serious investment in public transport for all?'* **(Member of the public)** *'There should be a harmonisation of schemes across County Council borders to ensure equality of access to schemes such as school transport schemes, young people's travel discounts etc, so that incentives are available to residents on both sides of the boundary.'* **(Town or Parish Council)**	**No drafting changes recommended** The need for the transport network to be accessible to all is referenced in the Vision and is one of the strategic priorities set out in the Strategy (see 3.4ff and 3.9ff). Specific schemes and issues will be considered as part of the area studies.
Comments about consultation materials/ level of detail	**86**	Member of the public District or Borough Council Local environmental group Constituent authority Local business/business group Transport user group Community group Cycling and walking group Elected representative LEP Ports and airports Town or Parish Council	30 13 10 7 5 5 4 4 2 2 1 1	*'This (Chapter 2) does provide a good contextual background to why the South East is in need of additional transport investment and sets the scene well for introducing the six journey types.'* **(Constituent authority)** *'Manston Airport, accepted a year ago as Nationally Significant Infrastructure, has been omitted from maps and strategic plans. We do not feel that the evidence points to a strong case for investment by private sector investors as well as public funding.'* **(Ports and airports)** *'There is a huge amount of information in Chapter*	**No drafting changes recommended** We do not see a case for including Manston at this time as the outcome of the Development Consent Order process is awaited. It will be given further consideration in the area studies, as appropriate. Regarding the Integrated Sustainability Appraisal (ISA), the assessment includes statutory processes which

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
		Trade Union 1 Transport operator 1	*2 which does not help to pinpoint the region's priorities. The Strategy seems to be written for an audience on a far-away planet to put them off coming here.'* **(Member of the public)** *'The on-line consultation survey, and the events held across the region all represent valuable channels of engagement. Engagement through groups like the Greater Brighton Economic Board (GBEB) is welcome too. The Council welcomes the comprehensive evidence base that has been assembled. However, the Council would be keen for TfSE to do more to make that material more navigable for stakeholders.'* **(District or Borough Council)** *'The summary really should be brief. It's [the Integrated Sustainability Appraisal] 500 odd pages! There are also headline grabbing appraisal techniques which focus on evaluating schemes on health, environment etc. but it seems to also still include economic measures. Which tend to mean that more roads still get built'* **(Member of the public)**	need to be undertaken and reported on. This results in a detailed report, although a non-technical summary is available. On the issue of economic measures within the ISA: with the three pillars of sustainability being social, environmental and economic factors, it is right that the latter are considered appropriately.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Concern over level of development/ growth	**80**	Member of the public District or Borough Council Community group Local environmental group Town or Parish Council Local business/business group Transport user group Constituent authority Cycling and walking group Elected representative Motorcycle group Neighbouring authority Professional body Schools and universities	40 7 6 6 5 4 3 2 2 1 1 1 1 1	*'In view of the scale of new residential development being requested by the government, Strategy interventions should address the Horsham–Crawley Corridor inter-urban connectivity to provide key active travel links and additional rail station and bus rapid transit access, which are current glaring omissions.'* **(District or Borough Council)** *'Provision for transport and the rate of development in our area is not balanced at all.'* **(Member of the public)** *'Growth on this scale is fundamentally incompatible with improving the quality of life for residents.'* **(Member of the public)** *'Whereas we have to plan for the future, I feel that the headlong development (sic) of housing and industry will eventually make the South East grind to halt.'* **(Motorcycle group)**	**No drafting changes recommended** The preferred Sustainable Route to Growth Scenario developed in the Strategy enables economic growth to occur in a sustainable manner. The implications of specific large scale development proposals will be considered as part of the area studies.
Inconsistencies in the language or approach set out in the Strategy	**77**	Member of the public Local environmental group Constituent authority Community group District or Borough Council Local business/business group Cycling and walking group Transport user group LEP Elected representative Freight trade association Local political party	17 13 9 8 7 7 4 3 2 1 1 1	*'The shift to a 'decide and provide' model of transport planning is sensible however, the strategy still focuses to a large extent on road travel and highways. As a result, the strategy feels imbalanced between a shift in direction, while continuing to focus on roads.'* **(Ports and airports)** *'Vision is strong, strategy, actions are (sic) roadmap are completely inadequate.'* **(Local environmental group)** *'The aspiration to plan for people and places instead of vehicles is welcome. However, this will be challenging in locations where there are limited alternatives and routes are used to serve a range*	**No drafting changes recommended** The Strategy includes an initial indication of the types of schemes and initiatives that will be needed to deliver it. Specific scheme and initiatives will be identified as part of the area studies including the application of the movement and place framework set out in the Strategy.

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
		Motorcycle group 1 Neighbouring authority 1 Ports and airports 1 Schools and universities 1	*of different journey types, so there is a need to resolve conflicts between these competing demands. The initiatives listed to tackle the challenges do not adequately explain how conflicts between different journey types and between 'place' and 'link' functions will be resolved. The County Council suggest that the strategy is amended to explain how conflicts will be resolved, potentially by explaining how the 'Movement and Place Framework' will be applied in practice.'* **(Constituent authority)**	
Approach to freight management across the region/ infrastructure required	**74**	Member of the public 15 Constituent authority 7 Community group 6 Local business/business group 6 Transport user group 6 District or Borough Council 5 Ports and airports 4 Transport operator 4 Freight trade association 3 Local environmental group 3 Cycling and walking group 2 LEP 2 Neighbouring authority 2 Professional body 2 STB 2 Town or Parish Council 2 Elected representative 1 Motorcycle group 1 Planning consultancy 1	*'At a small number of locations in the South East, there is likely to be a need for rail-connected warehousing for Regional Distribution Centres. The Lower Medway Valley and the Reading/Newbury/ Basingstoke area are the key locations for such activities. These require a greater area of land than urban transfer points, but are a key component in decarbonising the supply chain through modal shift.'* **(Professional body)** *'We welcome the recognition that where port expansion occurs, this needs to be supported by appropriate access to the highway and railway networks. Whilst Newhaven Port is modest in scale compared to the likes of Southampton and Dover, the Port has significant plans for expansion which will be facilitated by the delivery of the Newhaven Port Access Road. It is important that Highway England consider opportunities to improve the A26 which directly leads from Newhaven up to Lewes to make connections easier for increasing freight movements onto the wider strategic road network'* **(Constituent authority)** *'The analysis for International/freight fails to question current practice sufficiently. For example, the repeated citing of access to airports endorses*	**No drafting changes recommended** To be considered as part of the development of the forthcoming Freight and Gateways Strategy

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
			the idea that air travel will grow, even though this will be disastrous for global heating. The draft assumes that freight will continue to be predominantly by road, and underestimates the problems in decarbonising heavy freight road vehicles.' **(Community group)**	
Potential for technology to enable and improve mobility and accessibility	**71**	Member of the public 15 Local business/business group 9 Constituent authority 8 Transport user group 8 Transport operator 6 Community group 4 District or Borough Council 4 LEP 3 Local environmental group 3 Freight trade association 2 Ports and airports 2 Professional body 2 Town or Parish Council 2 Joint local authority body 1 Planning consultancy 1 Trade Union 1	*'Integration - The MaaS Ecosystem we are developing for Ebbsfleet will overcome most of the barriers including offering multimodal multioperator journeys for residents. It will allow open data sharing from transport providers for the MaaS app and will overcome barriers of co-ordinating timetables and pricing across train, BRT, bus, bike hire, car hire, DRT, carsharing etc'* **(Constituent authority)** *'The highway, railway and port priorities are supported, but a more proactive approach is needed on the technology side in order to achieve the data networks required to deliver progress.'* **(Local business/business group)** *'Experience elsewhere of local govt (sic) devised and delivered [smart ticketing] systems has not been good for taxpayers, operators or future proofing. The future is bank cards or mobile phone as a ticket medium'* **(Transport operator)**	**No drafting changes recommended** To be considered as part of the forthcoming Future Mobility Strategy

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
Oppose investment in new road capacity	**70**	Member of the public 30 Local environmental group 13 Community group 8 Transport user group 8 Cycling and walking group 4 Local business/business group 2 Constituent authority 1 District or Borough Council 1 Motorcycle group 1 Town or Parish Council 1 Transport operator 1	*'Good statement with good intentions. It's important that we determine our travel future and not just follow the same trajectory we have done for the last 50 or so years by allowing unabated growth of our road network and putting cars as the default option to get around. Build for cars – you'll get more cars. Build for public transport, walking and cycling – you'll get more of these.'* **(Member of the public)** *'The general approach still appears to be road-centric. If the aim to is to reduce harmful emissions then much more emphasis should be placed on RAIL connectivity and faster inter-urban mass transit links'* **(Transport user group)** *'The TFSE Draft Strategy has much to be welcomed and already articulates a clear break from past strategies that have done so much damage to our natural environment and to our health and wellbeing. However there is still much to improve…Headline solutions are too often "road and rail" where they should actually be "active travel" and "public transport". Where roads are part of the solution, the emphasis should be on re-purposing existing roads into a network of active travel corridors.'* **(Community group)**	**No drafting changes recommended** Specific schemes and issues will be considered in the Area Studies.
Greater consideration of rural transport/ areas needed	**68**	Member of the public 19 District or Borough Council 9 Local environmental group 9 Community group 5 Constituent authority 3 Cycling and walking group 3 Local business/business group 3	*'We consider that rural challenges should be a key part of the Strategy given the region's demographics and the very real issues faced through rural isolation. The rural areas within Lewes District face declining public transport availability, making it harder to access new employment opportunities as well as shops and services.'* **(District or Borough Council)** *'We strongly agree that funding for social and economically necessary rural bus services should*	**Drafting changes recommended** Include an additional challenge related to rural transport as part of the 'Local Journeys' journey type in section 4.22. (No.14.Thm). Include an additional initiative related to future transport technology (No.15.Thm). Include

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Theme	No. of respondents raising theme	Types of stakeholder commenting	Indicative comments from respondents	Recommended response/ strategy revision
		Transport operator 3 Transport user group 3 Schools and universities 2 Town or Parish Council 2 Elected representative 1 Freight trade association 1 Neighbouring authority 1 Planning consultancy 1 Ports and airports 1 Statutory environmental group 1	*be increased, and welcome that TfSE have identified this as a priority and the role that the STB can have in lobbying for this funding for the region cannot be underestimated. The CPT Bus Strategy also includes the commitment to work with public sector partners to develop and trial rural bus plans so that customers in rural locations are better connected.'* **(Transport operator)** *'Local Journeys. A differentiation between rural and urban journeys would be revealing and otherwise rural transport requirements including currently hidden, unmet needs, may be missed.'* **(Local political party)**	reference to rural transport challenge in Future Journey section (No.16.Thm)
More investment needed in bus services	**67**	Member of the public 33 Transport user group 8 District or Borough Council 6 Local environmental group 5 Community group 4 Constituent authority 4 Transport operator 2 Local business/business group 2 Town or Parish Council 1 Cycling and walking group 1 Schools and universities 1	*'It is not user friendly to have to stand in the rain, snow, wind, heat at the side of the road waiting for a bus. There needs to be significant improvement in bus shelters, particularly in rural areas to make bus travel more comfortable. All Bus shelters should have real time updates to the timetable, next bus due.'* **(Member of the public)** *'To support the shift from private cars to public transport, especially for local journeys, will require additional services (e.g. buses) to provide the seamless door-to-door journeys describes as part of the vision statement.'* **(District or Borough Council)** *'Orbital and Coastal Journeys - There should be an express bus system eg Southampton or Portsmouth to Brighton which stops only once in each centre.'* **(Town or Parish Council)**	**No drafting changes recommended** Add additional section Chapter 2 on buses and highlight need for investment in bus services. (No.17.Thm)

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Provision for electric vehicles, including associated infrastructure	**60**	Member of the public	22	*'BFC's main concern is over the deliverability of such an ambitious strategy. Government policy will be critical to this, as the different bodies involved in planning and delivering transport across the South East will need to be brought into harmony. Funding will need to be guaranteed and channelled at an early stage, not only into individual schemes, but also into over-arching initiatives aimed at generating faster and more reliable public transport systems, the infrastructure for a largescale switch to electric vehicles and the integration of transport information across modes.'* **(Constituent authority)** *'We have a local EV group and are trying to promote EVs in a rural area but no one is putting in public charge points, if there are no buses we are var (sic) reliant, polluting the atmosphere and promoting little exercise…Please talk about electric more and make charge points visible along the coast and in land in the smaller towns.'* **(Member of the public)**	**No drafting changes recommended** To be considered as part of the Future Mobility Strategy
		Local business/business group	7		
		Local environmental group	6		
		Community group	4		
		Constituent authority	4		
		District or Borough Council	4		
		Elected representative	3		
		Transport user group	3		
		Transport operator	2		
		Freight trade association	1		
		Planning consultancy	1		
		Ports and airports	1		
		Professional body	1		
		Town or Parish Council	1		

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Need to be clearer/more specific on priorities	**60**	Member of the public Constituent authority District or Borough Council Local business/business group Local environmental group Transport user group Community group Cycling and walking group LEP Elected representative Joint local authority body Professional body Statutory environmental group Transport operator	22 6 5 5 5 4 3 3 2 1 1 1 1 1	*'In respect of prioritising future interventions, Southampton City Council believes that the funding climate is likely continue to be constrained for the South East…It will consequently become necessary to focus on a small number of specific initiatives and the five Area Studies are an important stage in this process. The strategy does not seek to do this at this time but we suggest that this process could be started by weighting or putting a value on the fifteen strategic priorities. We also recommend that a regional prioritisation tool is developed. This should then be used in the Area Studies.'* **(Constituent authority)** *'Government's first Transport Decarbonisation Plan will be published in 2020, the year that the Transport Strategy for the SE is to be adopted. We would welcome clarity in the Strategy as to how will this fit with the Transport Strategy's aims, in particular its economic growth priorities.***'** **(District or Borough Council)**	**No drafting changes recommended** Specific schemes and initiatives will be identified and prioritised as part of the five area studies. This work will include an assessment of the carbon reduction impact of these schemes. A multi criteria assessment framework will be used during the area studies to enable potential scheme proposals to be assessed against the strategic priorities

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Reduce the need to travel	**56**	Member of the public Local business/business group Community group Constituent authority Cycling and walking group District or Borough Council Local environmental group Town or Parish Council Transport user group Freight trade association Motorcycle group Statutory environmental/ planning authority Transport operator	21 6 5 4 4 4 4 2 2 1 1 1 1	*'The Council in particular supports the central proposal to move from vehicle-based approach to planning to a people-based approach...the preceding sections, the Burgess Hill Strategic Growth Programme stands as a compelling example of how holistic planning and development of residential and employment sites can embed transport sustainability, promote modal shift, and reduce the need for vehicular travel.'* **(District or Borough Council)** *'We agree with the increased understanding and use of smart transport networks and a reduction in the need to travel'* **(Transport operator)**	**No drafting changes recommended** Reducing the need to travel is a key component and references to this are made throughout the Strategy

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
All tiers of local government need to be engaged	**56**	Constituent authority Transport user group Member of the public District or Borough Council Community group LEP Local business/business group Local environmental group Professional body Transport operator Cycling and walking group Elected representative Freight trade association Greater London Authority (GLA) Neighbouring authority Planning consultancy	12 7 6 5 4 3 3 3 3 3 2 1 1 1 1 1	*'The strategy, although it mentions the need to work closely with the Thames Valley Berkshire LEP and Berkshire Unitary Councils (and other LEPs/County Councils across the South East), should focus more heavily on the need to do so in terms of both the planning and implementation in order to ensure synergy across the region.'* **(Local business/business group)** *'The Transport Strategy must also be an enabling factor to assist authorities, such as Reading, to deliver their own transport strategies which may be ambitious, innovative and enterprising in nature in order to address the transport issues in their areas. This can only be achieved through a collective and collaborative joined-up approach with all Transport Authorities and stakeholders working together for the strategic good of the whole region.'* **(Constituent authority)**	**No drafting changes recommended** There was extensive stakeholder engagement in the development of the draft Strategy and this will be a key aspect of the forthcoming area studies to ensure effective input into the scheme identification and prioritisation process.

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Theme	No. of respondents raising theme	Types of stakeholder commenting		Indicative comments from respondents	Recommended response/ strategy revision
Different provision needed for different types of journey	**53**	Member of the public Community group Constituent authority Town or Parish Council Transport operator Cycling and walking group District or Borough Council Elected representative Local business/business group Local environmental group Transport user group Freight trade association LEP	24 4 4 4 4 2 2 2 2 2 2 1 1	*'Inter-urban journeys generally start and finish with local journeys - this needs greater recognition. Please do not ignore the needs for investment in congested urban areas to increase resilience, and improve conditions for buses, and access to rail stations.'* **(Community group)** *'Reference to connectivity / reliability for local journeys needed.'* **(District or Borough Council)** *'Opportunities to create better, safer vehicle routes away from urban areas and use the existing urban routes to change travel habits such as introducing bus and cycle lanes should be maximised ie by putting a proper bypass to the North of Chichester the existing southern ring road could Include bus and cycle lanes promoting an important shift in local transport modes - reducing residents exposure to pollution'* **(Member of the public)**	**No drafting changes recommended** The area studies will provide the mechanism for determining how the challenges identified with each of the different journey types will be addressed in the different parts of the TfSE geography.

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Table 2 – Recommended responses to thematic issues raised by less than 50 respondents.

Theme	Number of respondents raising theme	Recommended response/strategy revision
Comments about increased demand for road capacity, including support for additional capacity	49	**No drafting changes recommended** - Although there will always be a need for highway improvements schemes to deal with congestion bottlenecks or to facilitate new development, the Strategy advocates a shift away from an approach based on planning for vehicles towards one based on planning for users and planning for places. The approach seeks to achieve modal shift to ensure that forecast future demand can be met while minimising any adverse impacts on society and the environment by encouraging greater use of more efficient and more sustainable transport modes.
Need to enable rail freight	49	**No drafting changes recommended** – The need to implement rail freight schemes to increase capacity on strategic routes is identified as an initiative that needs to be pursued as part of the examination of the International Gateways and Freight Journeys in the strategy. This issue will be pursued further as part of the forthcoming Freight and Gateways Strategy
No comment	47	**No drafting changes recommended**
Air travel should be reduced	45	**No drafting changes recommended** – The strategy considers surface access to ports and airports but does not encompass air travel or shipping as these forms of transport are outside of the remit of this Strategy
Comments around increased demand for rail capacity, including support for additional capacity	43	**No drafting changes recommended** – the need for significant increases in rail capacity to support the modal shift required to deliver the 2050 Vision for the Strategy is emphasised throughout.
Encourage the use of public transport for local journeys	41	**No drafting changes recommended** – the need for significant modal shift to more sustainable forms of transport to deliver the 2050 Vision for the Strategy is emphasised throughout.

Theme	Number of respondents raising theme	Recommended response/strategy revision
The relationship between the South East and London needs to be strengthened/more information needed in the strategy about the South East's relationship with London	41	**Drafting change recommended** – This relationship is explored in Section 2 and the analysis presented is supported by a more detailed background report. Insert additional text into para 2.28 about the need for an effective working relationship between TfSE and the GLA/TfL. (No.18.Thm).
Reopening old railway lines to be considered	41	**No drafting changes recommended** – consideration of the potential role of old railways lines will be considered as part of the forthcoming area studies, as appropriate.
Not possible to do everything that is set out in strategy	39	**No drafting changes recommended –** the Transport Strategy is ambitious but and will be challenging to implement but in setting out a Vision for 2050 it provides framework for the tough decisions that will need to be made about future investment priorities.
Support for targeted demand management	37	**No drafting changes recommended**
Support for TfSE role/Sub-national transport body is needed	33	**No drafting changes recommended**
Support the principle of a preferred future	33	**No drafting changes recommended**
Need to consider how to engage with all sectors of community	33	**No drafting changes recommended –** the Consultation Report sets out the considerable effort that was made to ensure a good level of response to the consultation on the transport Strategy. As a result, responses were received from a range of different types of respondents, including members of the public. Moving forward TfSE will continue to ensure good engagement with as broad a range of people as possible including targeted engagement with particular groups where appropriate.
Does not consider problems of the current transport network	31	**No drafting changes recommended** – Chapter 2 of the Transport Strategy sets out the key characteristics of the South East including the current challenges on

Theme	Number of respondents raising theme	Recommended response/strategy revision
		the transport network. This analysis is supported by further background reports and data sets.
Concern with TfSE role and its relationship with other transport and planning bodies and transport operators, in particular local transport authorities	30	**Drafting changes recommended –** The role of Transport South East is set out in Chapter 1. The Shadow Partnership Board that is the decision making body is made up of elected representatives from the constituent local transport authorities. Their work is supported by a Transport Forum that consists of a wider group of stakeholders including representatives from Transport operators. Section 1.9 emphasises how the complementarity between the Transport Strategy and other local policies and strategies. Additional text has been added to this in response to previous theme clarifying this interrelationship (See (No.12.Thm)).
Local authorities should have more control over spending and projects	30	**No drafting changes recommended** –. As set out in Chapter 1, Transport for the South East provides the mechanism for its constituent authorities to come together to speak with one voice and seek to influence the work of national bodies such as Network Rail and Highways England.
Support the need for transport solutions in urban areas	29	**No drafting changes recommended**
Need for hybrid/electric trains	28	**No drafting changes recommended –** the need for bi-mode trains to enable more direct, longer distance services on key corridors is raised in the Strategy
Comments around further engagement/consultation, including expressions of interest in ongoing involvement	28	**No drafting changes recommended -** the consultation questionnaires sought respondent's consent to enable ongoing engagement. Moving forward TfSE will continue to ensure good engagement with as broad a range of people as possible including targeted engagement with particular groups where appropriate.
Oppose continued provision for future private car use	28	**No drafting changes recommended –** although the strategy seeks the delivery of significant modal shift to sustainable forms of transport, the extent to which this will be possible will vary across the TfSE area. As a consequence, provision will still need to be made for future private car use with a focus on efforts to ensure that the environmental impacts of this are fully mitigated**.**

Theme	Number of respondents raising theme	Recommended response/strategy revision
Coastal areas/deprived communities need investment	27	**No drafting changes recommended** – this is fully recognised in section 2.17, Figure 2.6, Section 2.57 Section 3.6. An initiative to improve radial connectivity to deprived coastal communities is identified in Section 4.9.
Strategy needs to be flexible to respond to external influences	25	**No drafting changes recommended** – as set out in Section 5.20, as a minimum the Transport Strategy will be reviewed and updated every five years. In the intervening period, a mechanism exists to vary key aspects of the Transport Strategy through the Shadow Partnership Board, should this prove necessary
River crossings (specific schemes)	24	**No drafting changes recommended** –Transport for the South East has given its support for the proposed new Lower Thames Crossing. One of the Large Local Major Schemes which has been identified by Transport for the South East as a priority for further development is an additional crossing across the Thames East of Reading. The need for further river crossing schemes will be considered as part of the area studies.
Suggested locations for potential growth/development	23	**No drafting changes recommended** – particular development sites will be considered as part of the forthcoming area studies
Demand management will only work on a national scale.	22	**No drafting changes recommended** – The precise form of the package of demand management measures that would be needed requires further detailed consideration. The level of investment required to introduce a scheme with the level of sophistication necessary to be able to charge different types of road users different tariffs for travelling on different parts of the network at different times of the day, in different types of vehicles types would require a significant level of investment and would potentially need to be rolled out nationally. A national scheme applying to the whole network would also avoid the displacement effects that would otherwise result from a more localised area based scheme or one that only applied to certain types of roads.
Need cleaner energy sources	20	**No drafting changes recommended** – the 2050 Vision for the Transport Strategy makes reference to the need for integrated transport, digital and energy networks in order to deliver the net zero carbon future. Section 4.43 makes

Theme	Number of respondents raising theme	Recommended response/strategy revision
		reference to the role of alternative fuels in decarbonising energy production and a specific initiative identified in section 4.48 is the need to future proof the digital and energy infrastructure. An additional reference to the recent Tri –LEP South East Energy Strategy has been included (No.40) which aims to achieve clean growth in the energy sector between now and 2050. A reduction in non-renewable energy consumed by transport is included as a performance indicator in Table 5.1
Concern with questionnaire	20	**No drafting changes recommended** – the questionnaire was designed to obtain views about key aspects of the strategy with response scalings enabling both positive and negative responses. There were a number of open response questions enabling respondents to expand their answers to closed (tick box) questions. All the questionnaire and written responses received have been reviewed and coded and number of drafting amendments have been identified in response to the comments received**.**
Solent Crossings (specific schemes)	17	**No drafting changes recommended** – the need for additional crossing will be considered as part of the forthcoming area studies
Improve road network for freight	16	**No drafting changes recommended –** one of the six journey types that forms a key part of the Strategy set out in Chapter 4 specifically relates to Freight. A freight and international gateways study has already been completed and this will be developed further through the development of a forthcoming Freight and Gateways Strategy**.**
Support for providing for future private car use	16	**No drafting changes recommended** – whilst recognising that private car use will continue into the future the strategy advocates the need for significant modal shift to more sustainable forms of transport in order to achieve the 2050 Vision.
Better provision needed for first/last mile journeys	13	**No drafting changes recommended** – the section of Chapter 4 on Local Journeys makes reference to the importance of first mile/ last mile journeys. Further consideration of the role of first mile/last mile elements of the journeys people make will be included in the forthcoming area studies.
Concern with demand management	12	**No drafting changes recommended** – demand management measures will be

Theme	Number of respondents raising theme	Recommended response/strategy revision
(particularly equity issues)		required to ensure the modal shift needed to deliver the 2050 vision. As set out in the strategy this will need to include people paying for more of their mobility on a 'pay as you go' basis. The sustainable route to growth scenario, on which the 2050 Vision is based, also envisages an increased level of public transport provision and real terms reduction in the cost of using it. The precise form of the package of demand management measures will need to be considered further to ensure that equity issues are addressed
Make more use of coastal/river routes for freight	12	**No drafting changes recommended** – the potential to make greater use of waterborne freight will be investigated as part of the forthcoming Freight and Gateways Strategy
Need to reduce diesel trains	12	**No drafting changes recommended –** the need for bi-mode trains to enable more direct, longer distance services on key corridors is raised in the Strategy
Comments related to transport services on the Isle of Wight	11	**No drafting changes recommended –** the need for specific measures on the Isle of Wight will be considered as part of the forthcoming area studies
Strategy does not anticipate challenges/opportunities from a new relationship with Europe post-Brexit	11	**No drafting changes recommended –** a specific piece of work was undertaken alongside the development of the transport strategy looking at the possible impact of Brexit including possible outcomes such as the introduction of Free ports**.** This work is available as a separate technical report.
Comments unrelated to the consultation/Draft Transport Strategy	11	**No drafting changes recommended**
Political will needed to deliver the strategy	10	**No drafting changes recommended –** the Chair's Foreword is demonstrable evidence of the political will of the Shadow Partnership Board to deliver the Strategy.
Need for digital signalling	10	**No drafting changes recommended** – the need for improved signalling to help deliver improved capacity on the rail network is identified in section 2.62
Need to improve frequency and reliability	9	**No drafting changes required** – the need for improved ferry crossings to the Isle

Theme	Number of respondents raising theme	Recommended response/strategy revision
of ferry crossings to Isle of Wight		of Wight and the potential for improvements to water based transport in the Solent area more generally will be investigated as part of the forthcoming area studies
Prioritise safety	9	**No drafting changes required –** safety is identified as one of the strategic priorities identified in the strategy with a specific performance indicator on casualty reduction
Query/concern over how consultation feedback will be used	8	**No drafting changes recommended** – the questionnaire was designed to obtain views about key aspects of the strategy with response scalings enabling both positive and negative responses to be given. There were a number of open response questions enabling respondents to expand their answers to closed (tick box) questions. All the questionnaire and written responses received have been reviewed and coded and number of drafting amendments have been identified in response to the comments received**.**
Need to reduce cost of ferry crossings from mainland to Isle of Wight	8	**No drafting changes recommended** – the need for specific interventions will be considered further as part of the area studies
More orbital connectivity needed	8	**No drafting changes recommended** – Orbital Journeys are one of the six key journey types identified in the strategy and Section 4 contains a specific section looking at the challenges and initiatives required to improve orbital journeys.
Cannot rely on digital technology	6	**No drafting changes recommended –** Digital technology will have a key role to play in helping to achieve more efficient use of existing transport infrastructure and enabling new types of transport services such as mobility as a service to be rolled out. Key to this will be continued investment in the broadband and 4G and 5G networks to improve the coverage reliability of these networks and the transport services that will depend on them.
Strategy must be implemented from the bottom-up	5	**No drafting changes recommended** - Section 1.9 makes it clear that the Transport Strategy is designed to complement and build on local policies and strategies
South East is vulnerable to climate	5	**No drafting changes recommended -** one of the strategic priorities set out in the

Theme	Number of respondents raising theme	Recommended response/strategy revision
change		Strategy is to reduce carbon emissions to net zero by 2050, at the latest.
Integration needed across regions	5	**No drafting changes recommended** – liaison has taken place with the neighbouring sub national transport bodies as part of the development of Transport Strategies and there are arrangements in place for ongoing liaison between all seven STBs in England**.**
Strategy should be subject to peer review	4	**No drafting changes recommended –** transport strategy officers from the constituent authorities have been closely involved in the development of the Transport Strategy through ongoing working group arrangements. The public consultation exercise has proved a useful mechanism for gathering stakeholder views on the content of the draft Strategy.
Support mode shift to powered two-wheelers	4	**Drafting change recommended** – include reference to powered two wheelers in the strategy (No.11.Thm)
Support planning for people principle	2	**No drafting changes recommended**
Consideration of grid supply (EV infrastructure)	2	**No drafting changes recommended** – the 2050 Vision for the Transport Strategy makes reference to the need for integrated transport, digital and energy networks in order to deliver the net zero carbon future

Appendix 5 - Copy of maps, diagrams and tables

Figure i The Transport for the South East area

Overarching approach – planning for people and places

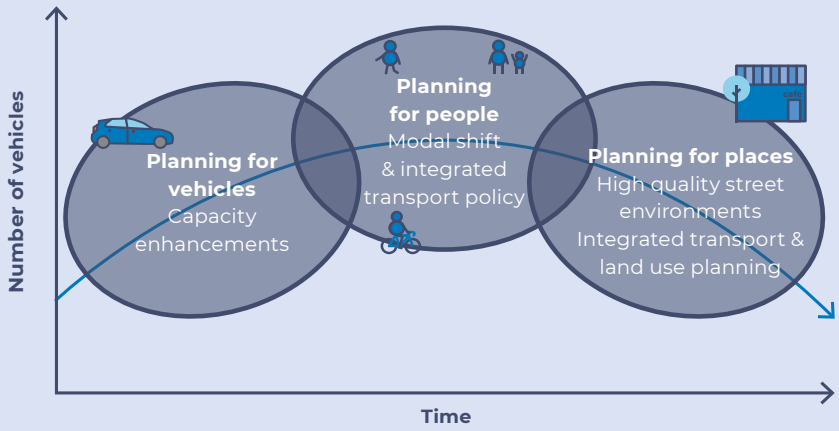
This Transport Strategy presents a shift away from traditional approaches of transport planning – one based on planning for a future based on recent trends and forecasts – to an approach of actively choosing a preferred future and setting out a plan of how we can get there together.

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

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

Currently, many parts of the South East are in the first stage of the process focussed on 'planning for vehicles', however, every place is different and there are exemplars in the South East, and around the UK and internationally that are in the second and third stages, that we can learn from.

Figure ii Evolution of Transport Planning policy



Next steps

The programme for the next steps for the consultation and the revisions to and adoption of the Transport Strategy, along with further studies to inform the development of the Strategic Investment Plan, before seeking formal statutory powers, is identified in **Figure iii**.

Public Consultation

A public consultation exercise is being undertaken on the draft Transport Strategy in the autumn of 2019. The purpose of the consultation is to seek the views of a wide range of stakeholders on the draft Transport Strategy. The aim is to ensure buy-in to the vision for the future set out in the Transport Strategy.

The consultation exercise is being undertaken over a twelve-week period. The Transport Strategy, an Integrated Sustainability Appraisal, and supporting evidence are being made available to the public and all consultees along with a consultation questionnaire. The consultation exercise will be publicised online, in the press and on social media. The online information for the public consultation is being supplemented by a series of engagement events.

At the end of the consultation period, Transport for the South East will produce a consultation report on the draft Transport Strategy that will summarise an analysis of the responses and how the final version of the Transport Strategy should evolve to reflect feedback provided.

Revision and approval of the Transport Strategy

Following consideration of all feedback, the draft Transport Strategy will be revised, and a final version will be approved by the Shadow Partnership Board and published in spring 2020. This Transport Strategy will be reviewed updated every five years.

Future Programme of Studies

Transport for the South East is planning to commission a set of studies to explore some of the themes outlined in this Transport Strategy, which will include area studies that focus on types of corridors and journeys in the South East and further work on various thematic studies including freight and the future of mobility.

Figure iii Strategic Goals

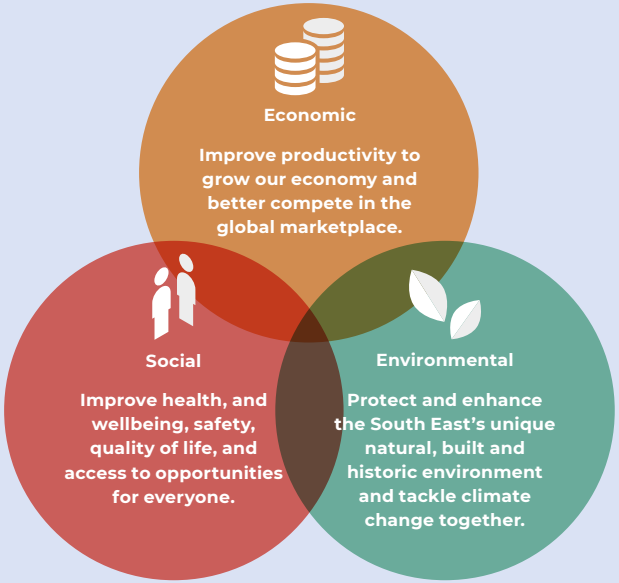


Figure iv Transport for the South East Route Map

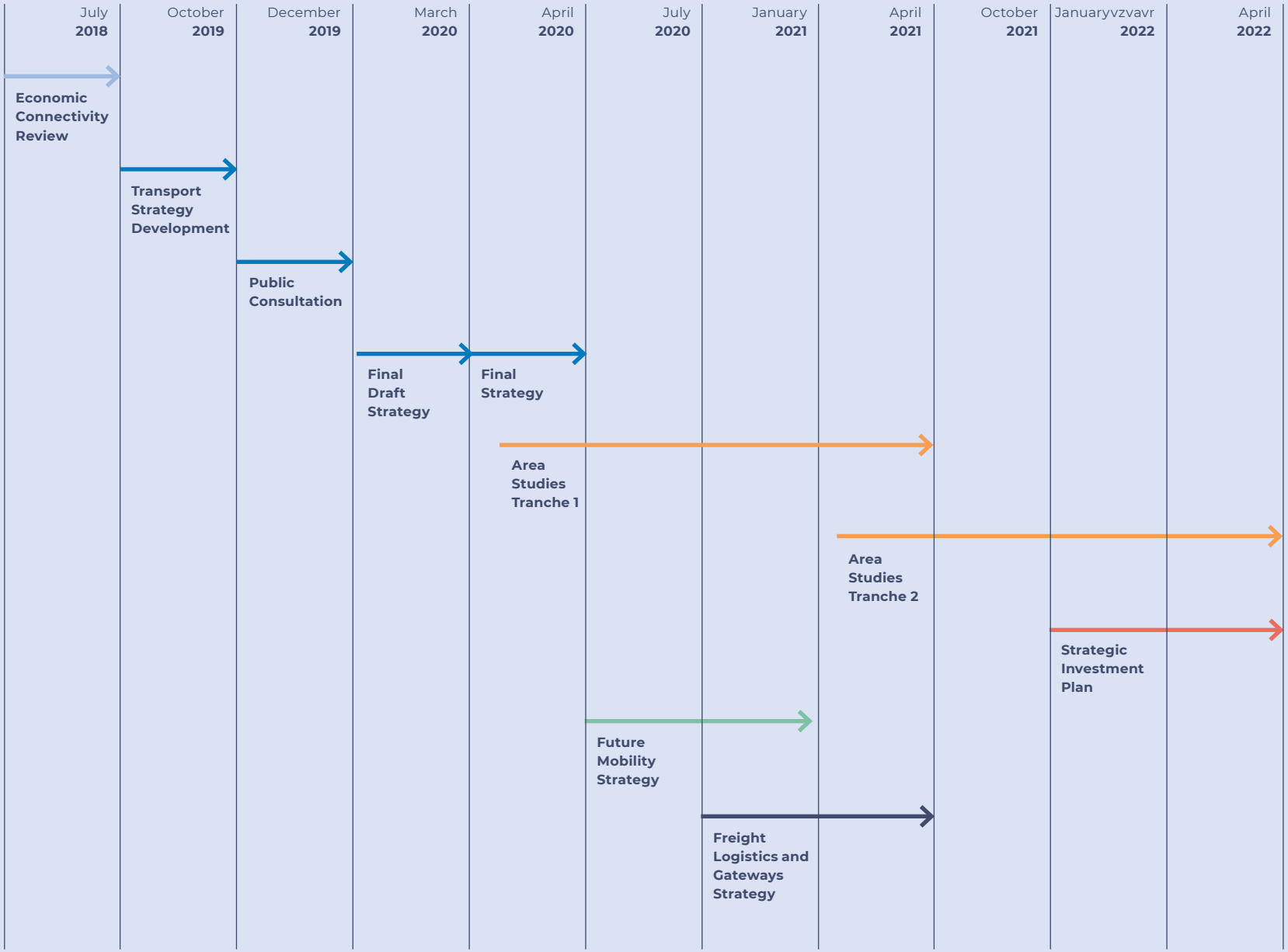
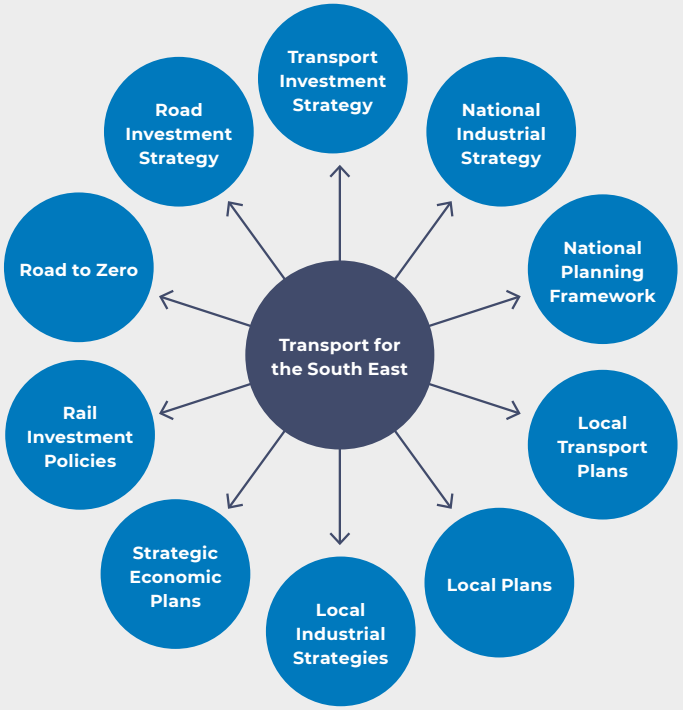


Figure 1.1 Relationship between Transport for the South East, its partners, and its stakeholders

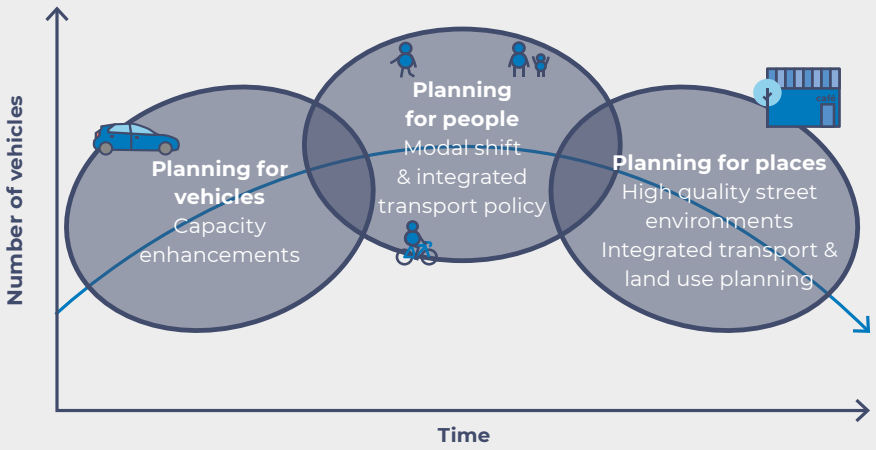
Figure 1.2 Relationship of this Transport Strategy with the wider policy and planning framework



It will also encourage investment in more sustainable modes of transport, including the rail network and potential future greener technologies.

[5] Jones, P. "Urban Mobility: Preparing for the Future, Learning from the Past" (2019), page 9, https://www.transportxtra.com/userfiles/brochures/CREATE_NEW2_web.pdf, accessed August 2019.

Figure 1.3 Evolution of Transport Planning policy



Planning for people and places

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

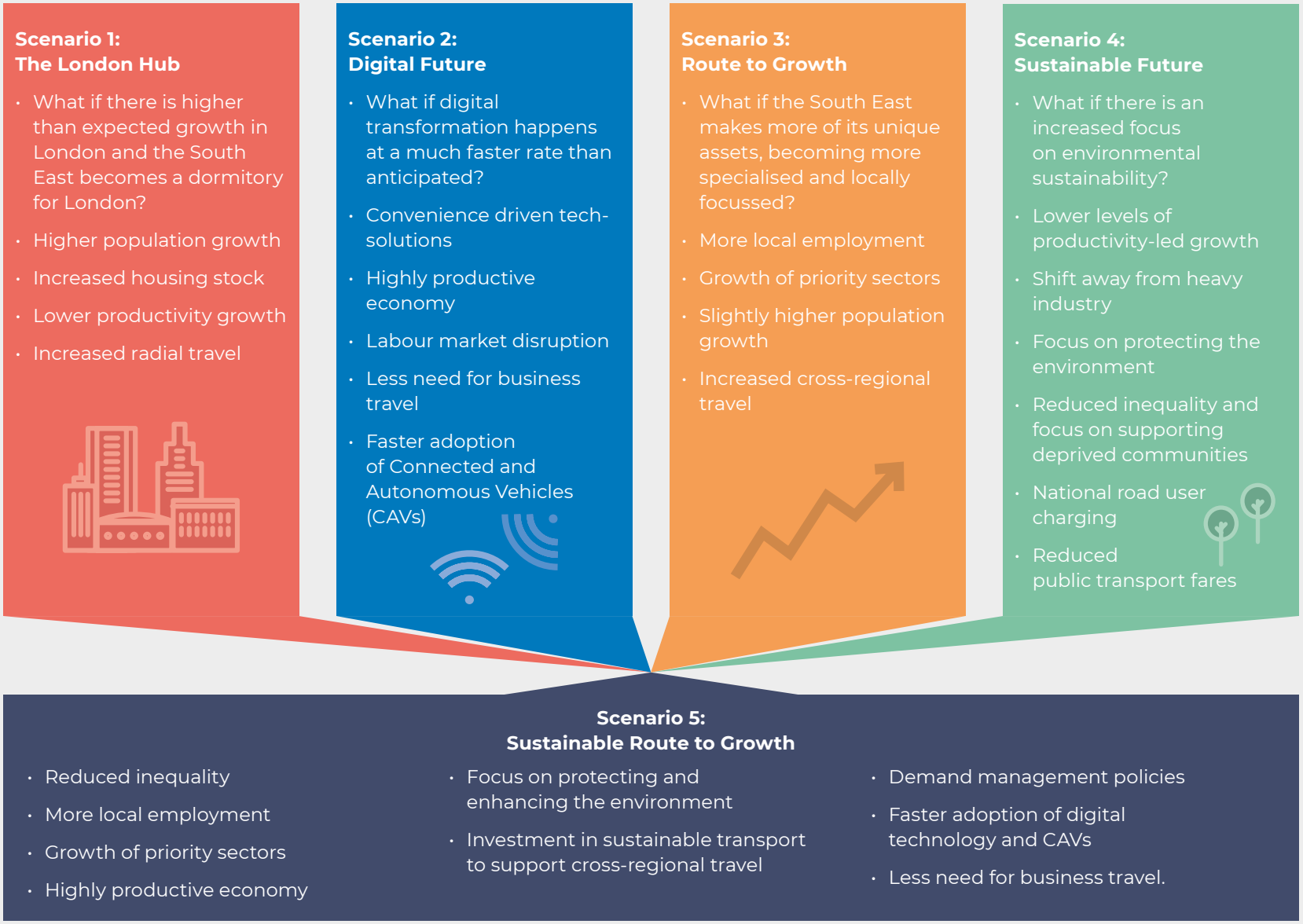
1.22 **Figure 1.3** shows the evolution of a transport policy process between the three different transport policy perspectives. It is based on an approach which has been developed by Professor Peter Jones of UCL through the CREATE EU Horizon 2020 and Civitas project[5], to help policy makers cut road congestion in cities by encouraging a switch from cars to sustainable modes of transport. However, it has a wider applicability to help guide transport and land use policy development at a regional scale.

1.23 Currently, the South East is in the first stage of the process focussed on 'planning for vehicles'. The second stage of this process illustrated in **Figure 1.3** – 'planning for people' – places modal shift at the heart of transport planning. This approach seeks to meet forecast future demand while minimising any adverse impacts on society and the environment by encouraging greater use of more efficient and more sustainable transport modes.

1.24 The third stage – 'planning for places' – goes further by encouraging integrated transport and land use planning to deliver spatial planning policies that both encourage sustainable travel choices but also minimise the need to travel at all (or, at the very least, minimise the need to travel far).

1.25 It is acknowledged that the impacts of these approaches will be applicable over different timeframes. Planning for vehicles may well prevail in the short term. Planning for people perhaps aligns better to medium term timelines. And planning for places, which requires integration with long term planning policy, is a much longer-term goal although every effort should be made to start the process of moving towards this approach.

Figure 1.4 Summary of the scenarios developed for this Transport Strategy



1.29 As **Table 1.1** shows, the Sustainable Route to Growth outputs produce strong, regionally led economic growth akin to the results yield by the Route to Growth Scenario but deliver this growth in a more environmentally sustainable manner, more aligned to the Sustainable Future Scenario. This Scenario delivers the second highest growth in GVA of all the scenarios (including the Central Case).

Table 1.1: Summary of Scenario Modelling Results

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

1.30 This process has allowed Transport for the South East to develop a vision for 2050 that is forward looking, that accommodates and reflects the views of stakeholders, and that delivers a desired future for the South East's businesses, residents and visitors[7]. Further information about the methodology that was used to develop these future scenarios and model their impacts is contained in the "Scenario Forecasting Technical Report".

Prioritising initiatives

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

[7] Transport for the South East "Scenario Forecasting Technical Report" (October 2019).

Figure 2.1 The Transport for the South East area

Highest productivity in the UK outside London

7.6 million people

4.3 million jobs

368,000 businesses

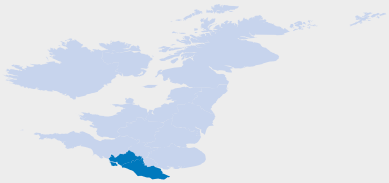
Driving the UK economy

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

Backing high growth sectors could deliver 6.8 million jobs and £500 billion GVA

Business must be able to trade effectively to support buoyant economy

Gateway to UK trade

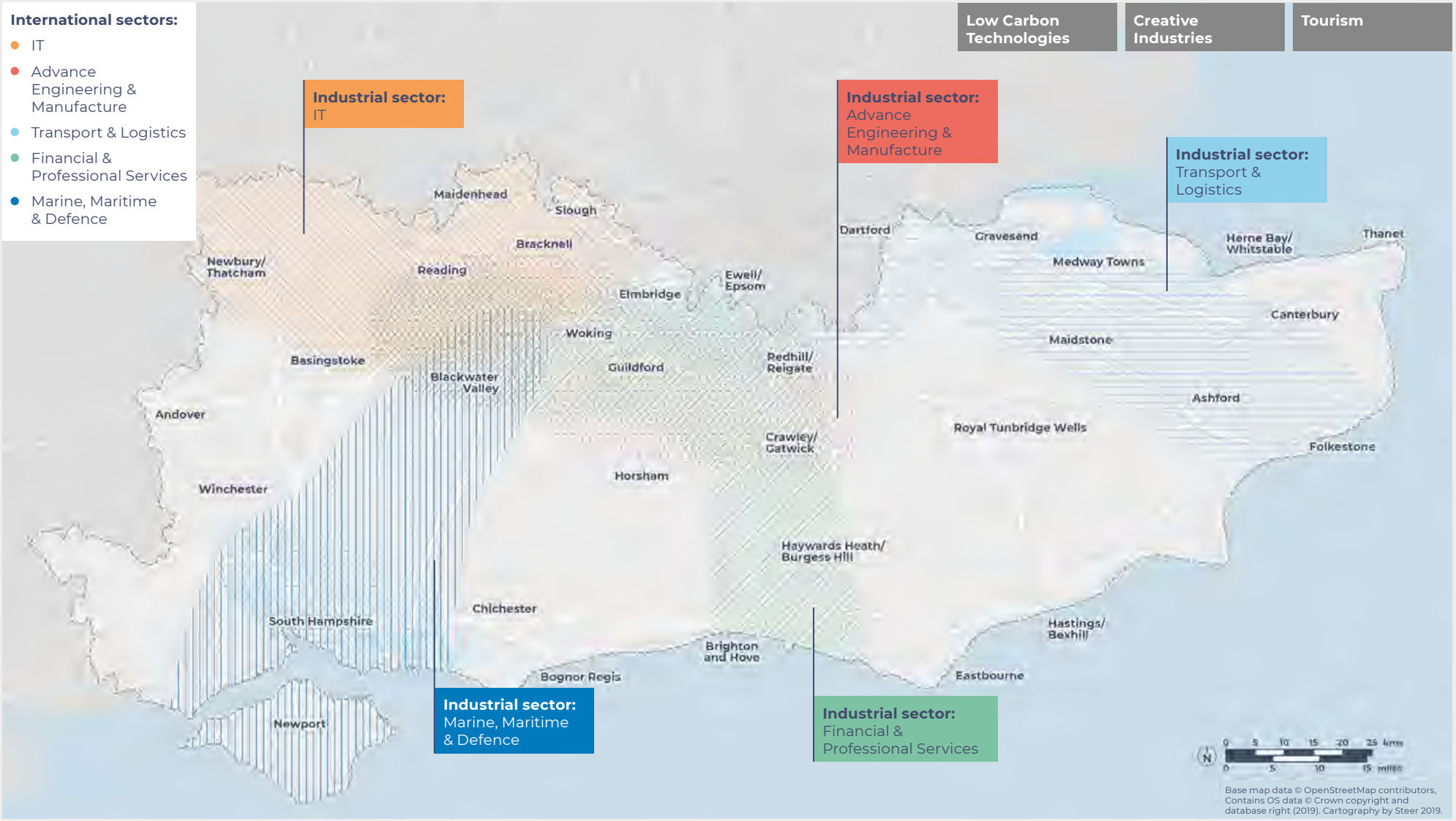


Over 48 milion air passengers

76 million tonnes of port freight

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

Figure 2.3 Priority industrial sectors in the South East area



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

Figure 2.4 Housing growth forecast in the South East area

Figure 2.5 Employment growth forecast in the South East area

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

Figure 2.7 Protected landscapes in the South East area

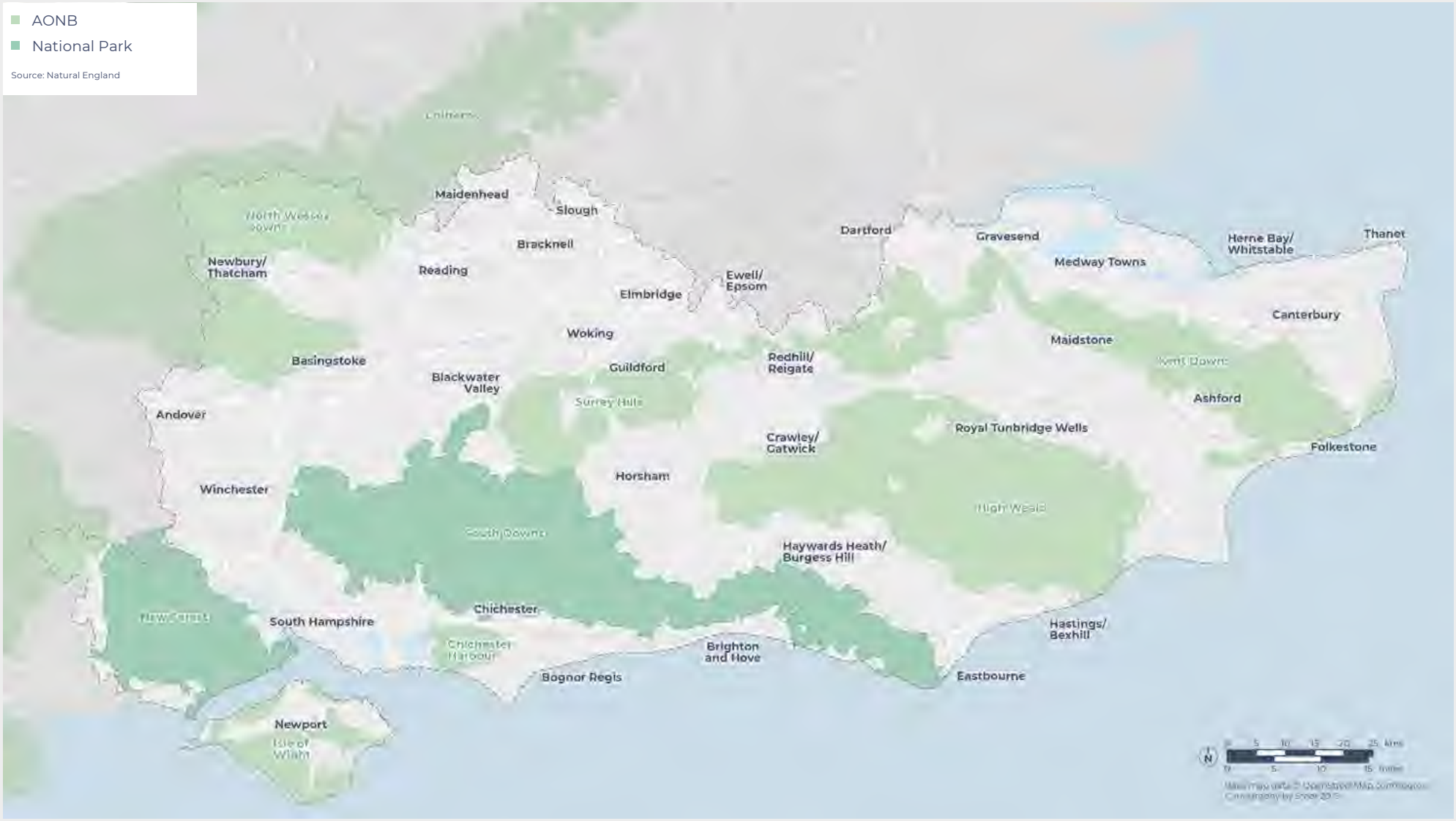


Figure 2.8 Air Quality Management Areas in the South East area

Figure 2.9 Road noise pollution in the South East area

Figure 2.10 Commuting from the South East area to Greater London

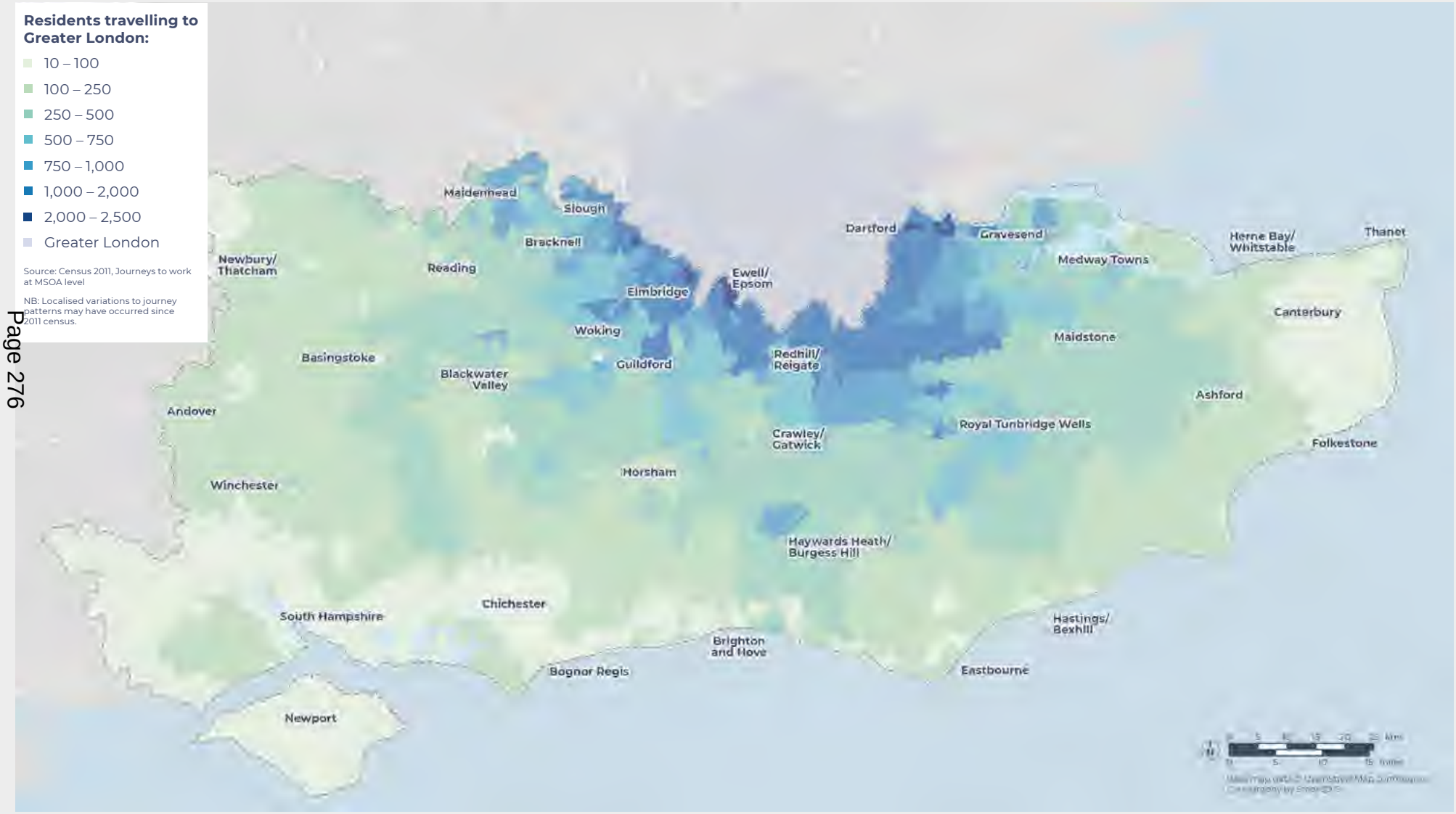


Figure 2.11 Commuting from Greater London to the South East area

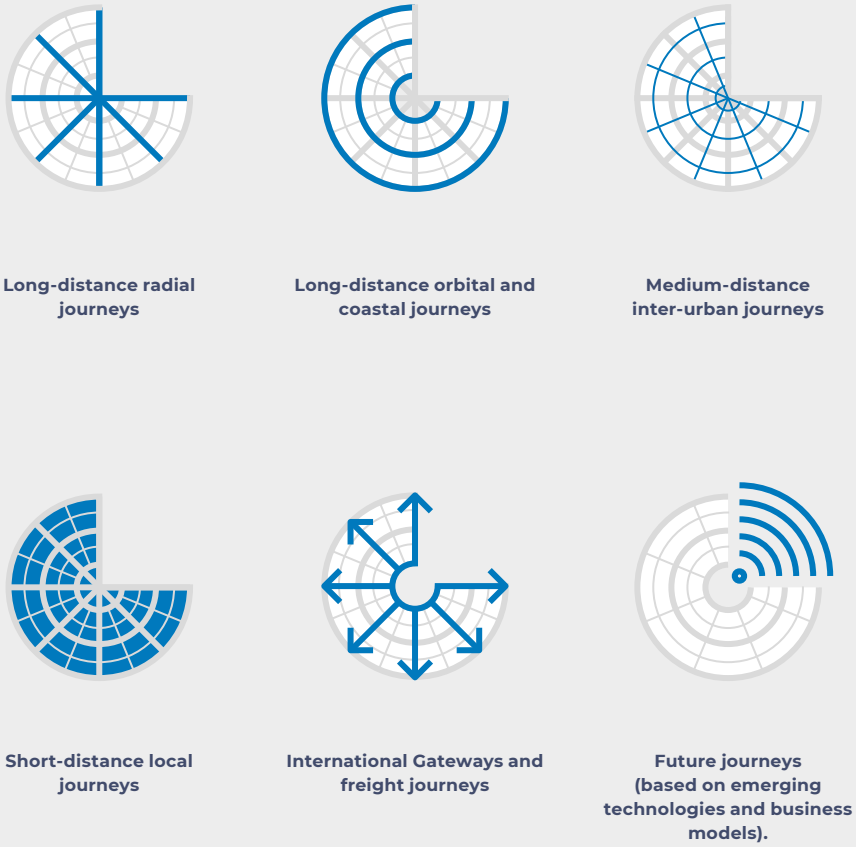
Figure 2.12 Current congestion challenges in the South East area

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

2.50 These Journey Types, which are shown in **Figure 2.15**, are illustrated right.

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

Figure 2.15: The six journey types



Long-distance radial journeys

Long-distance orbital and coastal journeys

Medium-distance inter-urban journeys

Short-distance local journeys

International Gateways and freight journeys

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

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

Figure 2.15 The passenger railway network in the South East area

International gateways

2.64 The South East is the gateway to Mainland Europe. As such, it has some of the largest ports in the country, including:

The **Port of Southampton**, which is operated by Associated British Ports and handles the highest tonnage of freight in the South East. In 2018 around 34.5 million tonnes passed through this port[25]. Liquid bulk accounted for more than half of freight handled by this port in 2018[26]. Southampton also served 1.6 million cruise passengers in 2017.[27]

Portsmouth International Port, which is managed by Portsmouth City Council. In 2018 this port handled 3.4 million tonnes of freight[25] (three-quarters by Ro-Ro[26]) and 1.8 million passengers[29]. The Port also acts as an important military base for the Royal Navy.

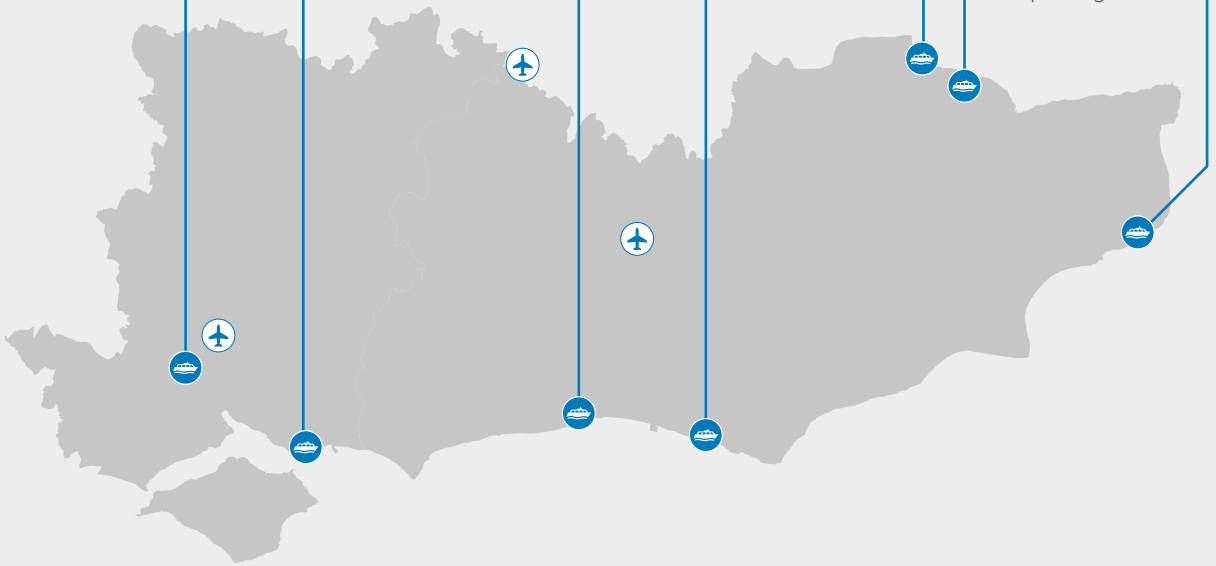
The **Port of Shoreham**, which is managed by the Shoreham Port Authority and, in 2018, handled 2.1 million tonnes of (mostly aggregate)[25], almost all by dry bulk.

The **Port of Newhaven**, which is operated by Newhaven Port and Properties Limited. In 2018, this port carried 0.7 million tonnes of freight[25] and 0.4 million passengers.[27]

London Thamesport, which is operated by the Hutchison Ports Group. This port has one of the UK's first automated container terminals. In 2017, this port carried approximately 4 million tonnes of freight[28]. This port does not serve passengers.

The **Medway Ports**. These include Sheerness Port, which is located on the eastern side of the Medway Estuary, and Chatham Port, which is located on the southern side. These ports are managed by Peel Ports. In 2018, 10.2 million tonnes26 passed through this port, mostly by dry and liquid bulk[25]. This port does not serve passengers.

The **Port of Dover**, which is managed by the Dover Harbour Board and is the largest Roll-on-Roll-off (Ro-Ro) port in the world. In 2018, 24.9 million tonnes[25] passed through this port, almost all by Ro-Ro[26]. 11.8 million passengers used the Port of Dover in 2018[27].



[25] Department for Transport, "UK Major Port Freight Traffic (Table PORT0301)", https://www.gov.uk/government/statistical-data-sets/port-and-domestic-waterborne-freight-statistics-port, accessed August 2019.

[26] Department for Transport, "UK Port Freight Statistics" (2018), https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/826446/port-freight-statistics-2018.pdf, accessed September 2019.

[27] Department for Transport, "Sea Passenger Statistics (Table SPAS0101)" (2018), https://www.gov.uk/government/collections/maritime-and-shipping-statistics, accessed September 2019.

[28] Thamesport "UK Ports statistics" (2019), http://uk-ports.org/thamesport/, accessed August 2019.

[29] Department for Transport "Channel Tunnel: traffic to and from Europe, annual from 1994 (Table TSGB0607)", (2018), accessed September 2019

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

[31] Gatwick Airport, "Gatwick Airport Masterplan" (2019) https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/master-plan-2019/gatwick-master-plan-2019.pdf, accessed August 2019.

[32] Source: Southampton Airport Statistics (Southampton Airport, 2018) https://www.southamptonairport.com/about-us/facts-figures/, accessed August 2019.

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

2.65 The South East is the home of the country's only rail link to the continent – the Channel Tunnel. This key international gateway can be accessed by road at the **Eurotunnel Folkestone Terminal** and by accessing international passenger rail services at Ashford International, Ebbsfleet International, and St Pancras International railway stations (the latter being in London). This international gateway is technically a land border between the United Kingdom and France. In 2017, the Channel Tunnel carried 20.7 million passengers, 4.2 million vehicles, and 1.2 million freight tonnes (by through train)[34].

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

Southampton Airport, which carried just under 2 million passengers in 2018 and serves over 40 destinations[32].

Farnborough Airport, which is one of the largest General Aviation airports in the country, with reportedly over 30,000 air traffic movements in 2018[33].

London Heathrow Airport, which is the second busiest international airport in the world, with over 80 million passengers in 2018[30]. This airport lies on the border of Greater London and the South East. It is set to grow significantly as a third runway is developed to the north west of the current site. This airport will therefore continue to have a significant impact on the economy of the South East.

Gatwick Airport, which is the second busiest airport in the country and the busiest single-runway airport in the world, with over 46 million passengers in 2018[30]. This airport supports a cluster of businesses in the "Gatwick Diamond". It serves as a particularly important gateway to continental Europe. The airport has recently published a Masterplan, which seeks to use its emergency runway to increase the number of flights[31].

*Other airports, including Biggin Hill and Shoreham Airports, which also serve the general aviation market.

Figure 2.16 Levels of Bus use in the South East area

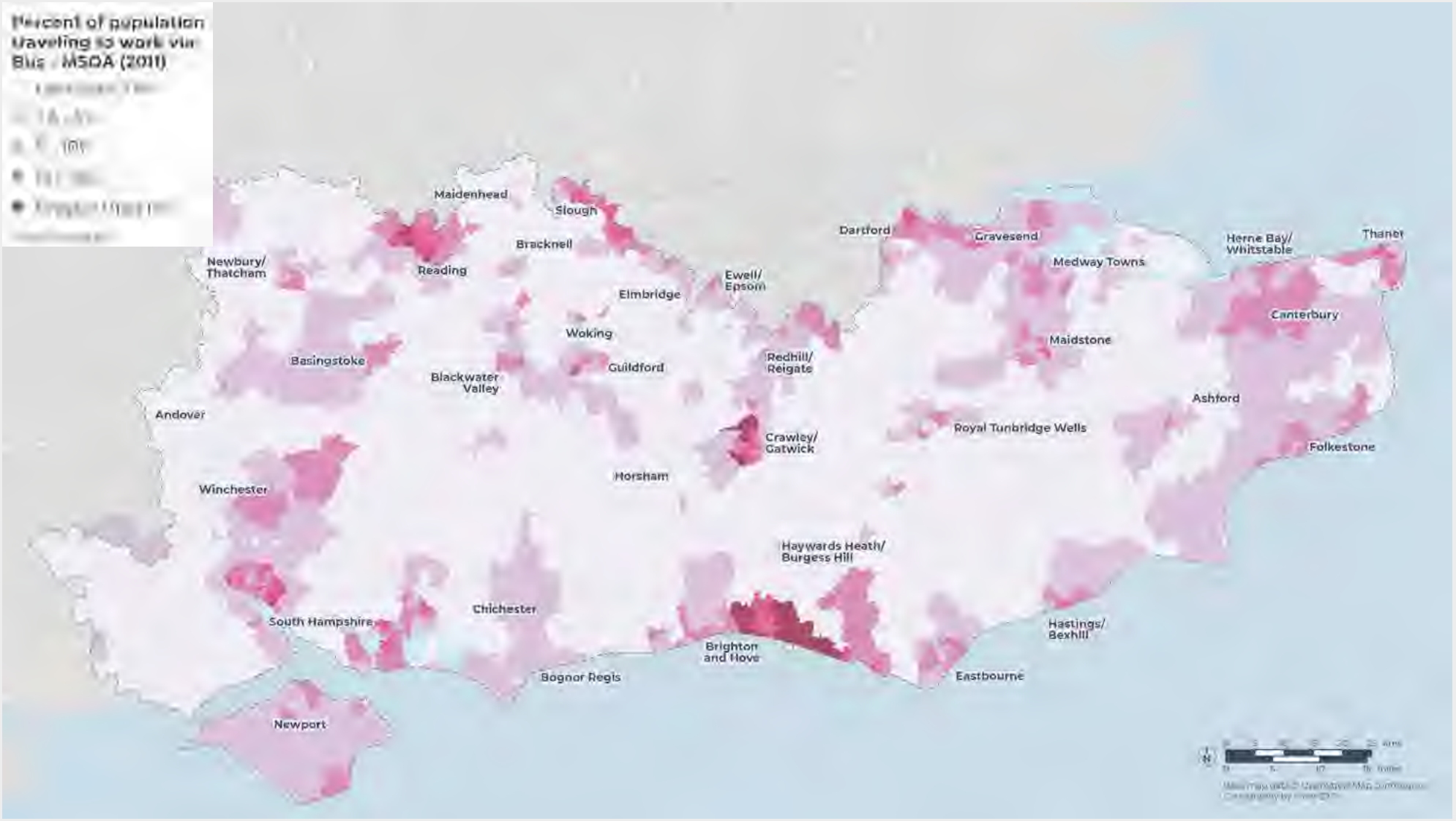


Figure 2.17 The walking and cycling network in the South East area

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

Strategic Vision

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

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

Strategic Goals

Economic

Improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Social

Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

Environmental

Protect and enhance the South East's unique natural and historic environment.

Strategic Priorities

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

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

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

Strategic Goals

3.5 The vision statement is underpinned by three strategic goals, which align to the three pillars of sustainable development and are shown in **Figure 3.2**:

- Economic: Improve productivity and attract investment to grow our economy and better compete in the global marketplace;
- Social: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
- Environmental: Protect and enhance the South East's unique natural and historic environment.

3.6 The three pillars of sustainable development should be viewed in the context of the South East's existing characteristics set out in Section 2:

- The area is perhaps best known for its strong economic foundations. This is the most easily quantifiable of these goals to measure. However, future economic growth must not come at the expense of the natural environment.
- Despite this prosperity, the South East area faces many social challenges. It is home to some of the most deprived areas of the country, particularly in coastal regions. Addressing this issue will be challenging, but possible if future development is carefully managed. The South East area also suffers from unsustainably high house prices in many areas, which limits access to high-quality, affordable homes. Ultimately, addressing these will lead to a higher quality of life for all residents of the South East area.
- The South East area has many rich environmental assets. The South East is home to two National Parks, seven Areas of Outstanding Natural Beauty, an environmentally sensitive coastline, and multiple historic monuments and conservation areas. Any intervention in the South East area's transport networks must ensure this environment is protected and, where possible, enhanced.

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

Figure 3.2 Strategic Goals

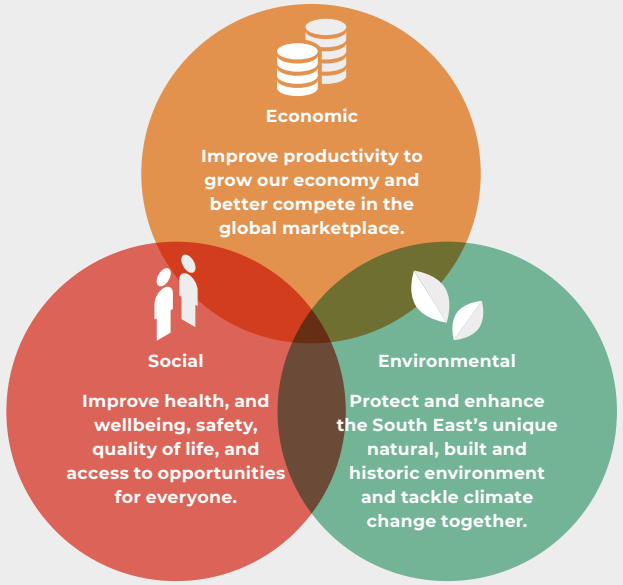


Figure 3.3 Five principles and six journey types

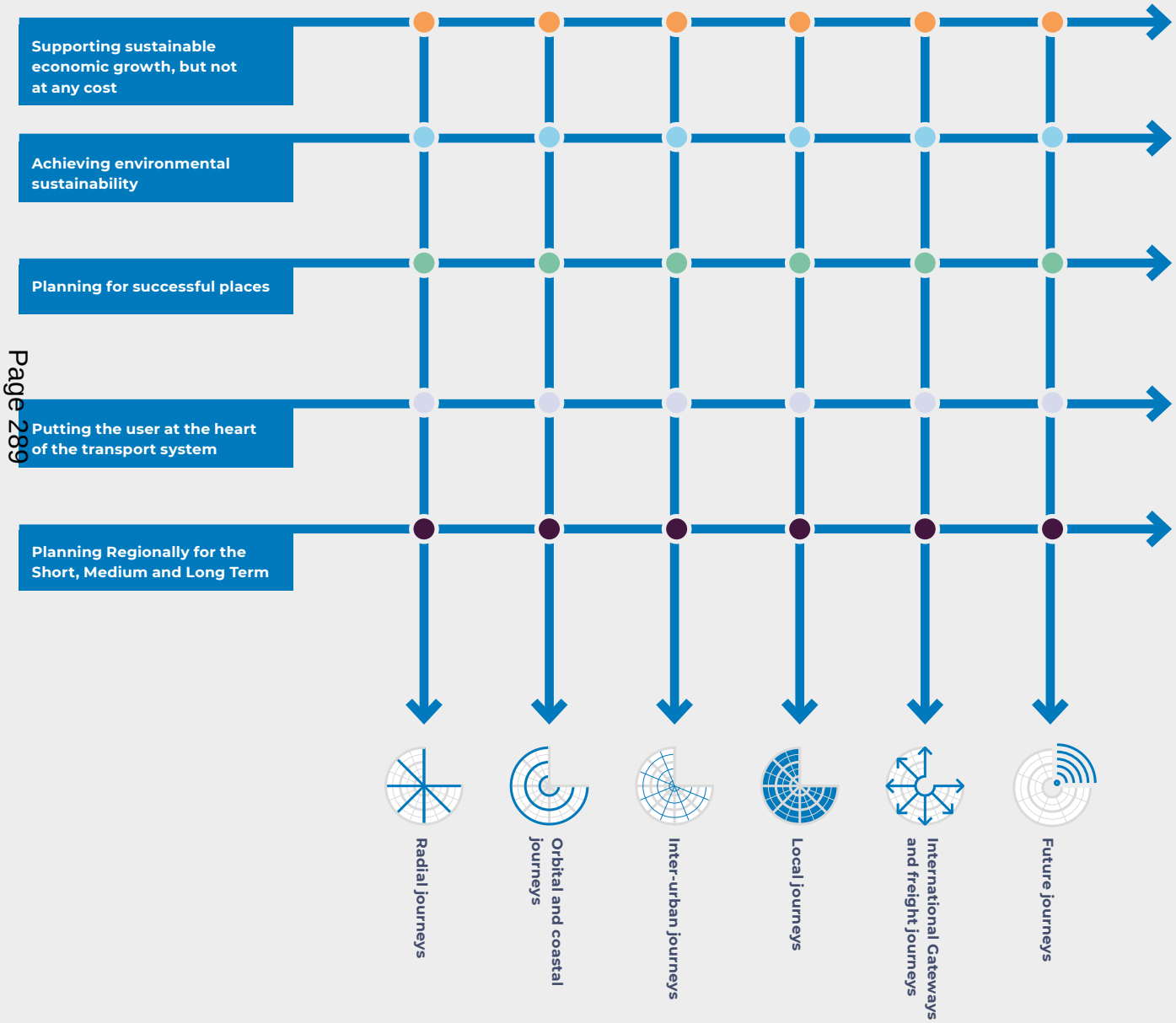


Figure 3.4 The Movement and Place Framework

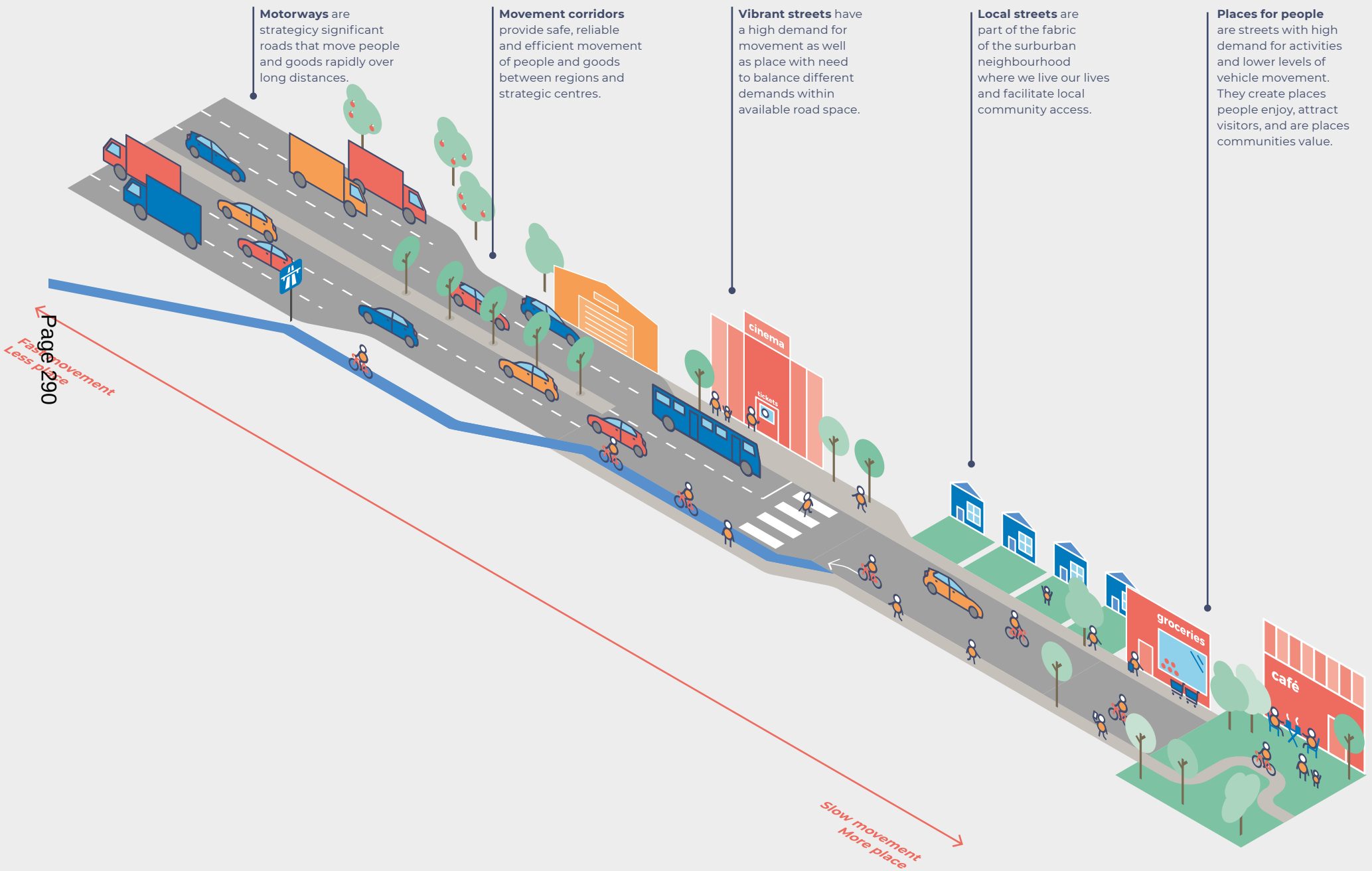


Figure 4.1 Radial journey challenges and opportunities

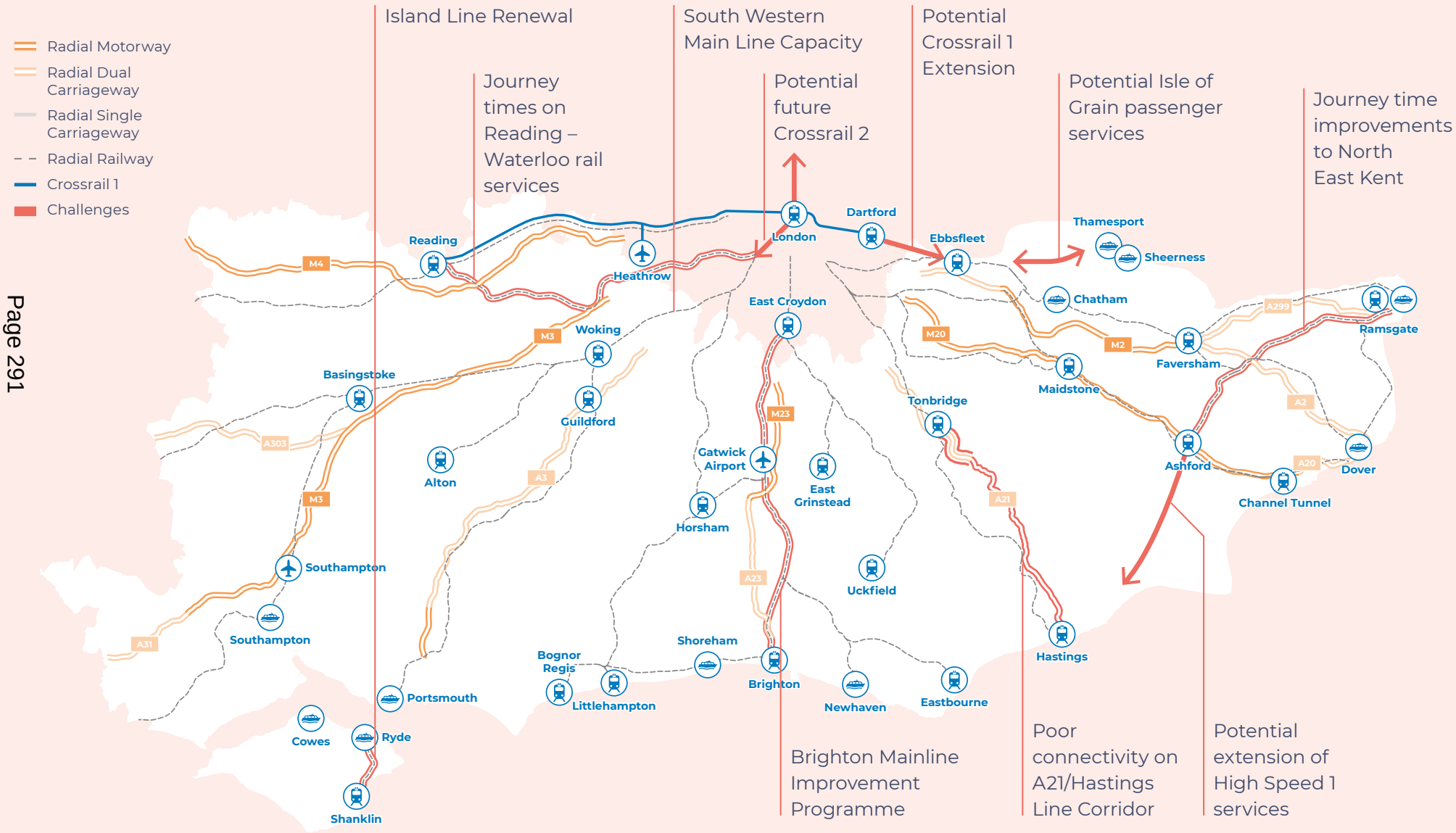


Figure 4.2 Orbital and coastal journey challenges and opportunities (overview)

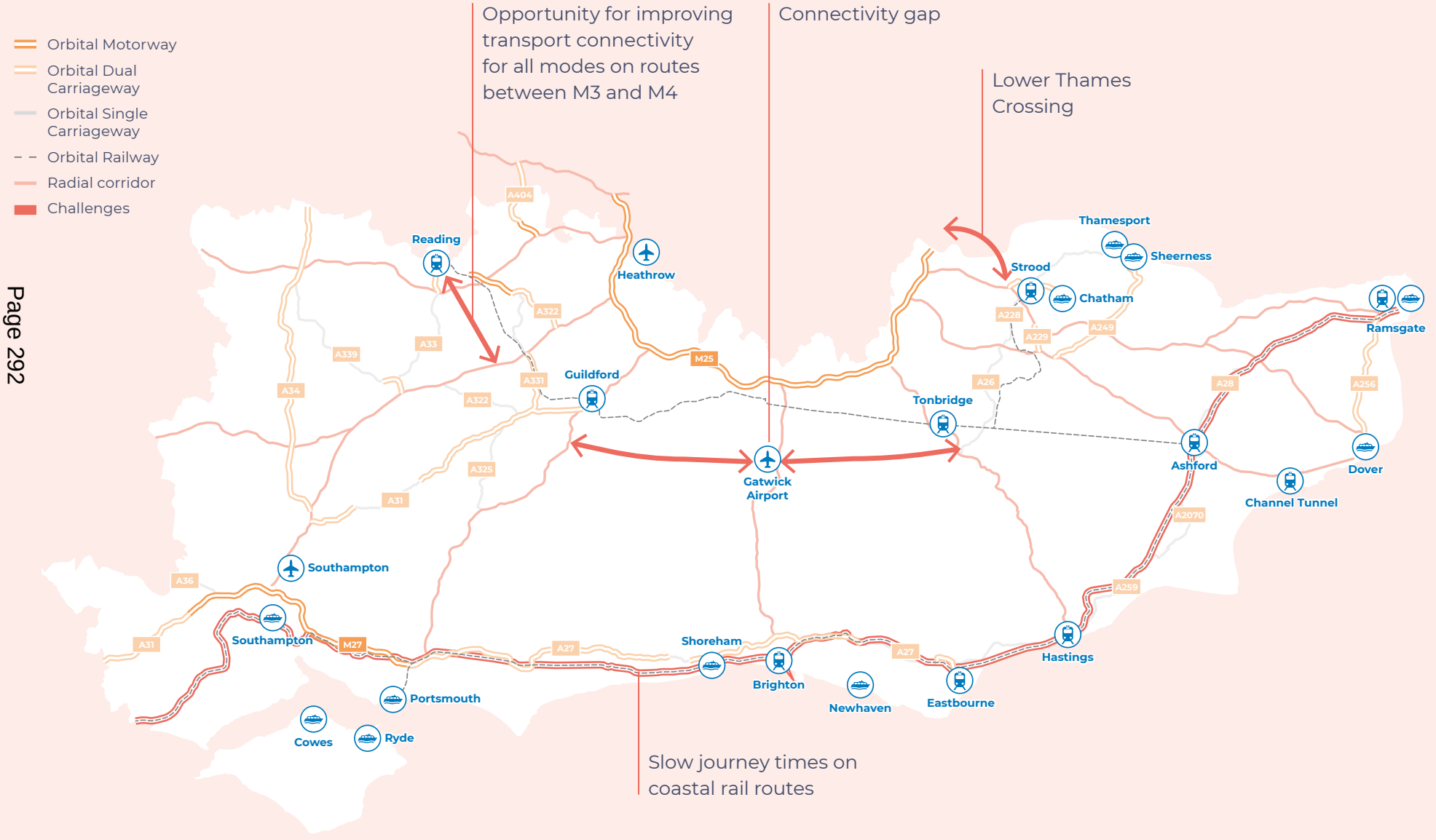


Figure 4.3 Orbital and coastal journey challenges and opportunities (railway connectivity)

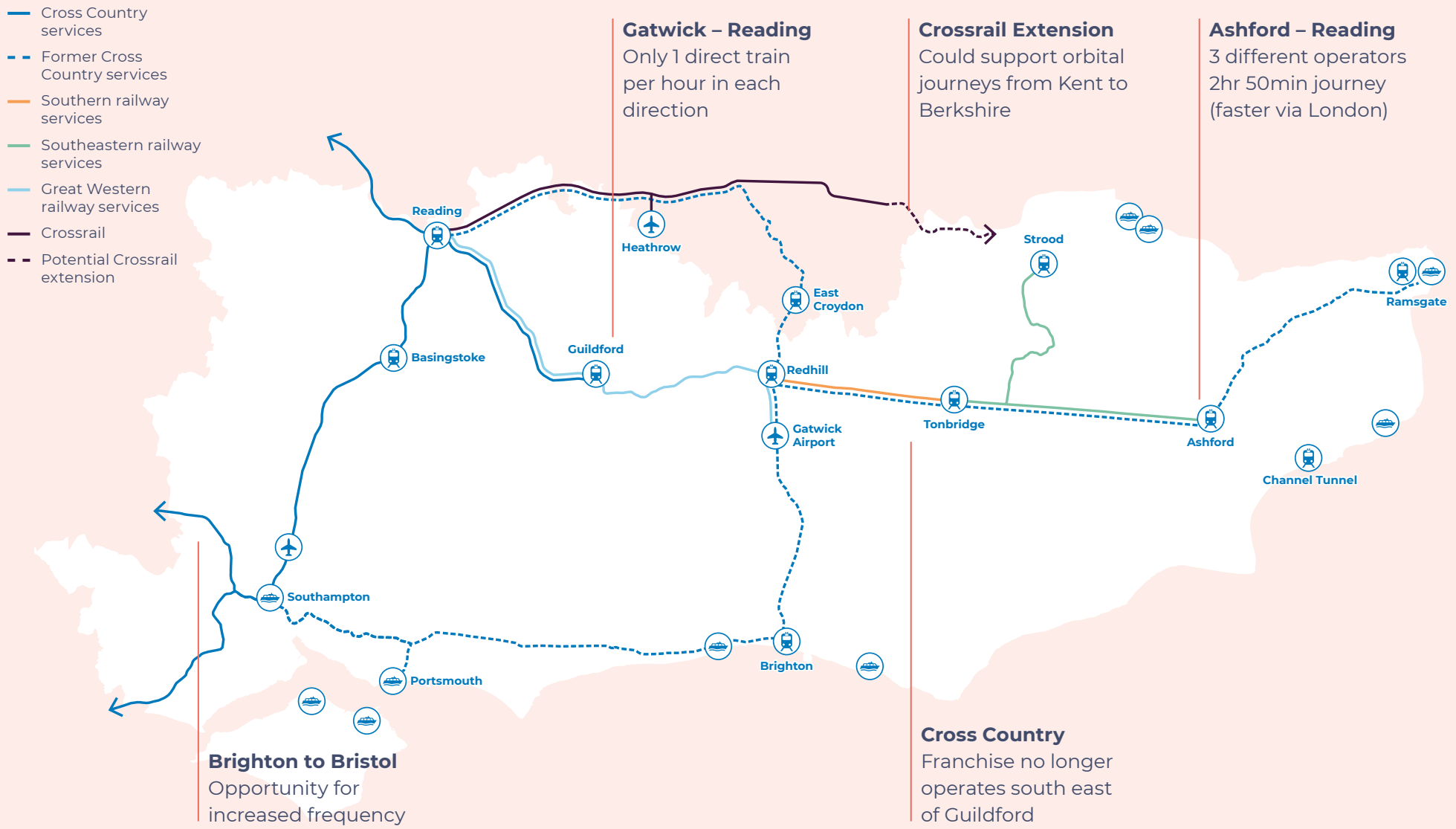
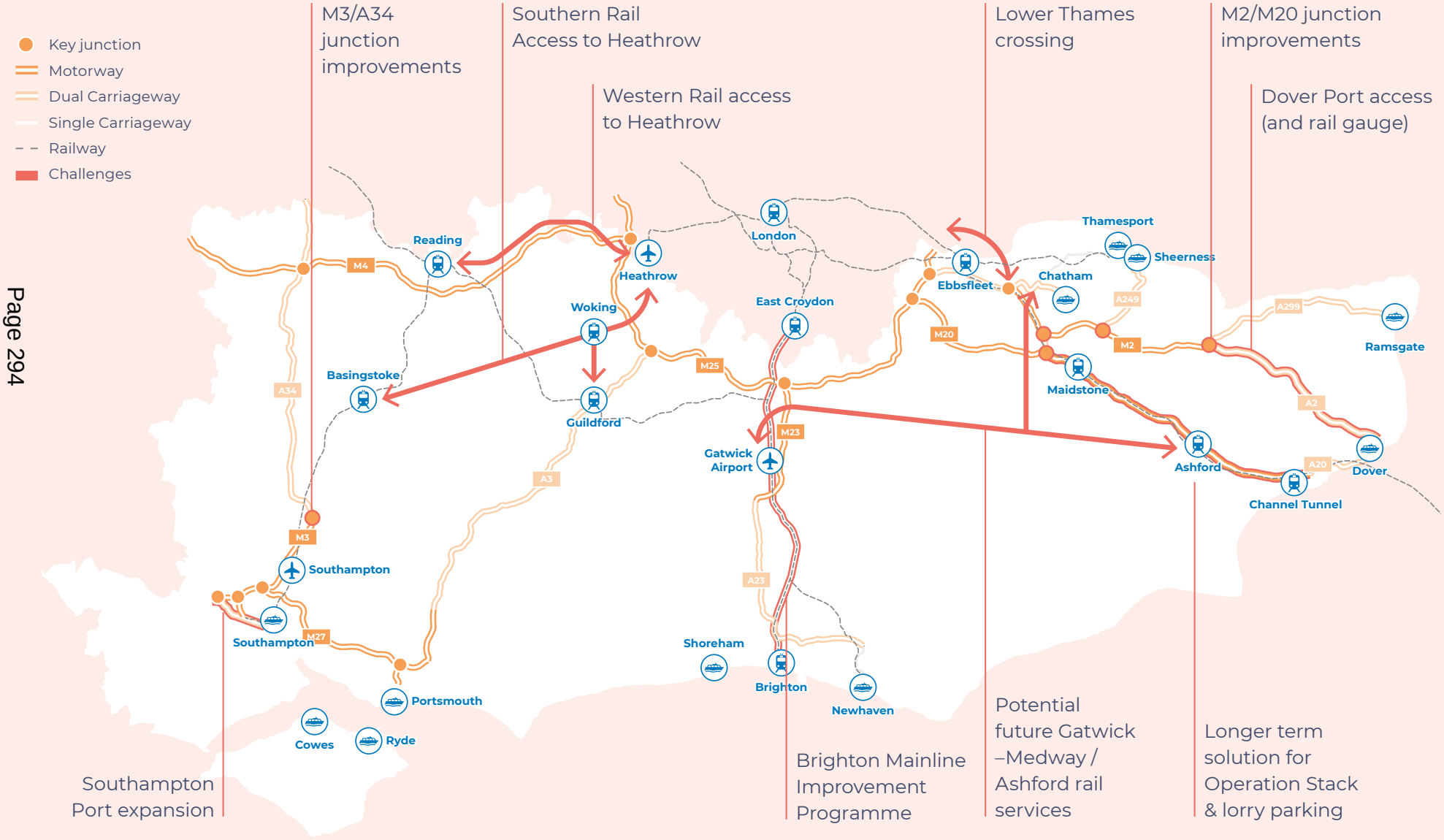


Figure 4.4 Key freight and international gateway corridors



- **Urban transit schemes** (e.g. Bus Rapid Transit and/or Light Rail Transit schemes, where appropriate for the urban areas they serve), are high priority and generally medium to long term.
- **Public transport access to airports** is a high priority and, in the case of Heathrow Airport, must be delivered alongside airport expansion.
- **Road and public transport access to ports** is also high priority and prioritised for delivery in the short term.
- **Technology** and innovation in transport technology – vehicle, fuel and digital technologies – is supported, however the widespread roll-out of some beneficial technologies may only be realised in the medium- to long-term.
- **Planning policy** interventions are relatively high priority and short term.
- **More significant demand management policy** interventions are a much longer-term goal.

Figure 5.1 The Phasing of Priority Interventions

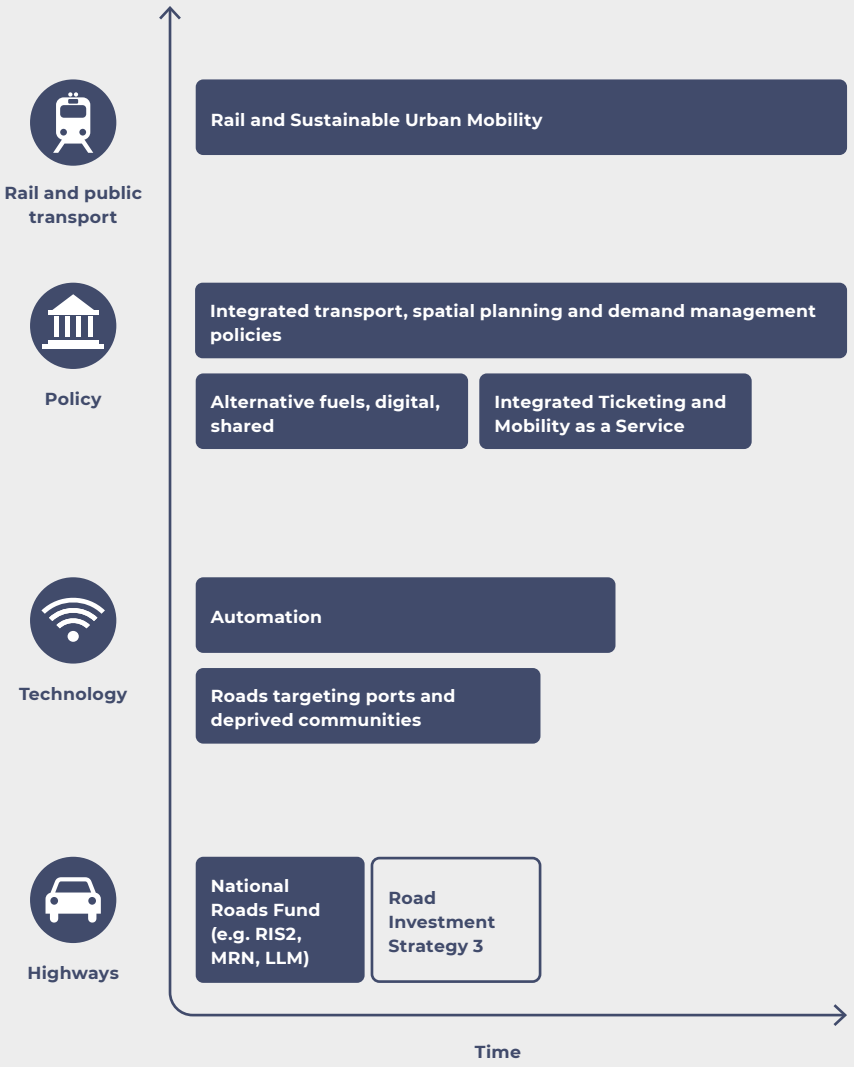


Figure 5.2 Financing options

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

Funding and financing

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

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

5.7 A "Funding and Financing Options" [1] Technical Report has been developed as part of the Transport Strategy, which explores potential funding mechanisms for schemes and interventions has been developed as part of the Transport Strategy. This strategy has been designed so that it can be tailored to specific infrastructure investment projects.

[1] Transport for the South East "Funding and Financing Options" (October 2019).

Table 5.1 Key Performance Indicator

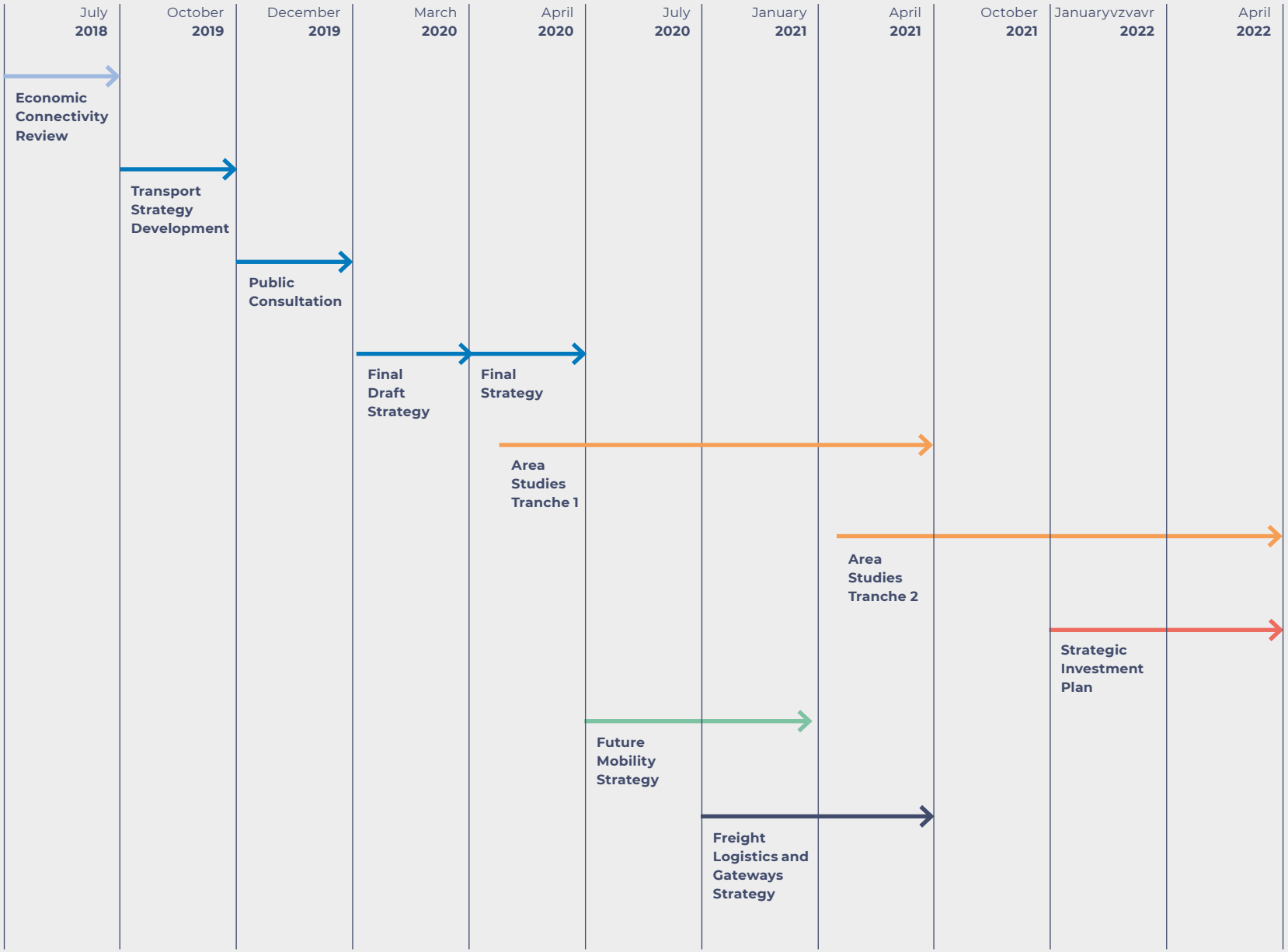
	Strategic Priorities	Indicators
Economic	Better connectivity between our major economic hubs, international gateways and their markets.	The delivery of improved road and railway links on corridors in need of investment. Improved public transport access to Heathrow and Gatwick Airports. Improved long-distance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

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

Figure 5.3 Future Radial Area Studies

Figure 5.4 Future Orbital Area Studies

Figure 5.5 Transport for the South East Route Map



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April 2020

Appendix 6

Integrated Sustainability Appraisal

Transport for the South East
23433701

April 2020

Integrated Sustainability Appraisal

ISA Report

Post Consultation Draft

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Non-Technical Summary

Introduction

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

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

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

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

Integrated Sustainability Appraisal Methodology

The Integrated Sustainability Appraisal combines the following assessment processes:

Strategic Environmental Assessment

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

Health Impact Assessment

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

Habitats Regulations Assessment

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

Equalities Impact Assessment

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

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

Community Safety Audit

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

Natural Capital Approach

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

Environmental Baseline

Biodiversity

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

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

Historic Environment

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

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

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

Landscape and Townscape

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

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

Soils and Resources

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

Water Environment

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

Air Quality

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

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Climate Change and Greenhouse Gases

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

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

Noise and Vibration

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

Population and Equalities

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

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

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

Health

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

Community Safety

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

Economy

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

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

Integrated Sustainability Appraisal

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

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

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

Assessment of Strategic Corridors

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

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

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

Assessment of General Interventions

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

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

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

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

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

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

Health Impact Assessment

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

Habitats Regulations Assessment

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

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

Equalities Impact Assessment

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

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Community Safety Audit

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

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

Mitigation

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

Monitoring

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

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

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1 Introduction

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

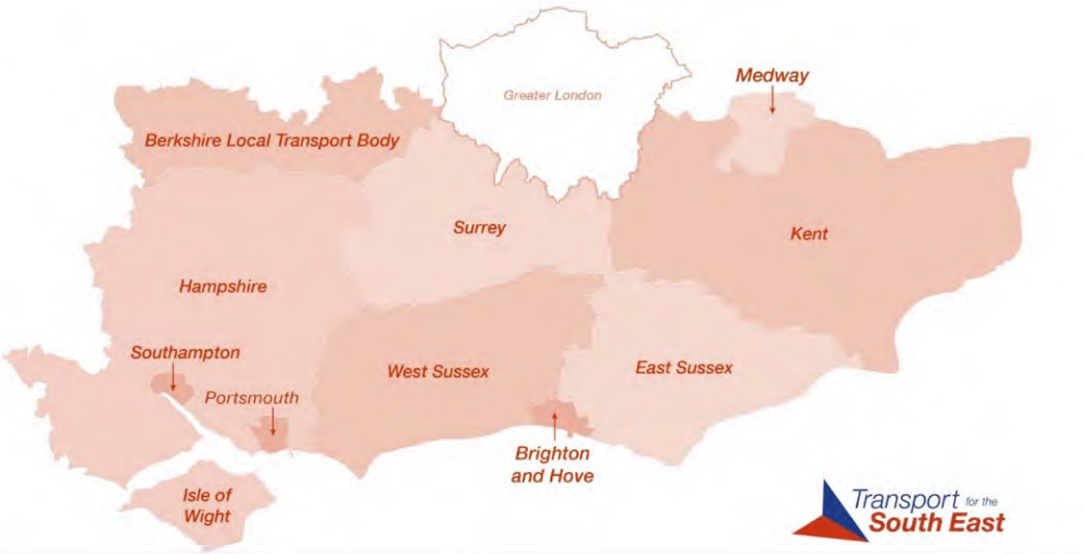

Figure 1.1: Study Area

Table 1.1: LTAs and LEPs represented by TfSE

Local Transport Authorities	Local Enterprise Partnerships
• Berkshire Local Transport Body, comprising: – Bracknell Forest – Reading – Royal Borough of Windsor and Maidenhead; – Slough – West Berkshire – Wokingham • Brighton & Hove City Council • East Sussex County Council • Hampshire County Council • Isle of Wight Council • Kent County Council • Medway Council • Portsmouth City Council • Southampton City Council • Surrey County Council • West Sussex County Council	• Coast to Capital • Enterprise M3 • Solent • South East • Thames Valley Berkshire

1.1.2 The key mechanism for expressing how TfSE will realise its vision and strategic priorities will be through its Transport Strategy. An Economic Connectivity Review[1] was completed as the first stage in the development of the Transport Strategy. This identified the key transport corridors which are economically important and the additional uplift in economic activity that could be realised from increased infrastructure investment.

1.1.3 The TfSE Transport Strategy has now been drafted to identify the journey types and types of initiatives that will be required to help realise this economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

1.1.4 More detail is provided on the Transport Strategy in Chapter 2.

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

1.1.6 The ISA (as set out in Figure 1.2) combines the following assessment processes:

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

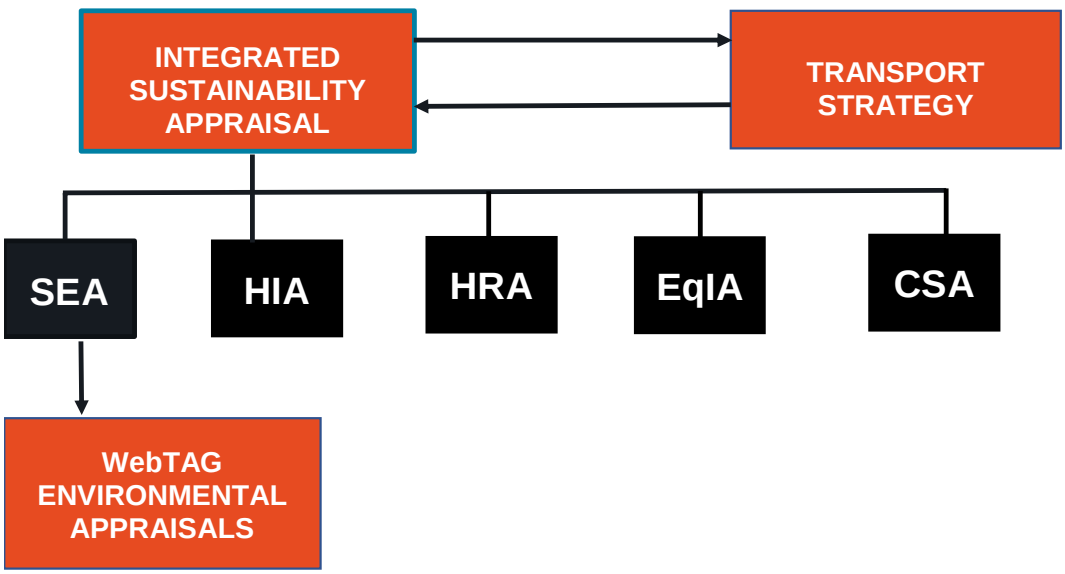

Figure 1.2: ISA and Component Processes

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

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

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

1.1.8 WebTAG (Web-based Transport Analysis Guidance) is the Department for Transport's (DfT) guidance for appraising individual transport schemes, i.e. highways and other public transport interventions including rail and aviation. This includes guidance on conducting 'social impact appraisal', 'wider economic impacts appraisal', and 'environmental impact appraisal', the latter of which is intended to build on the baseline data and impact assessment work carried out as part of an EIA[2]. As the Transport Strategy does not detail specific new transport interventions, this level of appraisal has not been required as part of the ISA.

1.1.9 More detail is provided on the ISA methodology in Chapter 3.

1.1.10 This ISA Report sets out the second stage of the ISA process, following a Scoping Report which determined the issues to be included in the SA. This report sets out:

- Information on the Transport Strategy (Chapter 2);
- The methodology used for the ISA and its constituent processes (Chapter 3);
- A summary of the sustainability issues and opportunities identified during scoping (Chapter 4);
- The results of the ISA assessments, along with proposed mitigation and monitoring (Chapter 5); and
- The next steps in the ISA process (Chapter 6).

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

2 Transport Strategy

2.1 Purpose of the Transport Strategy

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

> By 2050, the South East of England will be a leading global region for emission-free, sustainable economic growth, where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.
>
> A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace, giving our residents and visitors the highest quality of life in the country.

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

Table 2.1: Strategic goals and priorities

Strategic Goals	Strategic Priorities
Economic Improve productivity and attract investment to grow our economy and better compete in the global marketplace.	• Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets. • More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways. • A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. • A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably. • A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.
Social Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.	• A network that promotes active travel and active lifestyles to improve our health and wellbeing. • Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.

	• A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier. • A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.
Environmental Protect and enhance the South East's unique natural and historic environment.	• A reduction in carbon emissions to net zero by 2050 and minimise the contribution of transport and travel to climate change. • A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment. • A transport network that protects and enhances our natural, built and historic environments. • Use of the principle of 'biodiversity net gain' in all transport initiatives. • Minimisation of transport's consumption of resources and energy.

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

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

2.1.5 In outline, the Transport Strategy sets out:

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

2.2 Elements of the Transport Strategy

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

Figure 2.1: Strategic corridors in the South East

2.2.2 There are 23 strategic corridors, as follows:

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

2.2.3 Each corridor has diverse challenges and opportunities. The Transport Strategy does not seek to prescribe a solution to each individual corridor. However, it does examine different 'journey types'. The Transport Strategy also indicates the types of initiatives (schemes and/or policies) that TfSE believes will help the region to address the challenges. The six thematic journey types and their associated 'types of initiatives' are shown in Table 2.2.

2.2.4 Note that these 'types of initiatives' include short term interventions which are already in development, for example by Local Enterprise Partnerships, Highways England and Network Rail. The Transport Strategy does not set out *new* scheme proposals in specific locations. Instead it gives examples of the sort of general transport interventions – such as junction improvements, lowering speed limits, new railways, or improved bus services – that might be appropriate for addressing the challenges faced by each journey type across the region.

Table 2.2: Thematic journey types and initiatives

Thematic Journey Types		Types of Initiatives
	Radial journeys are longer distance passenger journeys between the South East and Greater London area and, in the case of Berkshire and Hampshire, between the South East and the South West / South Midlands. These journeys typically use the Strategic Road Network that radiates from the M25 towards the South Coast and West of England and/or Main Line railways that terminate in Central London.	• Provide additional capacity and resilience on radial railways, particularly the busiest corridors such as the South Western Main Line and Brighton Main Line (addresses Challenges 3 and 5). • Improve the resilience of the Strategic Road Network, potentially by adopting demand management policies (addresses Challenges 3 and 5). • Improve connectivity by both road and rail to deprived communities – particularly potential 'left-behind towns' in Swale, Thanet and Hastings (addresses Challenges 1 and 2). • Extend radial routes (e.g. Crossrail from Abbey Wood to Ebbsfleet, and/or extend South Eastern franchise passenger services to the Isle of Grain) that serve particularly large new housing developments (addresses Challenge 1). • Facilitate an increase in radial journeys by public transport, particularly to/from Outer London and to/from Heathrow Airport (addresses Challenge 6). • Reduce human exposure to noise and poor air quality from radial roads, particularly where these run through urban areas such as Guildford and Portsmouth (e.g. by lowering speed limits, reallocating road space to cleaner transport modes, moving routes underground and/or away from urban areas, and/or supporting the uptake of cleaner technologies such as Electric Vehicles (addresses Challenge 4).
	Orbital and coastal journeys describe longer distance passenger journeys that use corridors that run perpendicular to the radial corridors described previously. The roads and railways serving these flows are sparser and have lower capacity and speeds than most radial corridors. They provide important links between economic hubs across the South East but have perhaps not received the level of investment that their function warrants in recent years.	• In the longer term, introduce demand management policies on congested high-capacity corridors such as the M25, ideally when alternative public transport options are available (addresses Challenge 1). • Deliver the Lower Thames Crossing, which will provide an alternative route around the north of the M25, avoiding the South West Quadrant (addresses Challenge 1). • Encourage the wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line (addresses Challenge 2). • Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes, such as at Redhill (addresses Challenge 2). • Improve long distance rail connectivity and capacity between the Midlands and North of England into the region along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport (addresses Challenge 2).

		• Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor (addresses Challenge 3). • Improve orbital connectivity between Gatwick Airport and Hampshire and Kent (addresses Challenge 4). • Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell (addresses Challenges 4 and 5 – and potentially Challenge 1 by relieving pressure on the M25 South West quadrant). • Reduce the exposure to the adverse environmental impacts of road traffic on orbital corridors that pass through urban centres such as Gosport, Hastings, Portsmouth and Worthing, which may include lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 5). • Deliver better public transport alternatives on the M25 Corridor, such as extending Crossrail 1 into North Kent (addresses Challenge 6).
	Inter-urban journeys describe medium-distance passenger journeys between economic hubs and the Strategic Road Network. These journeys are predominantly served by the region's Major Road Network and any railways that mirror these corridors.	• Support existing Major Road Network and Large Local Majors schemes (e.g. A22 junction improvements) that bring secondary routes up to an appropriate standard for these routes (addresses Challenges 1 and 4). • Support initiatives that enhance, or at the very least, maintain the viability of bus services on inter-urban corridors (addresses Challenge 2). • Deliver better inter-urban rail connectivity, such as direct rail services from Brighton/Lewes to Uckfield (addresses Challenge 3). • Adopt a holistic approach to each corridor to ensure that traffic is not displaced form the Strategic Network onto the Major Road Network or local network (addresses Challenge 5).
	Local journeys are short distance journeys that are typically undertaken at the beginning or end of an individual journey to or from a transportation hub or service to a destination. Local journeys can take be undertaken by almost any mode of transport, including walking and cycling. In rural areas, where the bus network	• Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, where there is a viable business case (addresses Challenges 1 and 2). • Improve air quality on urban corridors by, for example, lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 2). • Prioritise the needs of pedestrians and cyclists over the private car (addresses Challenges 1 and 2). • Invest (or encourage others to invest) in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information (addresses Challenge 3).

	is much sparser than in urban areas, the choice of mode for these journeys may be more limited.	• Develop integrated transport hubs (bus, rail, park and ride, new mobility and cycle parking), integrated smart ticketing, and integrated timetables, where feasible (addresses Challenge 3). • Lobby government to protect and enhance funding for socially necessary bus services in rural areas (addresses Challenges 4 and 5). • Lobby government to freeze rail fares in real terms and provide lower off-peak fares in the longer term (addresses Challenge 5).
	The SE is home to many of the most important and busiest international gateways in the country. These gateways serve both passenger and freight markets. Many of the people who use and who benefit from these gateways live outside the SE and, indeed, outside the UK. These international gateways are therefore critically important for the whole country.	• Improve public transport access to Heathrow Airport through delivering the Western and Southern rail access schemes (addresses Challenge 1). • Support the use of demand management policies at Heathrow, such as high car access charges, to minimise traffic growth arising from expansion at this airport (addresses Challenge 1). • Provide appropriate links and improvements to the highways and railway networks at expanding and/or relocating ports in the South East (addresses Challenges 2 and 3). This should include improvements to the A34 (serving Southampton) and A2 (serving Dover). • Deliver Lower Thames Crossing and improvements the A229, Junction 3 of the M2 and Junction 5 of the M20 (addresses Challenge 3 and 4). • Implementing rail freight schemes, such as electrification and gauge enhancements, to increase capacity on strategic routes and encourage modal shift from road to rail (addresses Challenges 5 and 6). • Improve the efficiency of freight vehicle operations through adoption of new technologies (addresses Challenge 7). • Help international gateways adapt to changes in trade patterns. This may include investing in facilities to customs checkpoints away from bottlenecks at locations such as Dover (addresses Challenge 8). • Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys (addresses all challenges).

	Future journeys encompass any journey type that may be facilitated by an emerging technology. This is an exciting and rapidly developing area of transport that has the potential to deliver significant change to all aspects of mobility.	• 'Future-proof' the digital and energy infrastructure within the South East by making provision for accelerated future uptake (addresses Challenge 1). • Incorporate 'Mobility as a Service' into the current public transport network, to provide better accessibility for a wider range of the population (addressing Challenges 2, 3, 4 and 5). • Encourage consistency in the smart ticketing arrangements across the South East, seek the use of Pay as you go and contactless payment (addresses Challenge 4). • Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet Transport for the South East's vision (helps to address all challenges).

3 ISA Methodology

3.1 Component Processes

3.1.1 The ISA combines the following assessment processes:

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

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

Strategic Environmental Assessment

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

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

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

3.1.6 The approach adopted for the SEA of the Transport Strategy follows that set out in the Practical Guide to SEA[5] and the Planning Practice Guidance to SEA[6]. It involves the

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

[4] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004. Available from: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf

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

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

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

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

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

Health Impact Assessment

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

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

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

Habitats Regulations Assessment

3.1.11 Under Article 6 (3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[7], an assessment (referred to as a Habitats Regulations Assessment or HRA) needs to be undertaken in respect of any plan or project which:

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

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

3.1.12 Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:

- Stage 1: Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
- Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
- Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and
- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

3.1.13 The first stage of the HRA – Screening – has been undertaken alongside the development of the Transport Strategy in order to identify likely significant effects on European sites, as required by the legislation. Whilst feeding in to the SEA process (specifically the 'biodiversity' topic), the HRA Screening has been undertaken as a standalone assessment and is attached at Appendix F.

3.1.14 Stages 2 to 4 of the HRA have not been progressed due to the strategic nature of the Transport Strategy, and the associated absence of specific transport interventions.

Equalities Assessment

3.1.15 The Equality Act 2010 includes a public-sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities.

3.1.16 The Equality Impact Assessment (EqIA) process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people, and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage & civil partnership;
- Pregnancy & maternity;
- Race;

- Religion or belief; and
- Sexual orientation.

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

Community Safety Audit

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

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

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

3.2 Natural Capital Approach

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

3.2.2 In 2011, the Government stated, through Commitment 32 of the Natural Environment White Paper, that it would "work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks." In response to this, Natural England published a report in 2014 investigating how land within or adjacent to transport corridors (the 'soft estate') can be used or enhanced for green infrastructure that delivers biodiversity gain, ecological connectivity and ecosystem services[8].

3.2.3 A £3 million pilot project followed in 2015-2017, drawing together Natural England, Highways England, Network Rail, and Nature Improvement Area (NIA) partnerships in northern England[9]. The aim of the pilot was to ensure that transport corridors not only accommodate more

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

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

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

3.2.4 Its findings and recommendations have helped influence the recent Varley review into Network Rail lineside vegetation management, the establishment of the Linear Infrastructure Network (LINet)[10], and Natural England's work on developing an eco-metric tool (in collaboration with project partners including WSP). The pilot has also had an ongoing impact within Highways England and with the Office of Road and Rail (ORR), and a similar approach is desired for transport corridors across the country. Other research has also been published by Natural England on green bridges[11].

3.2.5 The UK National Ecosystem Assessment (UK NEA)[12] revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystem services. The national 'State of Nature 2019' report[13] shows that this declining trend is continuing. Though not the key cause, transport networks have nevertheless contributed to this decline; however, they also have the potential to improve ecosystem service delivery.

3.2.6 The UK's natural capital accounts[14] show that approximately 20-25 million tonnes of carbon has been sequestered by vegetation in the UK each year between 2007 and 2015, whilst around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants associated with transport. Natural capital within or adjacent to transport corridors (the 'soft estate') can be used to enhance delivery of other ecosystem services, such as water purification, flood reduction, and provision of habitat for wildlife. In addition, the greening of transport routes (especially walking and cycling routes) can enhance people's physical and mental health and wellbeing, for example by reducing stress levels.

3.2.7 The UK Government has developed WebTAG guidance for environmental impact appraisal of transport schemes[15]. This sets out a natural capital style approach for appraising the WebTAG environmental topics of Landscape, Townscape, Historic Environment, Biodiversity, and Water

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

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

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

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

[14] Office for National Statistics (ONS)

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

Environment[16], using a methodology developed by Natural England, Historic England, and the Environment Agency, in collaboration with the DfT. The methodology is based around qualitative assessment of natural capital resources that cut across these environmental topics.

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

3.3 ISA of the Transport Strategy

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

Stage A: Scoping

3.3.2 A Scoping Report was issued to stakeholders on 24 April 2019 and represents Stage A of the process. This report set the context and scope of the ISA through:

- Identifying likely options for delivery of the Transport Strategy (Chapter 2 of the Scoping Report);
- Review of relevant policies, baseline information and future trends (Chapter 3 of the Scoping Report);
- Identifying key issues and opportunities for the Transport Strategy, reflecting for example the increased pressure of development on the natural environment or the beneficial health effects of active travel (Chapter 4 of the Scoping Report);
- Identifying Sustainability Objectives to feed into an overall framework for appraisal of options (Chapter 4 of the Scoping Report); and
- Setting out next steps (Chapter 5 of the Scoping Report).

3.3.3 A summary of the results from Scoping is provided in Chapter 4 of this Report. The appraisal framework against which the Transport Strategy has been assessed is provided in Section 4.4.

Consultation on the ISA Scope

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

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

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

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

Stage B: Assessment

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

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

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

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

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

Table 3.1: Key to potential sensitivity to significant effect

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

Table 3.2: Key to effects of generic interventions

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

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

Stages C and D: Reporting and Consultation

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

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

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

Stage E: Monitoring

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

3.4 Limitations and Assumptions

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

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

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

3.4.3 For the HRA, potential effects beyond 2km are considered where appropriate, in particular for European sites designated for their bat or bird species, or for those with hydrological connectivity to the transport corridors.

3.4.4 The specific transport interventions set out in the Transport Strategy are being delivered by other organisations, including Highways England and Network Rail. Although they form part of the Transport Strategy, TfSE is not the authority responsible for their development and delivery. The policy framework for the delivery of these major schemes is the National Networks National Policy Statement[17] (NN NPS) and as such these major schemes have been assessed within the related Appraisal of Sustainability[18]. As such, these schemes have not been individually assessed as part of the ISA, they are assessed as part of policy interventions described below. The NN NPS, in addition to Local Transport Plans are also considered in terms of cumulative effects.

3.4.5 The Transport Strategy does not contain new transport interventions for each of the corridors – these will be developed through the forthcoming Area Studies. As such, only high-level assessments of the broad corridors (spatial alternatives) and the general (non-spatial) transport interventions (policy alternatives) have been undertaken for the ISA. It is noted that a Multi Criteria Assessment Framework (MCAF) tool has been developed for the initial sifting of options for prioritising strategic interventions in a corridor. The framework is consistent with the requirements of the Department for Transport's (DfT) guidance, WebTAG and also reflects the Sustainability Objectives of this ISA. It has also been assumed that relevant design and safety standards will be applied to the development of transport interventions subsequent to the Strategy.

[17] DfT, 2014, National Policy Statement for National Networks

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

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

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

4 Identifying Sustainability Issues and Opportunities

4.1 Introduction

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

4.2 Policy Context

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

4.3 Overview of Baseline

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

Biodiversity

4.3.2 According to the SE England Biodiversity Forum[19], the SE is a key area for a range of priority habitats. For example, the SE holds over 40% of England's Ancient Woodland, making this important habitat more common in the SE than most other regions of the UK. The SE also holds more than 30% of England's broadleaved, mixed and yew woodland; and more than 40% of its lowland heath habitats. Coastal habitats are also well represented in the region. For example, the SE holds more than 60% of the nation's vegetated shingle resource; and more than 40% of Europe's offshore chalk exposure, with the South Downs and the cliffs of Dover being obvious examples.

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

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

[19] Climate UK. 2012. A Summary of Climate Change Risks for South East England. Available from: https://www.arun.gov.uk/download.cfm?doc=docm93jijm4n1708.pdf&ver=1350

4.3.4 In addition to sites listed above, local designations such as Local Wildlife Sites and undesignated biodiversity is also present throughout the region.

4.3.5 Studies such as the 'State of Nature 2019' report[20] and Defra's 25 Year Environment Plan[21] have shown that nationally biodiversity has been declining despite the prevalence of conservation efforts, and approximately 15% of all species across the UK are under threat of extinction. The most important habitats (those for which the UK has a European level responsibility) also remain in relatively poor condition (71% unfavourable for the UK versus an EU average of 30%).

Historic Environment

4.3.6 The historic environment encompasses buried heritage assets (archaeological and palaeoenvironmental remains) and above ground assets (standing buildings, structures, monuments and designed landscapes of historic interest and their setting).

4.3.7 The numbers of assets provided below are derived from the Historic England Fact Sheet[22], and so apply to the SE region as a whole:

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

4.3.8 Whilst direct (physical) impacts on designated historical sites are strongly restricted, adverse effects on the setting of designated heritage assets does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue. Conversely, asset enhancement has the potential to lead to an increase in tourism and associated revenue, learning and access opportunities associated with the region's cultural heritage.

Landscape and Townscape

4.3.9 Designated landscapes in the study area include:

- National Parks – there are two (New Forest and the South Downs) which cover approximately 20% of the total SE area.

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

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

[22] Historic England. 2018. Listing Fact Sheet

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

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

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

Soils and Resources

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

4.3.13 There is a prevalence of aggregate (including marine) deposits in the SE. There are approximately 100 sites in the region, 17 of which are quarries producing crushed rock, whilst the remainder are worked for sand and gravel[23]. Clays, silica sand and chalk are also common in the region, particularly in East Sussex, West Sussex, Hampshire, Surrey and Kent; whilst Robertsbridge in East Sussex has the largest known gypsum deposit in the UK.

4.3.14 The UK generated 222.9 million tonnes of total waste in 2016, with England responsible for 85% of the UK total. Construction, demolition and excavation (CDE) waste makes up around 60% of the entire amount of waste produced by the UK each year, making this the country's largest waste stream. However, once hazardous waste and navigational dredging spoil is excluded, 76% of CDE waste is currently being recovered and recycled for alternative uses[24]. This exceeds the EU target of 70%, which the UK must meet by 2020.[25]

Water Environment

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

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

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

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

Plan, published in 2009[26], stated that, by 2015, 18% of the region's rivers and canals will have improved in quality, but that 77% would still not have achieved overall good status. This was stated to be due to "limited understanding of pressures on the water environment, their sources, and the action required to tackle them".

4.3.16 National Flood Zone data tends to correlate with the location of Environment Agency Main Rivers and ordinary watercourses as areas with the greatest risk of flooding. According to the Environment Agency, there are almost 900,000 properties at risk of one or more forms of flooding in the SE as a whole, with an estimated 668,900 at risk from surface water flooding[27]. Defra's national level mapping of key Flood Risk Areas includes three areas within the SE: London, Medway, and Brighton & Hove. In addition, the SE Regional Climate Change Vulnerability Assessment (RVA) found that Portsmouth, Eastbourne, and urban areas in the north west of Surrey, as well as the rural coastal authorities of Swale, Arun and Shepway, have particularly high numbers of properties in high flood risk areas.

4.3.17 Maintaining water supplies as the climate changes will be particularly challenging in the SE, particularly in the Thames river basin region. The SE is considered a water stressed area by the Environmental Agency[28], five of the six water companies which supply water to the SE (South East Water, Affinity Water (previously Veolia Water South East and Folkestone & Dover Water), Southern Water, Thames Water, and Sutton and East Surrey Water) are classified as being under 'serious' levels of water stress. The future implications of climate change projections for the SE include: increased coastal and flood-plain flood events leading to damage to property and disruption to economic activity; water shortages; and higher incidence of damage to transportation, utilities and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding).

Air Quality

4.3.18 The Clean Air Strategy 2019 reports that road transport and other transport modes (including rail and shipping) contributed 34% and 17% respectively to total national nitrogen oxide (NO_x) emissions in 2016, and 12% to particulate matter ($PM_{2.5}$) emissions. The adverse impact of ports on air quality arises mainly through the ships themselves, whilst the effect of airports is principally from surface access via road transport. Currently, the most challenging pollutant in terms of limit value compliance is nitrogen dioxide (NO_2). A Defra statistical release in April 2018[29] revealed that whilst concentrations of NO_2 at roadside sites decreased between 1997 and 2011, levels have since plateaued.

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

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

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

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

4.3.19 Where air quality objectives are not likely to be achieved an Air Quality Management Area (AQMA) must be declared. These are predominantly associated with NO_2 emissions from vehicles. As such, AQMAs are mostly located within urban areas and sections of the road network which are heavily trafficked and frequently congested. In the TfSE area, there are currently 149 AQMAs, of which 123 are declared for NO_2, 11 are declared for both NO_2 and PM_{10}, two AQMAs are declared for PM_{10} alone, and two for sulphur dioxide (SO_2).

4.3.20 Defra has reported the following zones within the TfSE study area as failing to comply with the limit value for annual mean NO_2 in 2017: Southampton Urban Area, Bournemouth Urban Area, and Portsmouth Urban Area[30]. The only compliant zone for annual mean NO_2 is Littlehampton. For PM_{10} and $PM_{2.5}$ limit values, compliance is reported for all zones[31].

Climate Change and Greenhouse Gases

4.3.21 Transport is the largest single contributor to greenhouse gas (GHG) emissions in the UK. GHG emissions from transport activities include carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O). In 2017, transport accounted for 124.2 $MtCO_2$, equivalent to 27% of total GHG emissions in the UK, compared to 24% from energy supply, 17% from business, and 15% from the residential sector.[32] Whilst GHG emissions from the latter sectors have declined since 2016, emissions from the land-based transport sector are broadly unchanged, and remain similar to 1990 levels. The Paris Agreement 2015 will require future Future Carbon budgets prepared under the Climate Change Act to keep global temperature rise to well below 2°C and pursue efforts to limit temperature increase even further to 1.5°C.

4.3.22 Road transport is the most significant source of GHG emissions in this sector, in particular passenger cars. Emissions from passenger cars have decreased since the early 2000s due to lower petrol consumption outweighing an increase in diesel consumption and, more recently, improvements in fuel efficiency – particularly for petrol cars, and to a lesser extent diesel cars.[33] The last four years have also seen a remarkable surge in demand for electric vehicles in the UK – new registrations of 'plug-in' all-electric and electric-hybrid cars increased from 3,500 in 2013 to more than 195,000 by the end of February 2019.[34] However, since 2013 there has been a small increase in emissions due to an increase in total vehicle kilometres travelled.[35]

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

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

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

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

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

[35] Department for Business, Energy & Industrial Strategy. 2018. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/695930/2017_Provisional_Emissions_statistics_2.pdf

4.3.23 In terms of climate change impacts, the average temperature in central England has risen by about 1°C since the 1970s, and research by the Met Office[36] reveals that the risk of a heatwave exceeding the temperatures experienced in the European heatwave of 2003 has at least doubled. During the August 2003 heatwave there were an estimated 2,000 more deaths in England and Wales than for the same period averaged between 1998 and 2002. Most of these were concentrated in the SE and London, particularly among those over 75 years old. By 2040, more than half of summers are expected to exceed 2003 temperatures.

4.3.24 The character of UK rainfall has also changed, with days of very heavy rain becoming more frequent. What in the 1960s and 1970s might have been a 1-in-125 day rainfall event is now considered to be a 1-in-85 day event. An extended period of extreme winter rainfall as was experienced in December 2015 is now thought to be seven times more likely as a result of anthropogenic emissions of GHG.

4.3.25 The South East has the greatest end-user carbon dioxide emissions compared to other regions in England, with transport being the greatest contributing sector[37]. A number of local authorities in the South East[38] have declared 'climate emergencies', including committing to setting targets for zero net carbon emissions by 2050. The key climate change-related challenges for the SE include: increased risk of flooding; water scarcity; health issues during increasingly frequent extreme weather events, such as heatwaves; the ability of infrastructure to cope with changing demand and use; organisational resilience to climate change; and changes to natural systems[39].

Noise and Vibration

4.3.26 Increased noise pollution affects quality of life and has been linked to health problems. Following the strategic noise mapping undertaken to satisfy the EU Environmental Noise Directive, noise action plans have been developed. These provide a framework to manage environmental noise and its effects, with Noise Important Area (NIAs) being identified in areas where transport noise is considered to be a problem. Noise action plans also aim to protect quiet areas in agglomerations (large urban areas) where noise quality is good.

4.3.27 There are numerous NIAs throughout the SE. These are either located along either roads or railways with the majority of road NIAs located on trunk roads. Data from the England Noise Map Viewer[40] shows that roads such as motorways create significant noise with noise levels over 55 dBb in areas within 1km of the source (L_{den}, 24-hour annual average noise level with

[36] Environment Agency. 2016. Adapting to a changing climate. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526000/climate-adrep-environment-agency.pdf

[37] Department for Business, Energy & Industrial Strategy. 2019. UK local authority carbon dioxide emissions estimates 2017. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/812139/Local_authority_2017_greenhouse_gas_emissions_statistical_release.pdf

[38] As of June 2019: Brighton and Hove, Hastings, Lewes, Maidstone, Portsmouth, and Reigate & Banstead.

[39] Climate UK. 2012. A Summary of Climate Change Risks for South East England. Available from: https://www.arun.gov.uk/download.cfm?doc=docm93jijm4n1708.pdf&ver=1350

[40] Extrium. 2012. England Noise Map Viewer. Available from: http://www.extrium.co.uk/noiseviewer.html

weightings applied for the evening and night periods). Areas affected are exacerbated where roads along the Major Route Network merge or where rail noise is also recorded. Road traffic noise levels are higher than the UK average across the SE in part due to the population density compared to other UK regions.

4.3.28 In addition, significant noise is generated by rail/road traffic connecting with the SE's busy ports and airports. The activities at airports, including take-off and landing, also generate high noise levels, whilst there is noise associated with the flight paths to and from these airports that will affect receptors in the SE.

4.3.29 Recent vehicle innovations such as hybrid and electric cars have led to quieter vehicles. As these make up a greater proportion of vehicles on the road, associated noise levels will start to fall. Aircraft are also becoming quieter; however, it is anticipated that passenger numbers will continue to increase in the years ahead resulting in more flights and potential for increased noise levels.

Population and Equalities

4.3.30 The SE has the largest population of any government region of England. According to the latest ONS population projections, the current population of the SE stands at 9,214,300[41]. The districts in the SE generally have a high proportion of people over the age of 65, compared to the UK average. The population between 2019 and 2041 in the SE is expected to increase by 10%, with the greatest increases seen in the over 75s, although there is some level of uncertainty associated with population predictions. Of the eleven authorities, the largest population increase is projected in Medway, with an increase of 13.5%, whilst the smallest population increase is projected in West Berkshire at 5.6%. The population increases within the Isle of Wight, Portsmouth, Southampton, Hampshire, Surrey and West Berkshire are all below the regional and national averages, of 10%[42].

4.3.31 91% of the region is considered to be white and 85% are British nationals. 9.3% of the SE population come from BAME (Black, Asian, and minority ethnic) groups, which is considerably lower than the national average of 13%[43]. However, following the national trend, the region is likely to become increasingly diverse.

4.3.32 In the SE, 95.1% of people identify as heterosexual, 1% higher than the national average, and 1.3% considered themselves to be LGBT (lesbian, gay, bisexual and transgender), which is slightly lower than the national average of 1.6%[44]. According to the national LGBT Survey, 65% of the responders stated they avoided being open about their sexual orientation whilst using public transport for fear of a negative reaction from others[45].

[41] ONS. 2016. 2016-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England

[42] ONS. 2016. 2016-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England

[43] Elevation Networks. 2016. UK BME Population, Briefing Paper. Available from: www.elevationnetworks.org/wp.../UK-BME-Population-Briefing-Paper-Mar2016.pdf

[44] ONS. 2017. Annual Population Survey, Sexual Identity

[45] Government Equalities Office. 2018. National LGBT Survey, Research Report

4.3.33 65% of the population in the SE are religious, of which 92% state their religion as Christianity. The second largest religious group are Muslims, who make up 3.6% of the religious population. The least represented religious group are Jewish, making up just 0.3% of the religious population.

4.3.34 Despite the relative prosperity of the region, 850,000 people (especially children and the over-60s) are living in the top 20% of income deprived areas in the country[46]. According to the 2015 Index of Multiple Deprivation, Portsmouth is considered to be the most deprived of the eleven authority areas in the region, ranking 63rd most deprived out of 326 authorities in England[47].

4.3.35 20.4% of people in the region live in rural areas, which is the fourth highest of the national regions and above the national average of 18.8%[43]. There is a considerable disparity between higher and lower performing rural areas in the region, in terms of household income, labour market skills, unemployment claimants and job density. In general, the lowest performing rural local authorities are located on or near to the coast[48].

Health

4.3.36 The SE region generally has a better life expectancy for both males and females when compared to the national average. On average, males in the region have a life expectancy of 80.6 years, which is 0.9 years higher than the national average, whilst women have an average life expectancy of 84 years, which is 1.1 years higher than the national average. Of the eleven authorities, West Sussex has the greatest life expectancy for males (80.6 years), whilst Surrey has the greatest life expectancy for females (84.6 years). Medway has the lowest life expectancy for both males (78.5 years) and females (82.2 years), both of which are below the national average[49].

4.3.37 In general, the overall health of residents across the SE is good, with Hampshire, Surrey, West Berkshire and West Sussex all bettering the national average. However, the overall health of residents in Southampton and Portsmouth is described as being worse than the national average. According to the 2011 Census, 49% of people in the region described their health as very good, whilst 4.4% of the population describe their health as either bad or very bad, which is similar to the national average[50]. When looking at disabilities and impairments, 6.9% of the population stated that their day to day activities are 'limited a lot' and 8.8% described it as 'limited a little'[50].

4.3.38 On the whole, the SE has good levels of physical activity, which is reflected in the low levels of obesity. Despite this, the region has a high number of people diagnosed with diabetes, with six of the eleven authorities having significantly higher diagnoses than the national average[49].

[46] South East England Councils. 2011. Deprivation and Public Sector Reliance in the South East, A Briefing Paper from South East England Councils.

[47] ONS. 2015. Index of Multiple Deprivation

[48] South East England Intelligent Network. 2008. The Rural South East: An Evidence Base

[49] Public Health England. 2016. Local Authority Health Profiles, South East Region

[50] Nomis. 2011. 2011 Census

4.3.39 The proportion of people living with dementia in East Sussex, Hampshire, West Sussex and the Isle of Wight is significantly higher than the national average. Due to an ageing population, the number of people living with dementia is likely to increase, as will the number of people with physical and sensory impairments. There will also be more people living longer with multiple long-term conditions.

Community Safety

4.3.40 Between 2015 – 2017, there were 49.1 road traffic accidents (where somebody was either killed or seriously injured) per 100,000 people in the region. This is higher than the national average of 40.8. Of the eleven authority areas, the Isle of Wight had the highest number of accidents at 57.7 per 100,000, whilst Medway had the lowest (31.4 per 100,000)[49]. In 2017 there were 267 fatalities from road traffic accidents in the region (5% fewer than in 2016); however, this remains higher than any other region in the UK[51].

4.3.41 According to British EurorRAP Results 2017[52], the SE region is the worst performing region in the UK, with regards to road safety. The average risk of a serious crash on single carriageways in the SE, is nearly twice that of the West Midlands. According to the report, six out the top ten higher risk roads in the UK were in the SE[52].

4.3.42 In 2017/2018, the number of reported sexual offences committed on public transport in the UK, increased by 16% (60% of these assaults were against females). The number of violent offences increased by 26% to 11,711 in 2017/18. Delays caused by disrupted behaviour also increased from 1,432,726 to 1,548,462[53].

Economy

4.3.43 The SE is home to the UK's most important international and national transport assets – the busiest airports serving the most destinations, ports on the main international shipping line, and cross channel services from Dover and through Eurotunnel providing capacity equivalent to a second Gatwick. As a result, the SE has become a powerhouse in the transport and logistics sector with a Gross Value Added (GVA) of over £8 billion per year.

4.3.44 The SE is at the leading edge of research into the future of the transport and logistics sector with institutions such as the Transport Research Laboratory in Wokingham, backed up by high quality research facilities at the University of Portsmouth, Canterbury Christ Church University and Southampton Solent University.

4.3.45 The economy of the SE is further driven by five large sectors which account for nearly 29% of the total output[54]. These sectors are construction, education, health, business support (e.g. office administration services), and retail. In addition, tourism is vital to the rural and coastal economies of the SE contributing over £7.5 billion in GVA per year.

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[51] Department for Transport. 2017. Reported Road Casualties Great Britain: Annual report

[52] British European Road Assessment Program (EuroRAP). 2017. Cutting The Cost Of Dangerous Roads

[53] British Transport Police. 2018. Annual Report 2017 -2018

[54] Cambridge Econometrics. 2017. Local Economic Forecasting Model

4.3.46 Initially drawn by strong connectivity to international markets, businesses have clustered around international gateways and are now benefitting from proximity to other businesses in their sector. With marine, maritime and defence industry concentrated around the ports of Portsmouth and Southampton, and the 'Gatwick Diamond' being a focus for the professional services sector, international gateways are economic hubs in their own right.

4.3.47 A ratio of median house price to median earnings of nearly 9.5 compared to the national average of 7.5 puts into sharp focus the affordability constraints facing the SE. However, the SE is proactively responding to its low levels of housing affordability to prevent it from becoming a constraint on the future growth of the economy.

4.4 Sustainability Appraisal Framework

4.4.1 While not specifically required by the SEA Regulations, sustainability objectives are a recognised way of considering the environmental, social and economic effects of a plan or programme, and comparing the effects of alternatives.

4.4.2 The sustainability objectives (set out in Table 4.1 below) were developed using:

- The review of key policy documents;
- The baseline data collation;
- An assessment of future trends; and
- The identification of sustainability issues and opportunities.

Table 4.1: Sustainability Appraisal Framework

Topic	Key Sustainability Issues Identified	Sustainability Objective
Natural Capital and Ecosystem Services	• Deterioration in quality, and severance/loss of connectivity of ecosystems. • Effects on ecosystems with high (potential) ecosystem services provision, and/or those close to centres of population.	To maintain and enhance the provision of ecosystem services from the region's natural capital, and deliver environmental net gain.
Biodiversity	• Loss, damage or fragmentation of statutory and non-statutory wildlife sites, habitats and wildlife corridors. • Impacts on protected species and wider biodiversity.	To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the region, and deliver biodiversity net gain.
Historic Environment	• Direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings.	To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement.
Landscape and Townscape	• Direct and indirect impacts on designated landscapes, including their settings. • Erosion of the character and quality of the SE's landscapes.	To protect and enhance the quality of the region's distinctive landscapes, townscapes and visual amenity.
Soils and Resources	• Deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. • Use of resources and production and disposal of waste in transport-related construction.	To promote the use of brownfield land and existing infrastructure in the region, protect geologically/ agriculturally important land, promote the sustainable use of resources and natural assets, and seek opportunities to deliver a circular economy.
Water Environment	• Increasing development associated with a rising population (including transport infrastructure) affecting surface water runoff and can increase flood risk on a local and catchment scale. • Increased traffic flows can add to contamination of surface water runoff.	To protect and enhance surface and groundwater quality; reduce and manage flood risk from all sources and coastal erosion risks by locating infrastructure in lower risk areas.
Air Quality	• Increased usage of highways adding to local and regional air pollution. • Increased usage of ports and airports adding to local and regional air pollution.	To protect and enhance air quality by reducing transport related emissions.
Climate Change and GHG Emissions	• Transport is the largest contributor to the UK's GHG emissions. • Climate change (extreme heat, flooding and storms) can impact on the quality and safety of transport infrastructure.	To eliminate GHG emissions (including through encouraging modal shift, electric vehicle uptake, low carbon construction), and maximise resilience to climate change.
Noise and Vibration	• Increased use of transport adding to noise impacts on human health due to stress and sleep disturbance, as well as annoyance.	To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.

	• Increased use of transport adding to noise impacts on wildlife and designated sites. • Transport trends changing future noise profiles and climate change affecting impact on population.	
Population and Equalities	• A growing population and associated increase in demand for travel. • Public transport provision for those in rural areas, for the elderly, for those in areas of deprivation, and for those who are socially isolated.	To increase the capacity and efficiency of the transportation network to support demographic changes, including improving access by equalities groups and deprived communities.
Health	• An ageing population, with restricted access to private transport. • Increasing problems of physical inactivity and obesity. • Increasing use of private vehicles adding to air and noise pollution.	To protect and enhance physical and mental health through active travel, access to public transport, and reductions in pollution.
Community Safety	• Increasing crime levels on public transport. • High levels of serious injuries and fatalities on the SE road network compared to the rest of the UK. • Safety concerns for pedestrians and cyclists.	To promote safe transport through reducing accidents and improving security, as well as through regeneration of areas.
Economy	• Links between transport and productivity in the SE region. • Uncertainty around future demand for and supply of infrastructure, as well as the spatial and temporal distribution of movement.	To promote a strong economy through the transport network with opportunities for the population to access centres of employment, reliable journey times and increasing trade?

5 Sustainability Appraisal

5.1 Introduction

5.1.1 Other than schemes already under planning and development including those led by Local Enterprise Partnerships, Highways England and National Rail, further transport interventions are not specified in the Transport Strategy – these will follow in later corridor studies and in the forthcoming Strategic Investment Plan. The location-specific schemes specified in the Transport Strategy have thus already been assessed as part of the Appraisal of Sustainability for the NN NPS and will not be appraised individually in the ISA.

5.1.2 This section therefore presents the findings of the assessment covering two key aspects of the Transport Strategy:

- The 23 strategic corridors (i.e. the 'spatial alternatives'); and
- General transport interventions that would help address the challenges faced by the six journey types (i.e. the 'policy alternatives').

5.1.3 Mitigation and enhancement measures for negative or positive significant effects are set out below in Section 5.7.

5.2 Consideration of Alternatives

5.2.1 Consideration of reasonable alternatives is a key feature of the SEA process.

5.2.2 The purpose of the Transport Strategy is to assess which major transport corridors across the SE region have the greatest potential for sustainability enhancements and economic growth, and to prioritise corridors for the subsequent development of transport interventions. The ISA has informed the development of the Transport Strategy by identifying potentially significant constraints and opportunities for each of these corridors from an environmental and social perspective. As such, the 23 strategic corridors represent the 'spatial alternatives' assessed through the ISA process.

5.2.3 The Transport Strategy also considers broad 'types of initiatives' for addressing the challenges faced by each of the six thematic journey types, aimed at facilitating economic growth in the region, whilst simultaneously enhancing social and environmental benefits. These 'types of initiatives' each comprise at least one different category of general transport intervention – for example new or improved highways or railways, or enhancements to bus or cycling routes – all of which would result in different impacts on the environment, economy and society. These general transport interventions therefore represent the 'policy alternatives' assessed through the ISA process.

5.3 Assessment of Strategic Corridors

5.3.1 The 23 corridors included in this assessment are labelled as follows:

- SE1 – M2/A2/Chatham Main Line (Dartford – Dover)
- SE2 – A28/A299/Chatham Main Line (Faversham – Ramsgate)

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

The assessment of each of the 23 corridors has been undertaken using spatial indicators for each of the ISA Sustainability Objectives, as shown in Table 5.1 below.

Table 5.1: Spatial indicators used in the assessment of strategic corridors

ISA Objective	Spatial Indicators
Natural Capital & Ecosystem Services	Natural capital (and therefore ecosystem service provision) is represented through spatial indicators B1-6, HE1-5, L1-5, S1, and W1-2 below (following the approach set out in Section 3.2 of this report).
Biodiversity	B1 - Special Areas of Conservation (SAC) B2 - Special Protection Areas (SPA) B3 - Ramsar sites B4 - Sites of Special Scientific Interest (SSSI) B5 - National Nature Reserves (NNR) B6 - Marine Conservation Areas
Historic Environment	HE1 - World Heritage Sites HE2 - Scheduled Monuments HE3 - Historic Parks & Gardens HE4 - Historic Battlefields HE5 - Ancient Woodlands
Landscape & Townscape	L1 - National Parks L2 - Areas of Outstanding Natural Beauty (AONB) L3 - Heritage coasts L4 - Greenbelt L5 - National trails
Soils & Resources	S1 - Agricultural Land Classification
Water Environment	W1 - Ground Source Protection Zone W2 - Flood Zone
Air Quality	A1 - Air Quality Management Areas (AQMA)
Climate Change & Greenhouse Gases	CC1 - Indicative Flood Risk Areas CC2 - Per Capita Emissions
Noise & Vibration	N1 - Noise Action Important Areas
Population & Equalities	P1 - Index of Multiple Deprivation (IMD) - Overall Deprivation P2 - Planned Housing Developments
Health	H1 - IMD - Health H2 - Percent Physically Active Adults H3 - Excess Weight in Adults
Community Safety	CS1 - IMD - Crime CS2 - KSI Casualties on England Roads CS3 - EuroRAP Road Safety
Economy	E1 - Economic Assets E2 - Planned Major Employment Areas E3 - International Companies E4 - Priority Sector Areas

5.3.2 The sensitivities/constraints and opportunities within a set distance buffer of the central point of each transport corridor have been identified, and the *potential* for significant effects highlighted. The key for the assessment of potential sensitivity to significant effects is as follows:

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

5.3.3 Where possible, the buffer around each strategic corridor has been set at 2km. However, the spatially diverging routes of some of the road networks and railways represented by the strategic corridors, means buffers of varying sizes (up to a maximum of 10km) have been used in order to capture these routes. The specific buffers used for each corridor are listed in each of the corridor assessments in Appendix A.

5.3.4 A summary of the assessment for each of the 23 corridors is shown in Table 5.2 below. Individual assessments are provided in Appendix A.

Table 5.2: Summary of the sensitivity assessment of strategic corridors

	Natural Capital & Ecosystem Services																			Other Sustainability Components																			
	Biodiversity						Historic Environment					Landscape & Townscape					Soils	Water Environment		Air	Climate Change		Noise	Population & Equality		Health			Community Safety			Economy								
Corridor ID	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas
SE1	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	+	+
SE2	-	-	-	-	0	-	0	-	-	0	-	0	-	0	0	0	+/-	-	-	+/-	0	+/-	+/-	-	+	+/-	+/-	-	-	+/-	+/-	+	+	0	+
SE3	-	-	-	-	-	-	-	-	-	0	-	0	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	+	+
SE4	-	-	0	-	0	-	-	-	-	-	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
SC1	-	-	0	-	0	-	0	-	-	0	-	-	-	0	0	+/-	+/-	-	-	0	0	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	0	+	0	+
SC2	-	0	0	-	-	-	0	-	-	-	-	-	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+

	Natural Capital & Ecosystem Services																			Other Sustainability Components															
	Biodiversity						Historic Environment					Landscape & Townscape					Soils	Water Environment		Air	Climate Change		Noise	Population & Equality		Health			Community Safety			Economy			
Corridor ID	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas
SC3	-	-	-	-	0	0	0	-	-	0	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+	+	+
SW1	-	-	-	-	-	-	0	-	-	0	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
SW2	-	-	-	-	-	0	-	-	-	0	-	-	-	-	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
SW3	0	-	0	-	-	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	+/-	+/-	+/-	0	+	+	+	+
SW4	-	0	0	-	-	0	0	-	-	-	-	-	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	+/-	+/-	+/-	+/-	+	+	0	+
SW5	-	-	-	-	0	0	0	-	-	0	-	-	0	0	0	0	+/-	0	-	+/-	0	+/-	+/-	+/-	+	+/-	+/-	+/-	-	+/-	0	+	+	+	+

	Natural Capital & Ecosystem Services																		Other Sustainability Components																					
	Biodiversity						Historic Environment					Landscape & Townscape					Soils	Water Environment		Air	Climate Change		Noise	Population & Equality		Health			Community Safety			Economy									
Corridor ID	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas						
SW6	-	-	0	-	0	0	-	-	-	0	-	0	-	0	0	0	+/-	-	-	0	0	+/-	0	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	0	+					
SW7	-	-	-	-	0	0	0	-	-	-	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	0	+/-	+/-	-	+/-	+/-	+	+	+	+					
IO1	-	-	-	-	-	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	-	+	0	-	-	+/-	+/-	+/-	+	+	+	+					
IO2	-	-	-	-	-	-	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	+	+					
IO3	-	0	0	-	0	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	-	-	+/-	+/-	+	+	0	+					
IO4	-	0	0	-	-	0	0	-	-	0	-	0	-	0	-	0	+/-	-	-	+/-	0	+/-	+/-	+/-	+	0	+/-	-	+/-	+/-	+/-	0	+	+	+					
IO5	-	0	0	-	0	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	0	+	0	+/-	+/-	+/-	+/-	+/-	+	+	+	+					

	Natural Capital & Ecosystem Services																		Other Sustainability Components																					
	Biodiversity						Historic Environment					Landscape & Townscape					Soils	Water Environment		Air	Climate Change		Noise	Population & Equality		Health			Community Safety			Economy									
Corridor ID	B1 - SAC	B2 - SPA	B3 - Ramsar	B4 - SSSI	B5 - NNR	B6 - Marine Conservation Area	HE1 - World Heritage Sites	HE2 - Scheduled Monuments	HE3 - Historic Parks & Gardens	HE4 - Historic Battlefields	HE5 - Ancient Woodlands	L1 - National Parks	L2 - AONB	L3 - Heritage coasts	L4 - Greenbelt	L5 - National trails	S1 - Agricultural Land Classification	W1 - Ground Source Protection Zone	W2 - Flood Zone	A1 - AQMA	CC1 - Flood Risk Areas	CC2 - Per Capita Emissions	N1 - Noise Action Important Areas	P1 - IMD - Overall Deprivation	P2 - Planned Housing Developments	H1 - IMD - Health	H2 - Percent Physically Active Adults (18+)	H3 - Excess Weight in Adults (18+)	CS1 - IMD - Crime	CS2 - KSI Casualties on England Roads	CS3 - EuroRAP Road Safety	E1 - Economic Assets	E2 - Planned Major Employment Areas	E3 - International Companies	E4 - Priority Sector Areas
IO6	-	-	0	-	0	0	0	-	-	0	-	0	-	0	-	+/-	+/-	-	-	+/-	0	+/-	+/-	0	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+
OO1	-	-	-	-	-	-	-	-	0	0	-	0	0	0	0	+/-	+/-	-	-	+/-	0	+/-	0	+/-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	0	+
OO2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	0	+/-	+/-	-	-	+/-	-	+/-	+/-	-	+	+/-	+/-	-	+/-	+/-	+/-	+	+	+	+
OO3	-	-	-	-	-	-	0	-	-	0	-	-	-	0	-	+/-	+/-	-	-	+/-	-	+/-	+/-	+/-	+	+/-	+/-	+/-	+/-	+/-	+/-	+	+	+	+

5.3.5 In summary Table 5.2 shows that:

- The economic indicators are the most susceptible to potential positive effects of future development across the corridors. Where new economic developments are proposed and where existing major international companies, economic assets and priority sector areas are located within the corridors, positive effects have been recorded.
- Positive effects on a growing population have also been identified for those corridors where housing developments are proposed (also see cumulative effects at Section 5.6 below).
- In terms of deprivation, (including overall deprivation, health deprivation and crime deprivation) those corridors that are considered significantly deprived, have been identified as being more sensitive to the negative effects arising from future developments. Corridors with low levels of deprivation have potential to be more resilient change, whilst those with mixed levels of deprivation have potential to be more sensitive to both negative and positive effects of future development.
- Health across the 23 corridors is varied, and the assessment has highlighted the opportunities of future development to both improve health as well as worsen the current situation. Those corridors where excess weight and physical inactivity is significantly worse than the national average, have been identified as being more sensitive to negative effects of development, than those that significantly outperform the national average.
- The number of high risk roads and the number of people who are killed or seriously injured, varies across the corridors. Sensitivities of these receptors will be dependent upon where development takes place and the opportunities for improving safety related to each intervention.
- The water environment across the corridors is likely to be sensitive to the negative effects associated with future developments. All corridors intersect multiple flood zones, and the majority intersect ground source protection zones, which are sensitive to contamination. Eleven corridors intersect flood risk areas, which are high risk areas for people, critical services and commercial and public assets from surface water flooding and potential negative effects have been identified.
- The SE area is heavily designated for its biodiversity, landscape and heritage. All designated areas and sites that have been intersected by the corridor and its buffer, have been considered highly sensitive to the negative effects that could arise from future transport development.
- National trails across the regions have potential to benefit from both the negative and positive effects of development, depending on the nature of proposals that come forward.
- The agricultural land across the corridors is highly diverse, with combinations of poor quality and non-agricultural land surrounding urban areas, with rural areas composing of higher quality versatile soils. Given the variation, the sensitivity of agricultural land is highly dependent upon where development takes place and the type of transport intervention, as shown in Section 5.4 below.

5.4 Assessment of General Interventions

5.4.1 The general categories of transport interventions – mentioned through the 'types of initiatives' as ways of addressing the challenges faced by the region's six journey types – include:

- Highways – new roads and major widening;
- Highways – improvements, i.e. junction and roundabout improvements, parking, and minor widening;
- Highways – non-infrastructure options, i.e. traffic management and road safety (signage, signalling, visibility, traffic/speed restrictions);
- Rail – new railway lines and stations;
- Rail – improvements to stations, services and signalling;
- Bus and Light Rail – development of urban infrastructure and transit schemes, priority measures, and improvements to stops, services and information;
- Walking and Cycling – new cycleways and new walkways, and improvements to existing ones;
- Other – technology and innovation, public transport information provision, congestion schemes, ticketing, and behavioural change.

5.4.2 It should be noted that the Transport Strategy does not give equal weight to each of these general interventions. For example:

- The changing dynamics traffic flow patterns of the road network means there will always be a need for localised improvements to address specific issues that will continue to arise. New roads, improvements or extension of existing ones should be prioritised in the short term but become a lower priority in the longer term. In the longer-term highways schemes should target ports, development opportunities and deprived communities;
- Railway schemes are high priority across all timelines – Brighton Main Line upgrades are prioritised for the short term, while new Crossrail lines are a longer-term goal;
- Interchanges - are a high priority across all timelines where these would facilitate multi modal journeys and create opportunities for accessible development;
- Urban transit schemes (Bus Rapid Transit and/or Light Rail Transit schemes, where appropriate for the urban areas they serve), are high priority and generally medium to long term;
- Public transport access to airports is a high priority and, in the case of Heathrow Airport, must be delivered alongside airport expansion;
- Road and public transport access to ports is also high priority, and prioritised for delivery in the short term;
- Technology is medium priority and, in some cases, relatively long term;
- Planning policy interventions are relatively high priority and short term; and
- Demand management policy interventions are a much longer-term goal.

How the general categories of transport interventions relate to the 'types of initiatives' and 'journey types' is shown in

5.4.3 Table 5.3.

Table 5.3: General transport interventions included within the Transport Strategy

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
[redacted]	Provide additional capacity and resilience on radial railways, particularly the busiest corridors such as the South Western Main Line and Brighton Main Line (addresses Challenges 3 and 5).					■			
	Improve the resilience of the Strategic Road Network, potentially by adopting demand management policies (addresses Challenges 4 and 6).		■	■					
	Improve connectivity by both road and rail to deprived communities – particularly potential 'left-behind towns' in Swale, Thanet and Hastings (addresses Challenges 1 and 2).	■			■				
	Extend radial routes (e.g. Crossrail from Abbey Wood to Ebbsfleet, and/or extend South Eastern franchise passenger services to the Isle of Grain) that serve particularly large new housing developments (addresses Challenge 1).	■			■				
	Facilitate an increase in radial journeys by public transport, particularly to/from Outer London and to/from Heathrow Airport (addresses Challenge 6).						■		■
	Reduce human exposure to noise and poor air quality from radial roads, particularly where these run through urban areas such as Guildford and Portsmouth (e.g. by lowering speed limits, reallocating road space to cleaner transport modes, moving routes underground and/or away from urban areas, and/or supporting the uptake of cleaner technologies such as Electric Vehicles (addresses Challenge 4).	■	■	■			■		■

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
[redacted]	In the longer term, introduce demand management policies on congested high-capacity corridors such as the M25, ideally when alternative public transport options are available (addresses Challenge 1).			■					
	Deliver the Lower Thames Crossing, which will provide an alternative route around the north of the M25, avoiding the South West Quadrant (addresses Challenge 1).	■							
	Encourage the wider electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line (addresses Challenge 2).					■			
	Provide capacity enhancements at bottlenecks where orbital railways cross busy radial routes, such as at Redhill (addresses Challenge 2).					■			
	Improve long distance rail connectivity and capacity between the Midlands and North of England into the region along orbital corridors and support the introduction of more direct east-west services to Gatwick Airport (addresses Challenge 2).				■	■			
	Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor (addresses Challenge 3).		■	■		■	■		
	Improve orbital connectivity between Gatwick Airport and Hampshire and Kent (addresses Challenge 4).	■	■	■	■	■			

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Improve orbital links between the M3 and M4, ideally in a way that avoids directing heavy traffic through urban areas such as Bracknell (addresses Challenges 4 and 5 – and potentially Challenge 1 by relieving pressure on the M25 South West quadrant).								
	Reduce the exposure to the adverse environmental impacts of road traffic on orbital corridors that pass through urban centres such as Gosport, Hastings, Portsmouth and Worthing, which may include lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 5).								
	Deliver better public transport alternatives on the M25 Corridor, such as extending Crossrail 1 into North Kent (addresses Challenge 6).								
	Support existing Major Road Network and Large Local Majors schemes (e.g. A22 junction improvements) that bring secondary routes up to an appropriate standard for these routes (addresses Challenges 1 and 4).								
	Support initiatives that enhance, or at the very least, maintain the viability of bus services on Interurban corridors (addresses Challenge 2).								
	Deliver better Interurban rail connectivity, such as direct rail services from Brighton to Uckfield (addresses Challenge 3).								
	Adopt a holistic approach to each corridor to ensure that traffic is not displaced form the Strategic Network onto the								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Major Road Network or local network (addresses Challenge 5).								
[redacted]	Develop high-quality public transport services on urban corridors, such as Bus Rapid Transit and Light Rail Transit, where there is a viable business case (addresses Challenges 1 and 2).								
	Improve air quality on urban corridors by, for example, lowering speed limits, reallocating road space to cleaner transport modes, and/or supporting the uptake of cleaner technology such as Electric Vehicles (addresses Challenge 2).								
	Prioritise the needs of pedestrians and cyclists over the private car (addresses Challenges 1 and 2).								
	Invest (or encourage others to invest) in integrated passenger information systems to provide passengers with dynamic, multi-modal travel information (addresses Challenge 3).								
	Develop integrated transport hubs (bus, rail, park and ride, new mobility and cycle parking), integrated smart ticketing, and integrated timetables, where feasible (addresses Challenge 3).								
	Lobby government to protect and enhance funding for socially necessary bus services in rural areas (addresses Challenges 4 and 5).								
	Lobby government to freeze rail fares in real terms and provide lower off-peak fares in the longer term (addresses Challenge 5).								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
[redacted]	Improve public transport access to Heathrow Airport through delivering the Western and Southern rail access schemes (addresses Challenge 1).								
	Support the use of demand management policies at Heathrow, such as high car access charges, to minimise traffic growth arising from expansion at this airport (addresses Challenge 1).								
	Provide appropriate links and improvements to the highways and railway networks at expanding and/or relocating ports in the South East (addresses Challenges 2 and 3). This should include improvements to the A34 (serving Southampton) and A2 (serving Dover).								
	Deliver Lower Thames Crossing and improvements the A229, Junction 3 of the M2 and Junction 5 of the M20 (addresses Challenges 3 and 4).								
	Implementing rail freight schemes, such as electrification and gauge enhancements, to increase capacity on strategic routes and encourage modal shift from road to rail (addresses Challenges 5 and 6).								
	Improve the efficiency of freight vehicle operations through adoption of new technologies (addresses Challenge 7).								
	Help international gateways adapt to changes in trade patterns. This may include investing in facilities to customs checkpoints away from bottlenecks at locations such as Dover (addresses Challenge 8).								

Thematic Journey Types	Types of Initiatives	Highways – new	Highways – improve	Highways – non-infrastruc.	Rail – new	Rail – improve	Bus & Light Rail	Walking and Cycling	Other
	Develop a Freight Strategy and Action Plan for the South East to improve the efficiency of freight journeys (addresses all challenges).								
[redacted]	'Future-proof' the digital and energy infrastructure within the South East by making provision for accelerated future uptake (addresses Challenge 1).								
	Incorporate 'Mobility as a Service' into the current public transport network, to provide better accessibility for a wider range of the population (addressing Challenges 2, 3, 4 and 5).								
	Encourage consistency in the smart ticketing arrangements across the South East, seek the use of Pay as you go and contactless payment (addresses Challenge 4).								
	Develop a Future Mobility Strategy for the South East to enable Transport for the South East to influence the roll out of future journey initiatives in a way that will meet Transport for the South East's vision (helps to address all challenges).								

5.4.4 The likely impacts of these general interventions on the environment, economy and society are described in the following paragraphs, and summarised graphically in Table 5.4.

5.4.5 New highways are likely to result in large impacts on biodiversity due to the expected impacts arising from habitat loss and severance, including potential loss or damage to irreplaceable habitats in the region, as well as loss of ecosystem service provision. The scale of new roads and the magnitude of impacts means that residual impacts are likely and opportunities for biodiversity net gain are likely to be challenging. Negative effects are expected from new roads on the historic environment, particularly with regards to buried archaeology and setting of heritage assets. There would be both direct and indirect negative effects on landscape, relating to visual amenity, character, quality and tranquillity, all of which are under pressure from development throughout the region. New roads would also have a negative effect on air quality and noise in the region, as well as increased carbon emissions, as an increase in traffic volume is anticipated as a result, although they have the potential to relieve impacts in congested areas. Embodied carbon, i.e. supply chain emissions associated with the construction of new roads and manufacture of their constituent parts, will also increase. Finally, permanent damage to and loss of soil can occur as a result of new road building. Positive impacts are expected to include improved road safety, improved accessibility and more reliable journey times.

5.4.6 Highway improvements would have a lesser impact than new roads on biodiversity, archaeology and landscape, as the extent of land take would be limited by the nature and scale of the schemes. There is potential for a large impact on climate change to arise from highway improvement schemes, as they can increase road capacity and thus result in an increase in greenhouse gases, however, vulnerability to flood risk and other climatic factors will vary on a site-specific basis and depend on design achievable in the setting. While increased capacity could lead to negative air quality and noise impacts, road users are likely to experience more reliable journey times and increased accessibility.

5.4.7 Non-infrastructure highway options are likely to have a negligible or no effect on most environmental objectives, with the exception of landscape and townscape where potential negative effects may occur from features such as signage, signals and other traffic management in regard to visual amenity, character, quality and setting, although this is much reduced from new highways infrastructure. Potential positive effects on population, health and community safety could occur from traffic management and road signage options.

5.4.8 New railway lines have the potential for significant negative effects on biodiversity such as habitat loss and severance, including potential loss or damage to irreplaceable habitats in the region, as well as loss of ecosystem service provision. New railway lines may fragment or degrade farmland and result in the loss of agricultural land. Permanent damage to and loss of soil can also occur as a result of new railways. The loss of soil and habitats are likely to result in a reduction of ecosystem service provision. There is potential for significant negative effects on the historic environment and landscape because they could impact on the setting of historic assets and archaeology and would introduce new linear features into the landscape, which may affect its quality and character.

5.4.9 Improving existing rail infrastructure will have reduced environmental impacts compared to new railway lines and stations. The largest beneficial effects from these improvements would occur in relation to population, health and community safety due to the potential for an increase in rail passenger number as a result, and the improved experience and safety of travel for them.

5.4.10 Improvements to other public transport services such as buses and light rail would have the largest beneficial effect on population and equalities due to the likely increased uptake of public transport travel by elderly, young and disadvantaged people and the improvement in accessibility between communities and rural areas with towns. Modal shift as a result of the improvements would also result in beneficial effects on air, noise, climate change, health and community safety. The economy is also likely to benefit from the introduction of light rail in urban areas, as it is often used as a means of regeneration. However, there could potentially be adverse effects on townscape and cultural heritage if not sensitively designed, whilst the development phase could disturb contaminated soil.

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

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

5.4.13 A summary of the (pre-mitigation) assessment for each of the general interventions by ISA Sustainability Objective is shown below in Table 5.4. The full assessment matrix is provided in Appendix B. The key used for this assessment is as follows:

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

Table 5.4: Summary of the assessment of general transport interventions

General Transport Interventions	Applicable Thematic Journey Types	Sustainability Objectives												
		Natural Capital	Biodiversity	Historic Environment	Landscape & Townscape	Soils	Water Environment	Air	Climate Change	Noise	Population & Equalities	Health	Community Safety	Economy
Highways – new roads and major widening	Radial; Orbital & Coastal; International Gateways & Freight	--	--	--	--	--	-	- -	--	--	+/-	-	+/-	++
Highways – improvements to junctions and roundabouts, parking and minor widening	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	+ / -	-	-	-	-	+/-	-	--	-	+/-	-	+	+
Highways – non-infrastructure options, e.g. traffic management and road safety	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	0	0	-	-	0	0	+/-	0	0	+	+	+	+
Rail – new railway lines and stations	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight	- -	--	--	--	--	-	+	+	+/-	+/-	+/-	+	++
Rail – improvements to stations, services and signalling	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	+/-	+/-	+/-	-	0	+	+	0	+	+	+	+
Bus and light rail – development of urban infrastructure, priority measures, and improvements to stops, services and information	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	0	-	+/-	-	0	+	+	+	++	+	+	+
Walking and cycling – new or improved walkways and cycleways	Local	+	+	0	+/-	0	0	+	+	+	+	++	+	+/-
Other – public transport information, congestion schemes, ticketing, behavioural change	Radial; Orbital & Coastal; Inter-urban; Local; International Gateways & Freight; Future	0	0	-	-	0	0	+	+	+	+	+	+	+

5.5 Interaction with other Assessments

5.5.1 As described in Section 3.1, in addition to SEA, there are a number of other assessments that have been incorporated into the assessments above. These are presented in full in Appendices C – F, and summarised below.

Health Impact Assessment

5.5.2 An assessment of health, population, environment and deprivation was undertaken for the general transport interventions listed in section 5.4. The interventions were assessed against the following determinants of health: air quality, noise, physical activity, road safety, economy and employment, and access and accessibility.

5.5.3 The assessment identified that interventions related to highways, including new roads, road improvements and other non-infrastructure related improvements, are likely to result in negative health outcomes, particularly in relation to air quality. The other interventions related to rail, bus, light rail, walking and cycling, and behaviour change are all likely to result in some positive health outcomes, particularly in relation to physical activity.

Habitats Regulations Assessment

5.5.4 A Habitats Regulation Screening Assessment (HRSA) was undertaken to consider whether the Transport Strategy may have significant impacts upon European sites (Natura 2000 or Ramsar sites). The assessment was based solely upon the preliminary information available in relation to the locations of the strategic corridors, rather than specific plans (policies) and / or projects. Through screening for potential impacts, it was not possible to categorically demonstrate that the Transport Strategy will not have any impacts upon European sites.

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

Equalities Impact Assessment

5.5.6 An Equalities Impact Assessment (EqIA) was undertaken to assess the general transport interventions (listed in section 5.4) from an equality perspective. The EqIA has considered the impact that these interventions might have on persons, or groups of persons, who share characteristics which are protected under the Equality Act 2010, and also includes others considered to be vulnerable in society such as low-income groups.

5.5.7 The assessment found that the interventions are likely to result in a positive impact on protected characteristics and other considered characteristics, particularly age and deprivation. Improvements to the transport network, including pedestrian and cycleways, should result in more reliable and comfortable journeys, encouraging users to move away from private vehicles.

Community Safety Audit

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

- Improving the feeling of safety particularly after dark, for example through the incorporation of lighting, CCTV or providing service information.
- Reducing congestion, managing flows through improved road and cycleway infrastructure and taking into consideration the site-specific issues for bus stops, light rail stops or train stations would reduce conflict between users.
- Reducing risk of accidents through design and incorporation of safety features.

5.6 Cumulative Effects

5.6.1 The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies have a combined effect on an objective; or
- Where several plans each have insignificant effects but together have a significant effect.

5.6.2 A review of plans and policies identified a number of plans for cumulative effects assessment, in addition to cumulative effects within the Transport Strategy. This is set out in Table 5.5 below.

5.6.3 It should be noted that at the strategic level, this list is not exhaustive and cumulative effects arising from individual projects and plans should be revisited as part of a project level assessment of the plan. For example, noise, dust and visual have a combined effect which can only be determined at the project level.

Table 5.5: Identification of Cumulative Effects

Policy or Plan	Potential source of Cumulative Effects
TfSE Transport Strategy	There is potential for cumulative regional impacts on all topics from development of multiple corridors. The nature and extent of the effects will depend on final schemes selected but, in particular, there is potential for cumulative effects from multiple new road or rail schemes.
National Networks National Policy Statement, DfT, 2014 The NPS sets out the need for, and Government's policies to deliver, development of NSIPs on the national road and rail networks and strategic rail freight interchanges in England.	The National Networks NPS supports both development of major rail infrastructure (including new and re-opened alignments) and also road improvements (including adding additional lanes to existing dual and single carriageway trunk roads, adding new slip roads, and improving junctions). An expanded network of strategic rail freight interchanges will also be developed. The Appraisal of Sustainability for the National Networks NPS[55] recognises that some developments will have adverse local impacts on noise, emissions, landscape / visual amenity, loss of greenfield/ agricultural land, biodiversity, cultural heritage and water resources. There may be a number of additive effects where priorities identified by the TfSE Strategy are not covered by the NN NPS.
Airports National Policy Statement, DfT, 2018	Expansion at London Heathrow in addition to making best use of existing aviation capacity (e.g. London Gatwick) is likely to increase transport requirements for all modes. The Appraisal of Sustainability for the Airports NPS[56] identifies a number of significant adverse effects on communities, quality of life, biodiversity, noise, soil, water, air quality, carbon, waste and resources, historic environment and landscape.
Local Plans	Local plans are prepared by the Local Planning Authority (LPA), usually the Council or the national park authority for the area. They provide a vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities. The Local Plan documents for the SE are identified at Appendix A of the Scoping Report. Allocations for economic and residential development are likely to stimulate transport demand and conversely improvements in economic transport corridors are likely to stimulate development. Sustainability Appraisals undertaken for Local Plans have similar topics to those listed for this ISA and identify potential for significant effects.

[55] Ramboll for Department for Transport, 2014, The National Policy Statement for National Networks Appraisal of Sustainability.

[56] WSP for Department of Transport, 2018, Appraisal of Sustainability: Airports National Policy Statement

Local Transport Plans	Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, like the Transport Strategy they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise a number of areas and schemes for development over the plan period. Sustainability Appraisals undertaken for Local Transport Plans have similar topics to those listed for this ISA and identify potential for significant effects.

5.6.4 The review of plans and policies has identified a number of areas for cumulative effects:

- Natural Capital and Ecosystem Services – There is potential deterioration in quality, and severance / loss of connectivity of ecosystems and green infrastructure, with consequent reductions in ecosystem service provision. This may be particularly prevalent where there is development from a number of sources (e.g. from local plans) close to population centres, or that stimulated by transport corridors.
- Biodiversity – There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory wildlife sites and habitats. Although it is assumed that protected species would be mitigated at a project level, there are wider impacts on biodiversity. Net gain over multiple development plans may be difficult to achieve.
- Historic Environment – There is potential for cumulative direct and indirect impacts on internationally, nationally and locally designated heritage assets, including their settings. This is in addition to cumulative effects on undesignated and unknown assets, the latter being potentially important.
- Landscape and Townscape – There is potential for cumulative direct and indirect impacts on designated landscapes and townscapes, including their settings. There is also potential for cumulative erosion of the character and quality of the SE's landscapes and townscapes.
- Soils and Resources – There is potential for cumulative deterioration in quality of, and loss of soils, including the best and most versatile agricultural land. There would be a cumulative use of resources and production and disposal of waste in construction.
- Water Environment – There is potential for cumulative increase in surface water runoff and flood risk; and impacts on surface water and groundwater, particularly from physical alteration as a result of development. Transport-related cumulative effects on potable water are likely to be limited.
- Air Quality – There may be cumulative benefits from transport initiatives in the SE in improving air quality, but increased uptake of vehicular traffic (especially in the short term) may worsen air quality in some areas.
- Climate Change and Greenhouse Gases – There may be cumulative benefits from transport initiatives in the SE in reducing greenhouse gases, but increased development is also likely to increase transport related greenhouse gas emissions, particularly where this leads to increases in vehicular traffic. Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented region-wide.
- Noise and Vibration – There are likely to be cumulative effects arising from noise of increased development, particularly transport related development such as road and rail, with cumulative effects on health and wellbeing, tranquillity and wildlife.
- Health – There may be cumulative effects, both positive and negative (depending on schemes implemented), from multiple transport schemes on health outcomes related to social isolation, physical inactivity and obesity. There may also be cumulative effects on health relating to air quality and noise.

- Equalities – There may be cumulative benefits from the integration of multiple transport interventions enabling more reliable and comfortable public transport, which is accessible by walking and/or cycling.
- Community Safety – There may be cumulative benefits (depending on scheme design) on fear of crime and transport related accidents, due to opportunities to improve safety standards on all forms of transport.
- Economy – there are likely to be cumulative economic benefits in relation to development in the SE due to links between transport and productivity in the SE region.

5.7 Mitigation

5.7.1 The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

5.7.2 The mitigation measures proposed in Table 5.6 are designed to avoid or reduce the effects identified as potentially negative through the corridor and policy assessments on the ISA Objectives.

Table 5.6: Mitigation

ISA Topics	Mitigation / Enhancement	Mechanism
Air Quality, Climate Change and GHG Emissions, Population and Equalities, Health.	New transport infrastructure or upgrade to existing infrastructure should include provisions for walking and cycling and connectivity to public transport modes.	Already embedded within Transport Strategy's Strategic Priorities and underpinning Principles Project level Equalities or Diversity Impact Assessment
Biodiversity, Historic Environment, Landscape and Townscape, Soils, Noise.	Optioneering and design of new transport infrastructure should avoid landscape/ townscape, historic environment and nature conservation designations.	Needs to be embedded within Transport Strategy's Strategic Priorities and underpinning Principles Area Studies: Multi Criteria Assessment and Option Assessment Framework Environmental Assessments (e.g. EIA), HRA
Natural Capital and Ecosystem Services, Biodiversity	New transport infrastructure or upgrade to existing infrastructure should deliver a net gain in biodiversity (in line with the requirements of the Environment Bill and using the net gain principles as developed by CIEEM/IEMA/CIRIA in 2016), and aim to contribute towards major new initiatives such as Nature	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies

	Recovery Networks and large scale woodland creation ambitions of the 25 Year Environment Plan and Environment Bill.	Biodiversity net gain calculation (using the Defra Metric 2.0)
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should retain and enhance ecosystem functionality and green (as well as blue) infrastructure.	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies Environmental Assessments, e.g. Landscape design and assessment, and Ecosystem Services Assessment
Natural Capital and Ecosystem Services, Biodiversity, Landscape, Water Environment, Soils and Land Use, Population and Equalities, Health	Design of new transport infrastructure should seek environmental net gain such as pollination, flood risk management, clean air, carbon reduction, infrastructure resilience, and connecting people with nature, as well as other place-making and visitor economy objectives. (Environmental net gain should be underpinned by biodiversity net gain).	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies: Further Appraisal Environmental net gain calculation (e.g. using the Ecometric)
Landscape and townscape, historic environment	Design and optioneering should consider direct and indirect impacts such as setting in relation to landscape quality and the historic environment.	Already embedded within Transport Strategy's Strategic Priorities; needs to be included within the underpinning Principles Area Studies: Further Appraisal Environmental assessment Design
Population and equalities, health, Community Safety	Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.	Already embedded within Transport Strategy's Strategic Priorities and underpinning Principles Project level CSA, EqIA, HIA

Climate change and greenhouse gases, Waste and resources	Optioneering and design should seek to achieve zero GHG emissions through reducing the need to travel by non-sustainable means, and efficient use of materials, low energy and renewables in infrastructure (e.g. lighting, provision of vehicle charging).	Already embedded within Transport Strategy's Strategic Priorities and underpinning Principles Area Studies: Option Assessment Framework; Further Appraisal Carbon Footprinting; Lifecycle assessment; Design Future Mobility Strategy
Climate change, Soils and resources, Natural capital and ecosystem services	Optioneering and design should seek to adapt to climate change, in terms of: location (avoiding areas of flood and erosion risk);working with natural processes (adopting natural flood risk management measures and Sustainable Urban Drainage Schemes alongside transport routes); use of materials (e.g. to with-stand extreme weather events); and provision of transport information.	Needs to be embedded within Transport Strategy's Strategic Priorities and underpinning Principles Area Studies: Option Assessment Framework Flood Risk Assessment; Geotechnical Assessment; Ecosystem Services Assessment; Design
Natural capital and ecosystem services, Water Environment, Biodiversity, Soils	Optioneering and design should seek to ensure environmental protection, including avoiding damage to soils, water resources.	Needs further embedding within Transport Strategy's Strategic Priorities and underpinning Principles Area Studies: Further Appraisal Drainage strategy and design; Project level design
Landscape and townscape, historic environment	Preservation in situ (of unknown assets as well as known ones) should be considered earlier in the design stages, before route options are selected. The local distinctiveness of landscapes and heritage assets should also be considered in design.	Needs further embedding within Transport Strategy's Strategic Priorities and underpinning Principles Area Studies: Option Assessment Framework; Environmental assessment; Design

5.7.3 Further mitigation measures are proposed with respect to the findings of the HRA. Any development that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under part 6 of the habitats regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of regulation 61 and 62, in which case any necessary compensatory measures will need to be secured in accordance with regulation 66. In addition:

- development should not be located within any European site so that no direct habitat loss will occur;
- wherever possible works should be avoided where there is a direct transmission pathway to European sites (such as a European site downstream of a new road);
- buffer zones should be provided between construction/improvement works and European sites (the size and extent of which should be dependent upon the nature of impact and the sensitivity of receptors); and
- there should be a general presumption against the permitting of construction/improvement works which generate adverse effects in proximity to European sites, which are sensitive to those effects – e.g. where adverse impacts on the water environment are identified; and that improved access to European sites will be closely monitored and managed to ensure the integrity of the sites is not compromised.

5.7.4 These mitigation measures should be used to inform the subsequent development of specific interventions along the prioritised corridors.

5.7.5 Once developed, these specific interventions, or schemes, will need to undergo further stages of assessment. These assessments will require further, more detailed information to be obtained in relation to each of the ISA topics. Potential sources of such information are set out in Table 5.7 below.

Table 5.7: Further information requirements for future assessments

Topic	Potential sources of additional data (and tools) for subsequent WebTAG Appraisal of specific transport interventions
Natural Capital and Ecosystem Services	• Non-statutory ecological and geological sites • Woodland Trust sites • Environmental stewardship schemes • Public Rights of Way • Local green infrastructure sites • Biodiversity Opportunity Areas • Priority and BAP habitats • Phase 1 habitats (or other detailed habitat data e.g. derived from a remote sensing assessment using aerial imagery, LiDAR and algorithms approved by Natural England) • Environment Agency water quality data (e.g. river ecological status) • Ecosystem services potential data (e.g. from Natural England) • Outdoor Recreation Valuation Tool (ORVal)[57] • Natural Environment Valuation Online tool (NEVO)[58]

[57] Day, B. H., and G. Smith. 2018. Outdoor Recreation Valuation (ORVal) User Guide: Version 2.0, Land, Environment, Economics and Policy (LEEP) Institute, Business School, University of Exeter. Available from: https://www.leep.exeter.ac.uk/orval/

[58] SWEEP. 2018. Natural Environment Valuation Online tool (NEVO). Available from: https://sweep.ac.uk/portfolios/natural-environment-valuation-online-tool-nevo/

	• Eco-metric tool[59] • Natural Capital Planning Tool (NCPT)[60] • Cultural ecosystem services assessment, e.g. using a participatory GIS tool[61]
Biodiversity	• Priority and BAP habitats • Non-statutory ecological designated sites • Woodland Trust sites • Protected and priority species records • Local green infrastructure sites • Environmental stewardship schemes • Local Biodiversity Partnerships data • Biodiversity Opportunity Areas • Land Cover Map data • Local wildlife sites • Phase 1 habitats (or other detailed habitat data e.g. derived from a remote sensing assessment using aerial imagery, LiDAR and algorithms approved by Natural England) • Defra Metric 2.0
Historic Environment	• Conservation areas • Listed Buildings • Historic England Heritage at Risk register • Historic Ordnance Survey maps • British Geological Survey data • Burial grounds • Archaeological Priority Areas • Archaeologically Sensitive Areas • Non-designated sites of sites of local and national importance
Landscape and Townscape	• Local landscape designations, including Country Parks, Special Landscape Areas and Areas of Great Landscape Value • Locally protected views • Local conservation areas • Locally listed sites and buildings • Public Rights of Way • National Landscape Character Area objectives
Water Environment	• River Basin Management Plans • Strategic Flood Risk Assessments (SFRAs) • Surface Water Management Plans (SWMPs) • Aquifer designations • Groundwater Vulnerability areas • Water Framework Directive waterbody status • Environment Agency water quality data (e.g. river ecological status)
Air Quality	• UK Government's National Atmospheric Emissions Inventory (NAEI) • Clean Air Zone data

[59] Defra. 2019. Eco-metric. Available from: https://ecosystemsknowledge.net/ecometric

[60] CEEP. No date. Natural Capital Planning Tool. Available from: http://ncptool.com/

[61] Natural England (2015) Participatory GIS. Available from: https://ecosystemsknowledge.net/participatory-gis-tool-pgis

Climate Change and Greenhouse Gases	• Local authority flood risk data • Local authority emissions data • Green Alliance data • UK Regional Climate Change Projections 2018
Noise and Vibration	• Defra's Noise Exposure data
Soils, Land Use, Resources and Waste	• Non-statutory geological sites, e.g. RIGS • Waste and mineral site allocations • Local contaminated land registers • South East of England Aggregates Working Party data
Population and Equalities	• Local authority monitoring reports • Local transport plans • Public Rights of Way • Ward demographics data from the Office for National Statistics (ONS)
Health	• Data from local clinical commissioning groups (CCGs) • Local authority public health profiles/ health reports • Air Quality Management Areas (AQMAs) • Noise Action Planning Important Areas • Local green infrastructure sites • Public Rights of Way • Sport England data • Outdoor Recreation Valuation Tool (ORVal)
Community Safety	• Crime data from local authorities and police • Local authority monitoring reports
Economy	• Local Enterprise Partnerships data • Local authority labour market profiles • Key local employment/economic sites

5.8 Monitoring

5.8.1 The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified and remedial action imposed. The purpose of the monitoring is to provide an important measure of the environmental outcome of the final plan, and to measure the performance of the plan against environmental objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage environmental information.

5.8.2 Specific transport interventions (other than short term interventions which are already in development) are not specified in the Transport Strategy, but will follow in the corridor studies and the Strategic Investment Plan.

5.8.3 The Transport Strategy states that a mechanism for monitoring and evaluating the progress of the Strategy will be established. TfSE will use a set of Key Performance Indicators to monitor the outcomes of the Transport Strategy in advancing the Strategic Priorities outlined in Section 2.1 of this ISA Report. These indicators are listed in Table 5.8 below.

Table 5.8: Monitoring via Key Performance Indicators

Strategic Priorities	Indicators
Economic	
Better connectivity between our major economic hubs, international gateways and their markets.	• The delivery of improved road and railway links on corridors in need of investment. • Improved public transport access to Heathrow Airport. • Improved long-distance rail services (measured by journey time and service frequency).
More reliable journeys for people and goods travelling between the SE's major economic hubs and to and from international gateways.	• Improved Journey Time Reliability on the Strategic Road Network, Major Road Network, and local roads (where data is available). • Improved operating performance on the railway network, measured by Public Performance Measure (PPM) and other available passenger and freight performance measures, where available (e.g. right time delivery).
A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate.	• Reduced delays on the highways network due to poor weather. • Reduced number of days of severe disruption on the railway network due to poor weather. • Metrics delating to reduced delay on road network suffering from Road Traffic Collisions.
A new approach to planning that helps our partners across the SE meet future housing, employment and regeneration needs sustainably.	• The percentage of allocated sites in Local Plans developed in line with Local Transport Plans.
A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.	• Increase in the number of bus services offering Smart Ticketing payment systems. • Number of passengers using smart ticketing. • Number of passengers using shared transport.
Social	
A network that promotes active travel and active lifestyles to improve our health and wellbeing.	• Increase in the length of the National Cycle Network in the South East. • Increase in the length of segregated cycleways in the South East. • Increase mode share of trips undertaken by foot and cycle. • Number of bikeshare schemes in operation in the area. • Mode share of walking and cycling.
Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.	• Reduction in NOx, SOx and particulate pollution levels in urban areas.
An affordable, accessible transport network for all that promotes social inclusion and reduces	• A reduction in the indicators driving the Indices of Multiple Deprivation in the South

Strategic Priorities	Indicators
barriers to employment, learning, social, leisure, physical and cultural activity.	East, particularly in the most deprived areas in the SE area.
A seamless, integrated transport network with passengers at its heart, making journey planning, paying for and using different forms of transport simpler and easier.	• Increase in the number of cross-modal interchanges and/or ticketing options in the South East.
A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.	• Reduction in the number of people Killed and Seriously Injured by road and rail transport.
Environmental	
A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.	• Reduction in carbon emissions by transport.
A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.	• A net reduction in the number of trip kilometres undertaken per person each weekday. • A reduction in the mode share of the private car (measured by passenger kilometres).
A transport network that protects and enhances our natural, built and historic environments.	• No transport schemes or interventions result in net degradation in the natural capital of the South East, instead aiming for environmental net gain for priority ecosystem services (such as natural flood risk management).
Use of the principle of 'biodiversity net gain' in all transport initiatives.	• No transport schemes or interventions result in a net loss of biodiversity, but seek to achieve a minimum of 10% net gain in biodiversity managed for 30 years in line with the requirements of the Environment Bill.
Minimisation of transport's consumption of resources and energy.	• Reduction in non-renewable energy consumed by transport.

6 Next Steps

6.1.1 This ISA Report was issued for public consultation in Autumn 2019 for a twelve-week consultation period, alongside the Transport Strategy. It has been updated following consultation.

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

6.1.3 A number of further studies are also being progressed, these include:

- Areas focussed studies, focusing on groups of corridors as shown in Figure 5.3: South Central Area; South East Area; and South West Area; Inner Orbital Area; Outer Orbital Area.
- Freight Strategy and Action Plan;
- Future Mobility Strategy;
- Mobility as a Service; and
- Smart and Integrated Ticketing.

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Paper 2

Report to:	**Shadow Partnership Board - Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Financial update and budget for 2020/21**
Purpose of report:	**To update on the budget position for Transport for the South East**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

(1) Sign off the final accounts for 2019/20;

(2) Note the budget scenarios for 2020/21 depending on contribution from the Department for Transport; and

(3) Agree that authority will be delegated to the Lead Officer for Transport for the South East to extend staff contracts beyond the initial two-year fixed term basis.

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1. Introduction

1.1 The purpose of this report is to update the Shadow Partnership Board on the revenue budget for Transport for the South East (TfSE).

1.2 The paper provides a final position for the 2019/20 revenue budget and sets out a number of scenarios for the budget position in 2020/21. The scenarios are based on the potential differing grant settlements from the Department for Transport (DfT).

1.3 In June 2019, the Shadow Partnership Board agreed a medium-term financial plan which set out the forecast level of income and proposed annual spend. This demonstrated the need for additional funding from the DfT to enable the Transport Strategy, specifically the Area Studies and the Strategic Investment Plan, to be completed. This medium-term financial plan will be updated once the grant settlement for 2020/21 is finalised. This will be presented to the Shadow Partnership Board in October 2020 and will form the basis of the TfSE request for the forthcoming spending round.

2. 2019/20 Financial Year – final accounts

2.1 In June 2019 the DfT provided £500,000 in grant funding to support development of the Transport Strategy. The total amount of grant funding received from the DfT since March 2018 is currently £1.6m. This grant funding is welcome and

has been used to commission consultants to develop the Transport Strategy and thematic studies.

2.2 Contributions from the constituent authorities also form part of TfSE's funding package and these important contributions enable TfSE to employ a small staff structure. The total raised from local contributions is just under £500,000 and it was agreed at the December meeting of the Shadow Partnership Board that the levy would remain the same for all authorities in 2020/21.

2.3 Appendix 1 sets out the final budget position for 2019/20. There are some key points:

- The forecast income from constituent authorities is higher than anticipated as two authorities made early contributions for 2020/21. The overall amount raised from local contributions remains the same outlined in previous papers to Board members at £498,000 per annum.
- Salary costs are lower than the initial forecast. Salary costs will increase in the next 12 month period due to cost of living rises and some slight changes to part time working arrangements.
- The Transport Strategy costs reflect the overall technical work programme and therefore include expenditure on the Transport Strategy (Lot A), the freight study (Lot B), the future mobility and smart ticketing work streams (Lots C and D), as well as the additional work on the MRN evidence base, design of the draft Transport Strategy and the engagement and events programme. It had originally been proposed that work would commence on the Area Studies in 2019/20 but due to delays in the procurement process, this will commence in June 2020.
- There has been no expenditure against the Proposal to Government work stream. This reflects the delays to the planned submission of the Proposal and the work will carry forward to the next financial year, when consultancy work on the proposed operational model will commence.
- Events costs include TfSE participation in large national events, such as Highways UK, as well as TfSE organised events, including the MP reception at the House of Commons.
- Although the carry forward figure seems high in Appendix 1, a large proportion of this carry forward is already committed for activities including completing the Transport Strategy, one Area Study and the Future Mobility Strategy.

2.4 The total expenditure for 2019/20 was £1,338,519. In addition to this £110,000 is committed on future mobility strategy work, with a further £350,000 intended to be spent on the first area study, which will cover the outer orbital area. This is reflected in the 2020/21 budget proposal, along with other committed spending.

2.5 East Sussex County Council, as the accountable body for TfSE, will provide S151 sign off for the final accounts for 2019/20 on 21 May 2020.

3. 2020/21 budget

3.1 The budget for 2020/21 will set out how TfSE will deliver against four main areas of spend: development of the Area Studies and thematic strategies; staffing

costs; communications and engagement activities; and the supporting work on the proposal and operational expenses.

3.2 It was agreed at the December meeting of the Shadow Partnership Board that constituent authorities would continue to fund TfSE for a further 12-month period. This funding is crucial to enable TfSE to employ a small secretariat function and to deliver the non-technical work programme. It is recognised that all authorities are operating in difficult financial times and this ongoing support is greatly appreciated.

3.3 Although positive discussions are continuing with the DfT, confirmation of grant funding for this financial year has not yet been received. In view of this, TfSE has developed three budget scenarios, which cover the potential for a £1m grant through to a zero DfT grant allocation. The scenarios demonstrate the differing levels of technical programme that could be completed depending on the amount of grant funding available. Appendix 2 sets out the three budget scenarios for consideration.

3.4 The TfSE team will start the financial year operating under the zero grant scenario. This still enables a number of elements of the technical programme to be taken forward, including the completion of the final Transport Strategy work (including work on the carbon calculation assessment and the SEELUM modelling to support the area studies) and for the Future Mobility Strategy and the Areas Studies to commence following the recent procurement exercises.

3.5 The current staffing costs are outlined in the salary budget for the core policy team, which is £530,000. This includes additional staff costs arising from travel and subsistence expenses and a small training budget allocation.

3.6 It was agreed at the December meeting of the Shadow Partnership Board that TfSE should aim to recruit additional technical staff, if the level of grant from DfT is sufficient, and authority for this was delegated to the Lead Officer for TfSE. In the event that TfSE receives funding from DfT, it is proposed that additional resource is recruited to support the delivery of the technical programme. The staff would be recruited on a fixed term basis and would be employed by East Sussex County Council as the accountable body for TfSE. Any additional staffing resource would only be recruited on the receipt of additional DfT grant.

3.7 The technical programme is the largest element of the proposed budget. Under all three scenarios, it is proposed that work will conclude on the final Transport Strategy and that the Outer Orbital Area Study will commence. The Future Mobility Strategy has recently been procured and will be delivered this financial year.

3.8 In order to complete the work on the Area Studies and Freight Strategy, TfSE will require a further grant contribution from the DfT which will ensure that we maintain the pace of development. A funding decision has not yet been announced by the DfT, so the section of the budget focused on the Transport Strategy has been developed in a flexible way so that it can be adapted to reflect the level of funding made available for this activity.

3.9 The budget scenarios also make provision for some initial work on potential operational models for a statutory body. This is included as part of the costs associated with the Proposal to Government.

3.10 Communications activities, such as events and website development, and operational expenses are also included in all the scenarios.

3.11 It is also proposed that TfSE maintains the small reserve that was planned for in the 2019/20 budget. This will be used to fund any staff and operational expenses that cannot be covered by local contributions for future years and, if required, be used to cover any expenses associated with closure of TfSE.

3.12 The intention is that the Board will continue to receive a quarterly update report on the budget and assess the spend profile, including actual quarterly spend, variance and revised forecasts.

4. Medium Term Financial Plan

4.1 Members of the Shadow Partnership Board agreed the Medium-Term Financial Plan (MTFP) in June 2019.

4.2 The MTFP will be updated following receipt of the grant settlement from DfT for 2020/21. This will allow us to understand how much of the technical work programme can be delivered by the end of March 2021 and how much will need to carry forward to future years.

4.3 The updated MTFP will be shared with Board members at the next meeting of the Shadow Partnership Board and will form the basis of TfSE's submission to Government for consideration in the forthcoming spending review.

5. Staff Contracts

5.1 TfSE has a small staffing complement comprising 7.8 FTE covering technical and communications and engagement functions. Staff were recruited in September 2018 on fixed term contracts for two years.

5.2 Contracts are due to expire at various points from September 2020 to early January 2021. It is important that staff have some certainty over future contract arrangements.

5.3 Staffing costs are covered from the local authority contributions. The £500k raised thorough the local levy falls slightly short of the annual staffing costs of £530k. Staffing costs for 2020/21 can be fully covered due to a carry forward of local levy from previous years.

5.4 Staffing costs for 2021/22 will be dependent upon ongoing receipt of local contributions. In addition to this, TfSE has made representations to the DfT that future grant funding should have some flexibility to cover core staff costs, as well as the technical programme. This reflects the arrangements in place in Transport for the North and Midlands Connect.

5.5 Once staff have been in contract for two years, they become eligible for full employment rights, including redundancy costs. As such, consideration should be given to converting the fixed term contracts to permanent contracts.

5.6 In the event that TfSE ceases to operate, there are provisions in place to cover any staff redundancy costs. As outlined in paragraph 3.11 it is proposed that TfSE maintains a small reserve fund for these purposes. Additionally, the intra-authority agreement sets out arrangements for any outstanding liabilities to be split between the 16 constituent authorities.

5.7 It is proposed that the decision to extend staff contracts is delegated to the Lead Officer for TfSE. This decision will only be made once TfSE has certainty about the DfT grant funding for 2020/21 and the work programme is finalised. The HR team from East Sussex County Council, as the accountable body, will be involved in the process to extend the contracts.

6. Conclusions and Recommendations

6.1 It is recommended that the Board agree the final accounts for 2019/20.

6.2 It is also recommended that the Board notes the various scenarios for the budget in 2020/21 and receives a final budget for sign off at the next meeting of the Board, along with an updated Medium-Term Financial Plan.

6.3 Members are asked to agree delegated authority to the Lead Officer for Transport for the South East to finalise the arrangements for the extension of staff contracts on a permanent basis, subject to confirmation from DfT on grant funding for 2020/21.

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Appendix 1: TfSE Budget – 2019/20 Final Position

Budget Monitoring - March 2020

	Budget	Actual YTD	Variance
EXPENDITURE			
Salaries (including on-costs)	503,000	484,743	18,257
Travel Expenses	13,000	16,692	-3,692
Training	1,800	1,209	591
Staff costs	**517,800**	**502,644**	**15,156**
Transport Strategy	733,603	781,378	-47,775
Strategy	**733,603**	**781,378**	**-47,775**
Proposal to Government	25,000	0	25,000
Events	25,000	15,584	9,416
Advertising & Publicity	13,000	6,282	6,718
Website	7,000	4,596	2,404
Stakeholder Database	5,000	6,600	-1,600
Licenses / Subscriptions	2,500	1,683	817
Communications and Engagement	**77,500**	**34,745**	**36,504**
Operational expenses	**21,860**	**19,752**	**2,108**
TOTAL EXPENDITURE	**1,350,763**	**1,338,519**	**12,244**
INCOME			
Brought forward	1,388,530	-1,388,530	0
19/20 Contributions	-382,000	-498,000	116,000
DfT Grant	-500,000	-500,000	0
TOTAL INCOME	**-2,270,530**	**-2,386,530**	**116,000**
TfSE Contingency/Reserve	**263,887**	**263,887**	**0**
Carry Forward	**-655,880**	**-784,124**	

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Appendix 2: TfSE Budget Scenarios 2020/21

INCOME	Scenario 1: No DfT grant	Scenario 2: £500k grant	Scenario 3: £1m grant
Local Contributions	£382,000	£382,000	£382,000
DfT Grant	£0	£500,000	£1,000,000
Reserves	£263,887	£263,887	£263,887
Carry forward	£226,399	£226,399	£226,399
Committed funding	£557,725	£557,725	£557,725
TOTAL INCOME	**£1,430,011**	**£1,930,011**	**£2,430,011**
EXPENDITURE			
Staffing			
Core Policy Team	£530,000	£530,000	£530,000
Regional Capacity (DfT funded)	£0	£50,000	£125,000
Transport Strategy			
Transport Strategy	£20,000	£20,000	£20,000
Area Studies - Tranche 1	£350,000	£700,000	£700,000
Area Studies - Tranche 2	£0	£0	£350,000
Future Mobility Strategy	£110,000	£110,000	£110,000
Freight scoping	£7,725	£7,725	£7,725
Freight and Logistics Strategy	£0	£75,000	£75,000
Modelling	£6,000	£6,000	£6,000
SIP Brief	£10,000	£15,000	£20,000
Project view	£12,000	£12,000	£12,000
Other strategy costs	£15,000	£35,000	£35,000
Strategy Contingency	£0	£0	£70,000
Sub national Transport Body Proposal	£41,700	£41,700	£41,700
Operational Expenses	**£20,199**	**£20,199**	**£20,199**
Communications/Engagement			
Events	£20,000	£20,000	£20,000
Advertising and publicity	£10,000	£10,000	£10,000
Website	£5,000	£5,000	£5,000
Stakeholder Database	£6,000	£6,000	£6,000
Media Subscriptions	£2,500	£2,500	£2,500
Reserves	£263,887	£263,887	£263,887
TOTAL EXPENDITURE	**£1,430,011**	**£1,930,011**	**£2,430,011**

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Paper 3

Report to:	**Shadow Partnership Board –Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Lead Officer's Report**
Purpose of report:	**To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

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

---

1. Introduction

1.1 In the four months since the last Shadow Partnership Board meeting we have experienced some big changes to the national picture. We had a General Election, a ministerial reshuffle, the UK is now officially in a transition period to leave the EU, we had a budget where the focus was on 'levelling up' and infrastructure spending and now we are in the midst of a global pandemic.

1.2 All of these events have provided challenges and opportunities for TfSE's engagement and work programme. However, the short- and long-term effects of the pandemic are still to be understood.

1.3 I wanted to reassure you that TfSE will still be pressing ahead with the work programme where possible and the Board will be kept informed of any changes as the national situation becomes clearer.

2. Engagement activity

2.1 In January the draft transport strategy consultation closed and the team have been working hard to analyse the results and amend the strategy where appropriate. I was pleased with the response we received which is confirmation that there is strong support for TfSE and our strategy.

2.2 Work has begun to procure a provider to carry out our Area Studies; Future Mobility Strategy: and Freight, Logistics and Gateways Strategy. In Feb/March we held three freight scoping strategy workshops which were very well attended. More information is contained in Paper 5.

2.3 I was interviewed for the February edition of New Civil Engineer Magazine where I talked about our draft transport strategy and the challenges for our region. More information is contained in Paper 7.

3. Joint STB work

3.1 In February I chaired another meeting of all STBs where we continued to develop our joint working and messaging.

3.2 I, along with the other STB Lead Officers, have been, and will continue to meet and press civil servants for confirmation of our grant funding for 2020/21 and longer term funding through the forthcoming spending review.

3.3 There have also been some changes in personnel at the DfT. Emma Ward has recently been appointed as Director General for Roads, Places and Environment Group, replacing Tricia Hayes. The TfSE regional lead at DfT, Ruth Harper, is on maternity leave and we will update the Board once the details of her replacement are available.

4. Other

4.1 Alongside the budget we received a welcome announcement from the Government on RIS2 schemes and MRN and LLM schemes. This is incredibly positive news for TfSE and the announcement of the successful schemes is testament to the work of our Board and officer groups in developing strong submissions for these competitive funding streams. More information on these are contained in Paper X.

4.2 On the 16 March the Government released their call for evidence on micro mobility vehicles, flexible bus services and mobility as a service as part of their future of transport regulatory review. TfSE will be responding to this consultation which will be shared with the Board for endorsement at the next meeting.

4.3 It has also been confirmed that the Solent area is one of three new future transport zones that will receive Government funding to trial innovative ways to transport people and goods. We are pleased to have one of the zones in our region and look forward to seeing how this develops.

5. Conclusion and next steps

5.1 TfSE is continuing to progress with its work programme, with work due to start in the next few months on our Area Studies and thematic strategies. There will be some inevitable changes to our work programme to reflect the current situation, but the team are developing new approaches to ensure that we remain as on track as possible.

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

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Paper 4

Report to:	**Shadow Partnership Board - Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Proposal to Government**
Purpose of report:	**To provide an update on the proposed next steps**

RECOMMENDATIONS:
The members of the Shadow Partnership Board are recommended to:

(1) Note recent discussions and feedback from the Department for Transport; and

(2) Note the proposed approach for the submission of the Proposal to Government.

---

1. Introduction

1.1 At the Shadow Partnership Board on 19 September 2019 the Board approved a revised version of the Proposal to Government, which reflected the feedback received through the 12 week public consultation.

1.2 It was agreed that further advice should be sought from the ministerial team at the Department for Transport prior to any decision about a formal submission to Government and an update was provided to the Shadow Partnership Board in December 2019.

1.3 As a result of the General Election in December 2019 and the subsequent ministerial reshuffle in February 2020 there have been a number of changes in the Department for Transport. This paper provides an update on the proposed approach for submitting the Proposal to Government.

2. Engagement with the Department for Transport

2.1 TfSE has developed positive relationships with the DfT at both ministerial level and with civil servants. The Board agreed at the September 2019 meeting that it was imperative to seek the advice and views of Grant Shapps MP, Secretary of State for Transport, and the ministerial team prior to making any formal submission for statutory status.

2.2 There were a number of discussions with George Freeman MP, the previous Minister of State, including his attendance at the 'Connecting the South East' event in Farnborough to launch the draft Transport Strategy. The Minister was complementary of the way in which TfSE has operated, recognising the importance that has been placed on partnership working, the role we have played in providing a collective single

voice on priorities and our lean and efficient structures. He was also supportive of the TfSE priorities to have a modern integrated public transport system and future proofing against climate change impacts.

2.3 As a result of the recent ministerial reshuffle, in February 2020, responsibility for STBs has transferred to Baroness Vere of Norbiton, Parliamentary Under Secretary of State at the Department for Transport. The Chair of TfSE has written to Baroness Vere requesting a meeting to discuss TfSE's priorities, including its ambition to gain statutory status. Although this letter has been acknowledged and welcomed, it will not be possible to progress a meeting with Baroness Vere until the current situation with Covid-19 has been addressed.

2.4 The TfSE team remain in close contact with the civil servants at DfT and will aim to progress a meeting between the Chair of TfSE and the ministerial team at the earliest opportunity.

3. Timescales and Formal Consent

3.1 It was agreed at the December 2019 meeting of the Shadow Partnership Board that TfSE should seek to submit the proposal to Government upon completion of the Transport Strategy, which will firmly set out the ways in which TfSE and the Department for Transport can work in partnership to implement the bold and ambitious approach included in the Strategy.

3.2 The member sub-group has discussed this approach at recent meetings and it is recommended that the Proposal is submitted to Government once the Transport Strategy has been finalised in July 2020 (subject to any changes in timescale as outlined in the Transport Strategy paper).

3.3 The legislation requires that a new sub-national transport body will be promoted by, and have the consent of, its constituent authorities. Formal consent is required before the Shadow Partnership Board approves the final proposal. It was agreed by the Shadow Partnership Board in December that all constituent authorities should aim to take the draft proposal through their relevant committee and sign off structures by the end of March 2020. We have received the necessary consent from a number of constituent authorities, but delays in committee and cabinet meetings in March 2020 have meant that not all authorities have been able to progress with this. Formal consent will be sought from these authorities when committee meetings are able to recommence.

3.4 Although other partners, such as LEPs, district and boroughs and protected landscapes will not be required to offer formal consent for the creation of a statutory body, they may wish to submit letters of support for TfSE.

4. Conclusion

4.1 The draft Proposal to Government was widely supported during the consultation exercise and there is recognition from stakeholders that the creation of a sub-national transport body would benefit the south east area. A meeting has been requested with Baroness Vere at the Department for Transport, which will provide further guidance on the departmental views.

4.2 It is proposed that the Shadow Partnership Board should seek to submit the proposal to government in summer 2020, following the approval of the Transport Strategy. Constituent authorities are required to offer their formal consent for this.

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Paper 5

Report to:	**Shadow Partnership Board - Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Technical programme progress update**
Purpose of report:	**To provide a progress update on the forthcoming Area Studies, the Future Mobility Strategy and the Freight, Logistics and Gateways Strategy.**

RECOMMENDATIONS:
The members of the Shadow Partnership Board are recommended to:

(1) Note the progress on the procurement process to secure a provider to undertake the five Area Studies;

(2) Note that a contract for the development of the Future Mobility Strategy has been awarded; and

(3) Note the progress on the scoping work for the Freight, Logistics and Gateways Strategy.

1. Introduction

1.1 The purpose of this report is to provide an update on the progress of the procurement process to secure a provider to undertake the Area Studies that will identify the interventions needed to deliver the Transport Strategy. The report also provides updates on the procurement process to identify a supplier to deliver a Future Mobility Strategy and on the scoping work undertaken to develop a brief for the Freight, Logistics and Gateways Strategy.

2. Background

2.1 In September 2019 the Shadow Partnership Board considered a report giving a progress update on the development of the Transport Strategy and agreed a recommendation that a process should commence to secure a provider to undertake the five Area Studies.

2.2 In December 2019 members of the Shadow Partnership Board also agreed a recommendation to proceed with the procurement activity for the Future Mobility Strategy and the Freight, Logistics and Gateways Strategy following completion of scoping work on both these thematic work areas.

3 Area Studies Procurement

3.1 At their meeting in September 2019 the Shadow Partnership Board approved the recommendation to begin the procurement process to secure providers to undertake five area studies. These will identify where geographically, and under what conditions, specific scheme interventions and wider policy initiatives should be implemented to deliver the Transport Strategy. Maps showing the five radial and

orbital study area locations mapped to constituent authority areas are contained in Appendix 1.

3.2 Since the update provided at the December 2019 Shadow Partnership Board meeting, the need for further preliminary work was identified to ensure a robust evidence base is in place for the Area Studies. These additional technical tasks were:

- The development of a method that would enable the potential impact of schemes and interventions identified in the Area Studies on carbon emissions to be assessed. This will design an interface between the Emissions Factor Toolkit that is in development with Defra and DfT and the South East Economic and Land Use Model (SEELUM) model.
- Undertake further runs of SEELUM for each of the five Area Study geographies, to identify the trajectory of modal split and other key parameters required to ensure the preferred scenario outcomes will be achieved in each area.

3.3 At the Extraordinary Shadow Partnership Board in February 2020, the Board were advised that the request for a variation to the 2019/20 £500,000 grant to enable the additional tasks to be progressed, had been submitted to the DfT. Approval to proceed with the technical tasks was received from DfT on 13 March 2020, and these will now commence.

3.4 The cost of each Area Study is forecast to be £350,000 including contingency. This means that the programme for delivering five Area Studies will be phased over two financial years.

3.5 There is currently sufficient funding from the 2019/20 grant allocation for one Area Study to commence on contract award. The grant determination for 2020/21 is still to be advised from DfT, confirmation of which will enable further studies to be undertaken in 2020/21.

3.6 The revised timescale for delivering the five Area Studies is set out in Appendix 2. Initially it is anticipated that work will begin on the Outer Orbital Area Study, with other Area Studies commencing as further funding from DfT is secured. It is anticipated that the contract for the Area Studies will commence in early June 2020.

3.7 Following the completion of the five area studies a Strategic Investment Plan (SIP) will be developed which will set out the prioritised programme of transport infrastructure investment needed across the South East up to 2050. The procurement process to secure a provider to deliver the SIP will commence later in 2020 once the Area Studies are underway.

3.8 An update on the outcome of the tendering process will be provided to the Shadow Partnership Board in July 2020.

4 Future Mobility Strategy

4.1 At the December 2019 Board meeting the members of the Shadow Partnership Board received an update on the scoping work to develop a Future Mobility Strategy. The value of the work (£5,000) enabled it to be directly awarded to a supplier and work was awarded to WSP who had previously undertaken the Future Transport Technology Review. WSP held three workshops in late November 2019 with key

stakeholders from the public and private sectors in order to inform a brief for the development of a Future Mobility Strategy and Action Plan.

4.2 The cost of the development of the Future Mobility Strategy is estimated at £105,000, and potential suppliers were approached to quote for this work in accordance with the Procurement rules operated by East Sussex County Council (ESCC) as the accountable body for TfSE.

4.3 The Request for Quote (RFQ) for the Future Mobility Strategy development was issued to potential providers in February 2020, and the closing date for tender submissions was the 13 March 2020. A tender evaluation panel consisting of members of the TfSE Transport Strategy Working Group was convened to assess the bids on 1 April 2020. WSP has been identified as the preferred supplier and they have been informed.

4.4 Once the contract has commenced, the TfSE secretariat will work with the supplier to implement and convene a Future Mobility Forum (as a sub-group of the TfSE Transport Forum), which will be tasked with overseeing the development and implementation of the Future Mobility Strategy and Action Plan. An update on the progress of the Future Mobility Strategy will be presented to the Shadow Partnership Board at the July 2020 meeting.

5 Freight, Logistics and Gateways Strategy

5.1 In October 2019, the members of the Shadow Partnership Board agreed a recommendation that scoping work should be undertaken to enable the development of a Freight, Logistics and Gateways Strategy. The aim of this scoping work was to formulate a brief for developing this strategy. The scoping work included undertaking a number of stakeholder workshops and considering the establishment of a TfSE Freight Forum (as a sub-group of the TfSE Transport Forum) which would be tasked with overseeing the development and the implementation of the Freight, Logistics and International Gateways Strategy.

5.2 Three potential suppliers were approached to provide quotes for this scoping work and following evaluation of the quotes, the work was awarded to AECOM in January 2020.

5.3 Three workshops were held in February/March 2020 with key stakeholders across the TfSE area. The key aims for the workshops were to discuss/confirm the South East region's freight challenges and opportunities and obtain their input into the scope of the brief for the Freight Strategy.

5.4 There were 56 attendees at the workshops that were held in Crawley, Canterbury and Southampton. Each workshop was attended by representatives from different aspects of the freight and logistics sector, as well as other stakeholders including local authorities, national agencies and transportation bodies from across the TfSE region.

5.5 Following the workshops, AECOM has produced a scoping study report which, includes a draft brief for the development of a Freight, Logistics and International Gateways Strategy, which is currently being reviewed. This will form the basis of the specification for the procurement of a supplier to undertake the Strategy development work.

5.6 Commencement of the procurement exercise to identify a potential supplier to undertake the strategy development work is dependent on confirmation of 2020/21 grant funding from DfT. A report will be brought before the next Board meeting in July 2020, to update the members on progress with the procurement activity for the Freight Strategy.

6 Financial Considerations

6.1 In May 2019 DfT made a grant award of £500,000 to TfSE to take forward the technical work programme including the Area Studies. On 13 March 2020, DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that the evidence base for the Area Studies is robust. The remaining funding available from the 2019/20 grant is sufficient to enable TfSE to proceed with commissioning one Area Study, and to proceed with the Future Mobility Strategy development.

6.2 TfSE is waiting for confirmation of the 2020/21 grant award from DfT. The determination of this additional funding will clarify how the technical work programme will proceed, and the timescales required to deliver the five Area Studies.

7 Conclusions and recommendations

7.1 It is recommended that Board members note the procurement process to secure external resources to undertake the five Area Studies has begun, with Invitations to Tender published on 09 April 2020. The procurement process to secure a provider to develop the Future Mobility Strategy has successfully completed, with WSP contracted and tasks beginning in April 2020. Scoping work is progressing well on developing the brief for the Freight, Logistics and Gateways Strategy and Action Plan, and the procurement process to develop the strategy is planned to begin in May 2020, subject to grant funding.

7.2 Board members should note that a further progress report will be presented to the Shadow Partnership Board at the July 2020 meeting to update on the procurement process for the Area Studies. An update will also be provided on the tasks undertaken to develop the Future Mobility Strategy. Board members will also be updated on the procurement process to secure a provider to develop the Freight, Logistics and Gateways Strategy and Action Plan.

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Paper 5 – Appendix 1

Area Study Outline Geographies

Outer Orbital Area Study

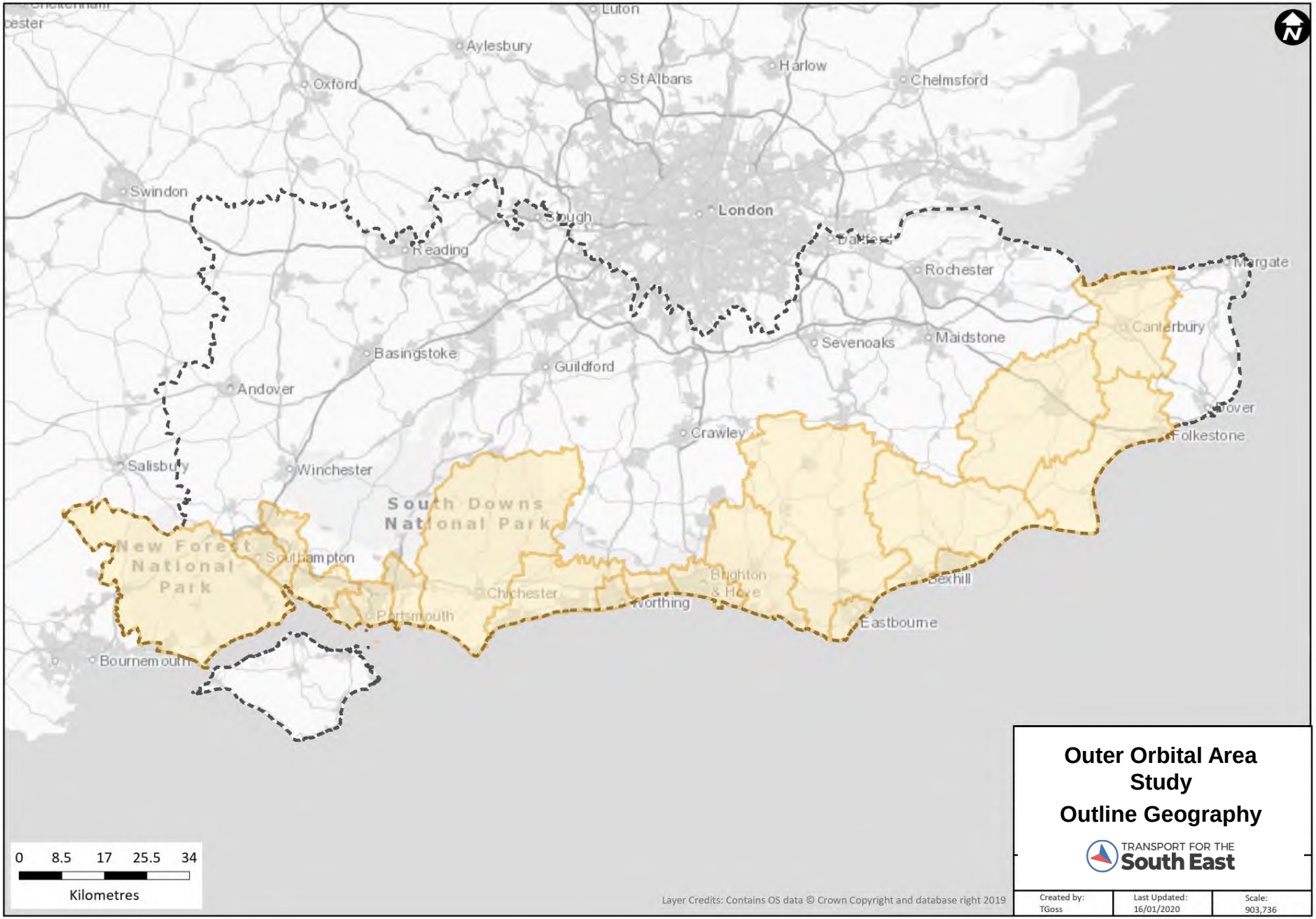
Inner Orbital Area Study

South West Area Study

South Central Area Study

South East Area Study

Strategic Corridors – Roads, Railways and Districts

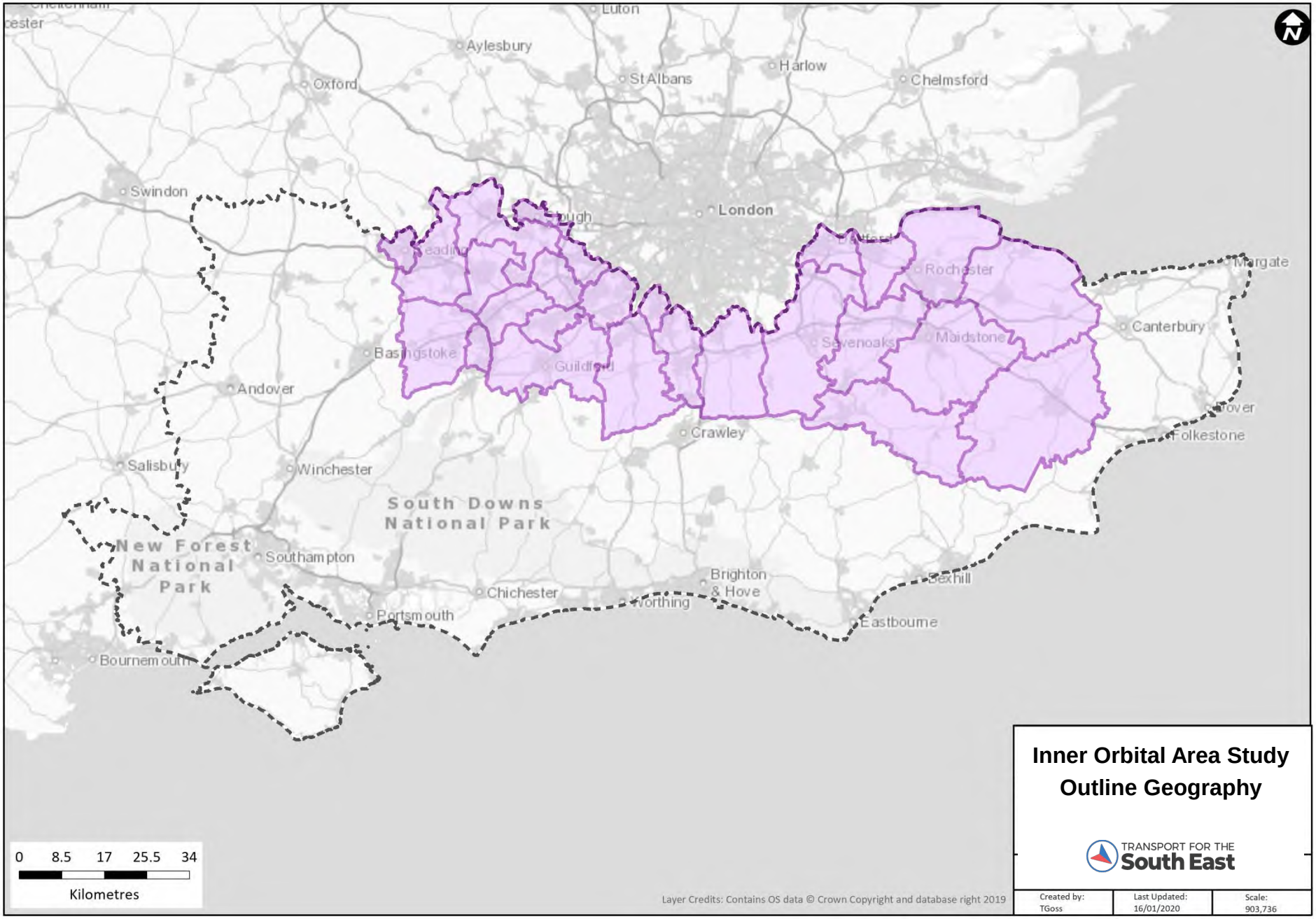


Outer Orbital Area Study

Outline Geography

TRANSPORT FOR THE South East

Created by:	Last Updated:	Scale:
TGoss	16/01/2020	903,736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Andover
Dover
Crawley
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Winchester
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Inner Orbital Area Study
Outline Geography
TRANSPORT FOR THE South East
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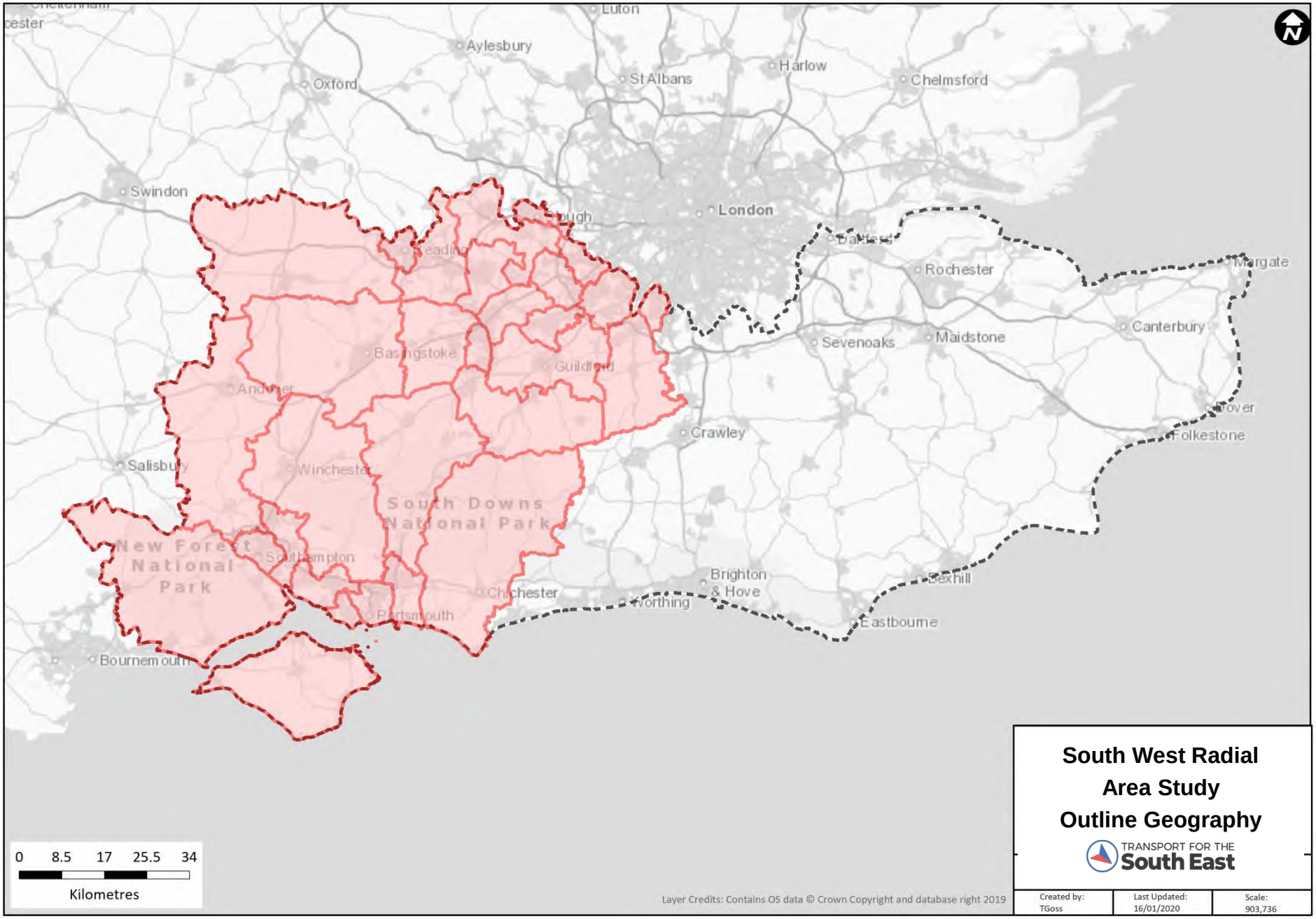

South West Radial Area Study Outline Geography

TRANSPORT FOR THE South East

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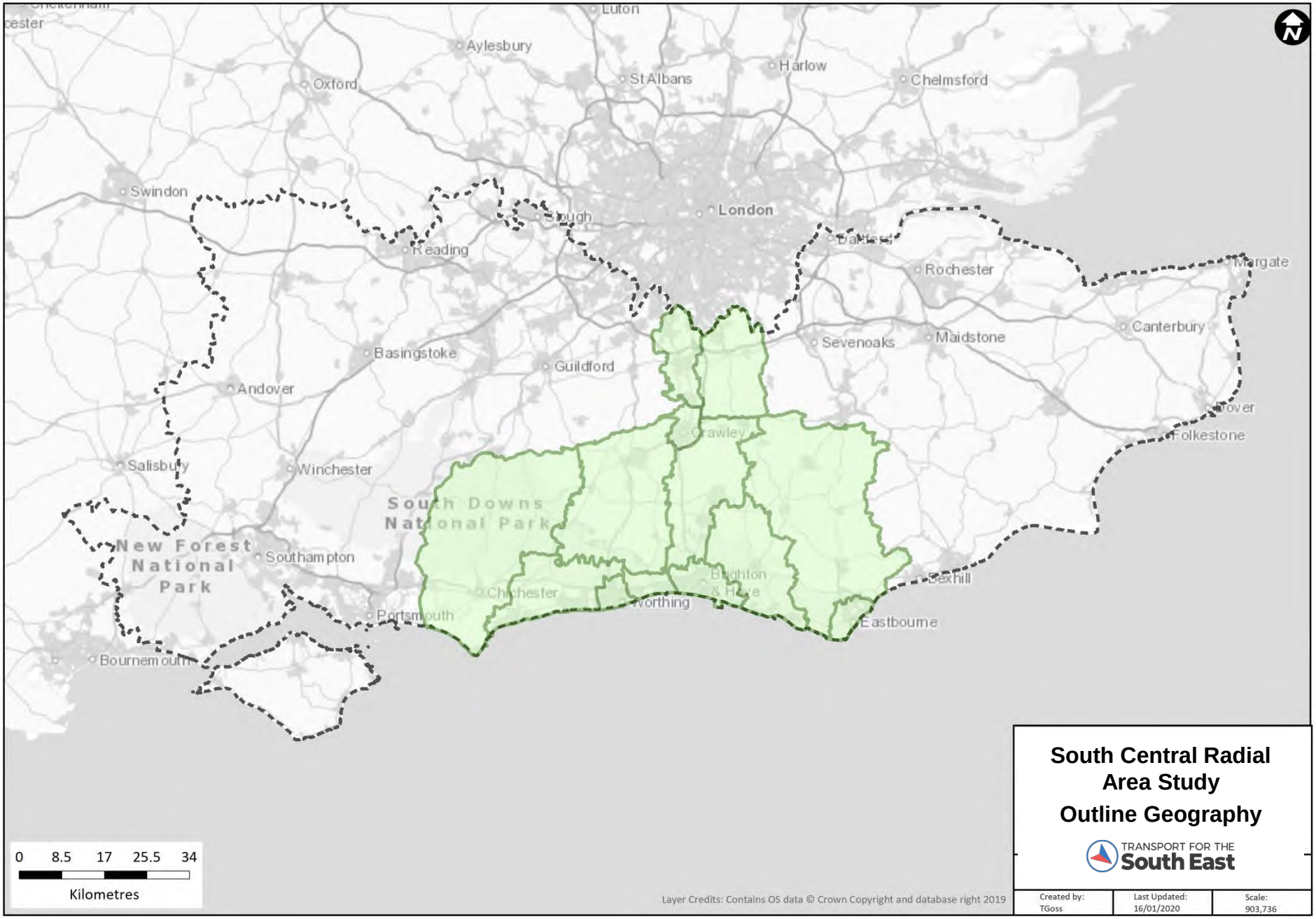
TGoss	16/01/2020	903,736

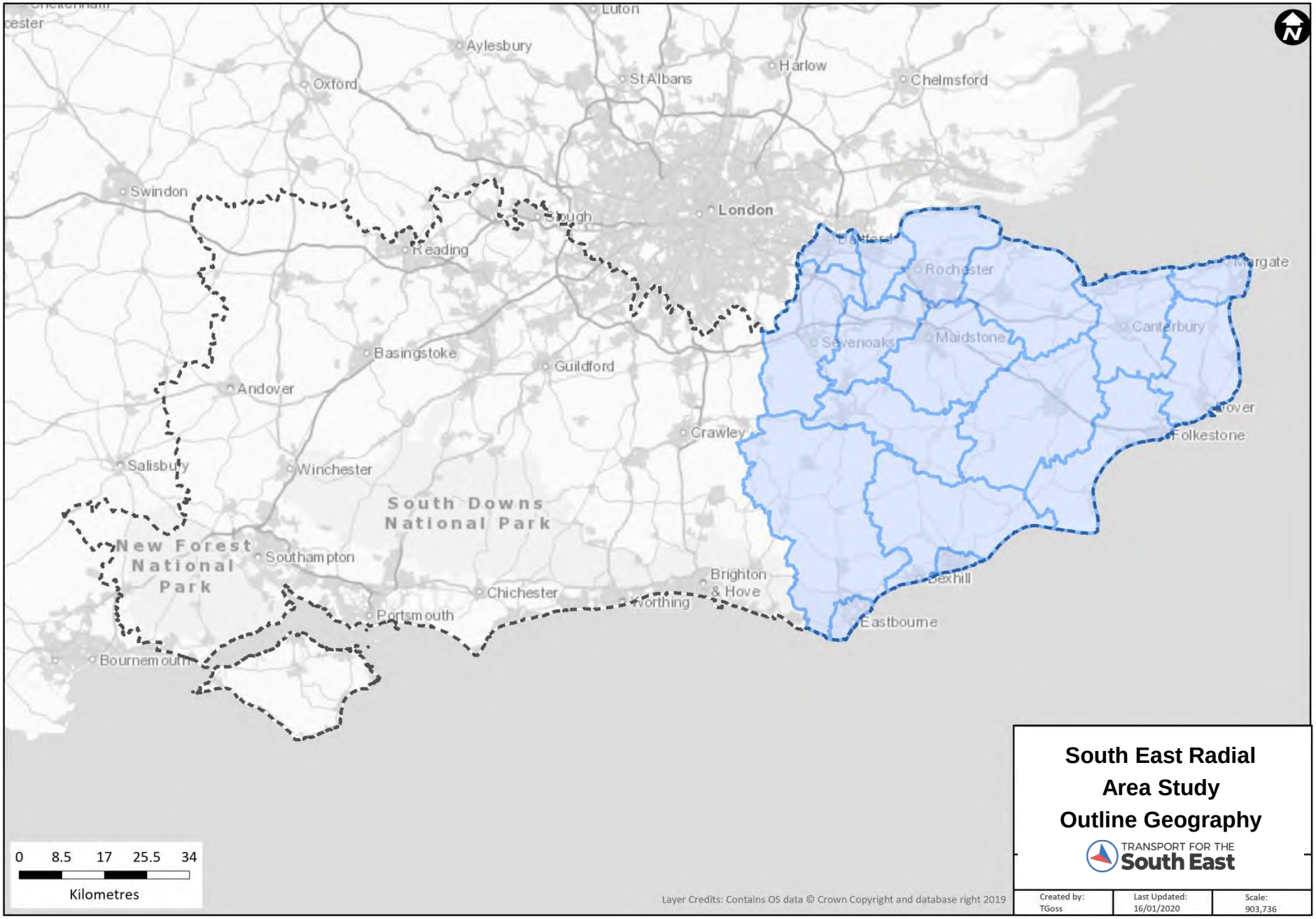


South Central Radial Area Study

Outline Geography

TRANSPORT FOR THE South East

Created by:	Last Updated:	Scale:
TGoss	16/01/2020	903,736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Basingstoke
Guildford
Andover
Dover
Crawley
Folkestone
Salisbury
Winchester
South Downs
National Park
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& Hove
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South East Radial
Area Study
Outline Geography
TRANSPORT FOR THE
South East
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TGoss
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TfSE Strategic Corridors (Roads and Railways) and Districts

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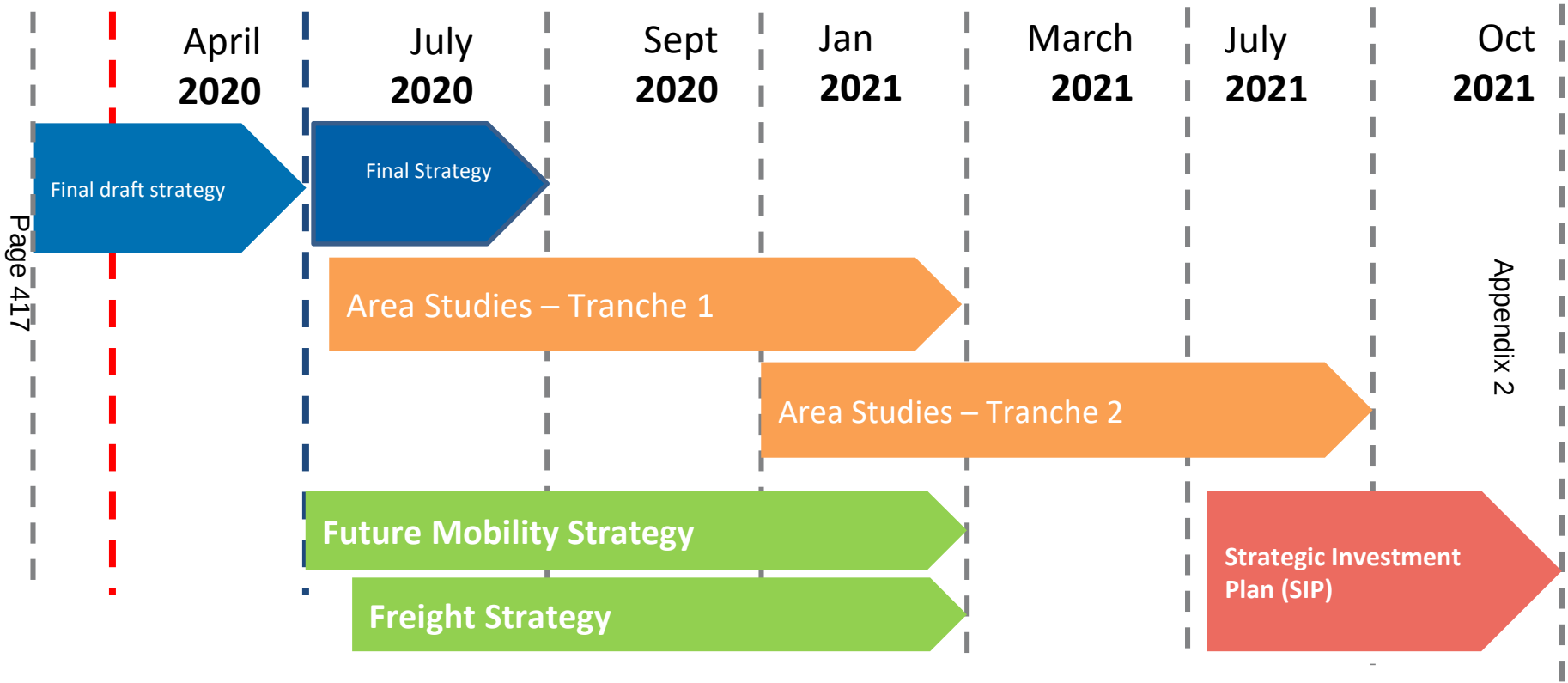
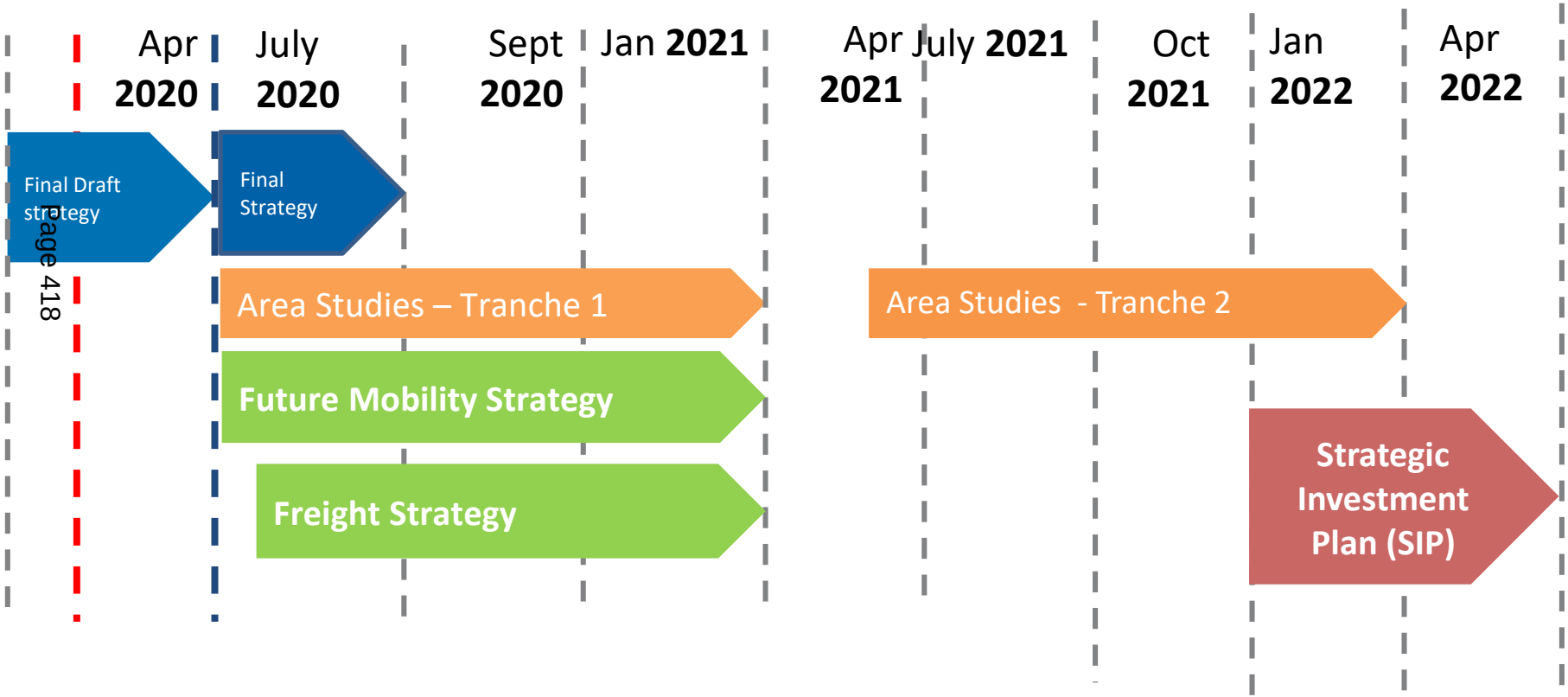
Paper 5 - Appendix 2

Transport Strategy route map



Paper 5 - Appendix 2

Transport Strategy route map



Paper 6

Report to:	**Shadow Partnership Board –Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Update on Second Roads Investment Strategy, Priority Major Road Network and Large Local Major Schemes 2020-2025**
Purpose of report:	**To provide an update on the implications of the recent announcements on the second Roads Investment Strategy and on Major Road Network and Large Local Major Scheme programmes for the TfSE area.**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to note the implications for the TfSE area of the recent announcement on the second Roads Investment Strategy, Major Road Network (MRN) and Large Local Major (LLM) schemes in the TfSE area.

1. Introduction

1.1 The Department for Transport (DfT) has previously requested that all the Sub-National Transport Bodies (STBs) identify their top priority schemes for potential inclusion in the second Roads Investment Strategy (RIS2) and the Major Road Network (MRN) and Large Local Majors (LLM) programmes covering the period 2020 - 2025. This report sets out the latest progress with the TfSE priority schemes.

2. Roads Investment Strategy

2.1 On 11 March 2020, the Government published its second Road Investment Strategy (RIS2) which sets a long-term strategic vision for the strategic road network (SRN). RIS2 specifies the performance standards Highways England must meet; lists planned enhancement schemes expected to be built; and states the funding that the Government will make available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25.

2.2 RIS2 was developed on the back of an extensive round of public engagement and consultation whilst research and evidence gathering began in 2016. DfT recognise that during that process the STBs have emerged as important partners, and that our strategies and studies are providing robust information on the priorities for each part of the country. Throughout the RIS2 document there are many references to the important role for STBs. The DfT recognise the aspirations of STBs to work even

more closely on the development of the next RIS and DfT state their intention to engage further with STBs on that.

2.3 TfSE very much welcomes the opportunity to work more closely with the DfT and Highways England. Since the announcement, a number of meetings have taken place with both the DfT and Highways England to look at how we can work more closely together. In particular, we are all reviewing how our evidence bases can join up and make best use of the data that we are all gathering through the development of our various strategies and studies.

2.4 At their meeting on 17 June 2017, the Shadow Partnership Board agreed a list of 16 proposed schemes that should be submitted to the Department for Transport as the priority schemes in the South East that TfSE would like to see included in the RIS2 programme.

2.5 The table in Appendix 1 shows the status (as far as can currently be determined) of the previously submitted TfSE priority RIS2 schemes. As can be seen a number of our priority schemes are included either for delivery or development during the RIS2 period. Three priority schemes have been committed for Roads Period 2 (RP2), meaning that construction of those projects is expected to start by 1 April 2025. A further five priority schemes are in the pipeline for RIS3 which means that these are proposals that Highways England will develop during RP2 so that they could enter construction in RP3. Funding for construction of these pipeline schemes has not been committed. Two TfSE priority schemes are also to continue to be taken forwards as part of ongoing strategic studies.

2.6 Of the remaining TfSE priority schemes, six are not included in the announcement, and it is unclear whether four other schemes are or not as the titles used do not necessarily enable the scope of the schemes to be determined. The DfT have been asked to provide further clarity on exactly what has been included within the schemes set out in RIS2 programme, and a further update will be provided once that information is available.

2.7 Highways England will now respond to the publication of RIS2 through the development and publication of their business and delivery plans for 2020-2025. This is anticipated in late spring 2020, at which time their programme for the delivery of the specific schemes, studies and development work will become clearer. A further update will be provided once that information is available.

3. Major Road Network and Large Local Major Schemes

3.1 At a meeting on 14 June 2019, the Shadow Partnership Board agreed the list of priority MRN schemes and a group of “emerging priority” LLM schemes that should be submitted to the DfT. Following further work in relation to the LLM schemes, the Shadow Partnership Board then agreed the list of priority LLM schemes that should be submitted to the DfT at their meeting on 19 September 2019.

3.2 Since the submission of the MRN and LLM priority schemes, DfT have been assessing the business case information for the schemes that have been submitted across the country. This has included seeking the views of wider DfT officials (including those from housing, and cycling and walking) as well as consulting with Highways England for their views about the potential impact of the schemes on the Strategic Road Network. A number of themes have emerged that highlight the importance of scheme promotors including high quality cycling, walking and public transport provision within their scheme proposals.

3.3 The DfT are planning to run workshops for STBs and scheme promoters from local transport authorities with the aim of supporting scheme promoters in the development and commissioning of high quality MRN/LLM business cases, with an emphasis on transport modelling and economic appraisal. To provide the opportunity for sharing experiences and best practice, these workshops will be held regionally. A workshop will be run in London for local transport authorities in the TfSE area, together with Transport for London colleagues. They were due to take place in April 2020, however they have been delayed due to the COVID-19 response and will now be rescheduled.

3.4 Work is ongoing between the DfT, TfSE and scheme promoters to progress the MRN and LLM scheme business cases, and to respond to the queries and clarifications received from DfT. The timescales for this work are led by the individual scheme programmes and the development work being undertaken by the promoting authorities. However, there is an ongoing need for scheme promoters in the constituent authorities to ensure they respond promptly to any requests for information from the DfT, either by answering DfT's queries on their schemes, or, if the scheme programme doesn't allow for that, at the very least provide DfT with a timetable setting out when they will be able to respond in detail, and provide updates if that should change. Failure to do so will inhibit the progress of schemes.

3.5 Since the last Shadow Partnership Board meeting further announcements have also been made on schemes across the country, including another pre-Strategic Outline Business Case (SOBC) scheme within the TfSE area. The A326 Capacity Enhancement in Hampshire has been approved to progress to SOBC stage.

3.6 Due to its importance in helping to mitigate the impact of the Lower Thames Crossing (LTC), the Brenley Corner scheme in Kent was included as a TfSE priority scheme in both our RIS and LLM submissions. The scheme has been announced as a pipeline scheme for RIS3, however at present there is no detailed information on either the scope of the scheme to be taken forward, or the timescales for its delivery. Officers will continue to work with Highways England and the DfT to ensure that the scheme taken forward fully mitigates the impacts of the LTC (and not just those on the SRN) and is delivered in a timely manner alongside the LTC, but until such time as there is greater clarity on these issues it would be prudent for the scheme to remain on both the RIS and LLM priority lists.

3.7 A table tracking progress with all the TfSE priority MRN and LLM schemes are contained in Appendices 2 and 3. Two of our pre-SOBC LLM schemes and one MRN scheme have now been approved to proceed to SOBC development. A further progress update on the MRN and LLM schemes will be provided in July 2020.

4. Conclusions

4.1 Members of the Shadow Partnership Board are therefore recommended to note that the Government has now published its second Road Investment Strategy (RIS2) which sets a long-term strategic vision for the strategic road network. The document also sets out an important role for STBs and the desire for the DfT and Highways England to work more closely with STBs moving forward, which is to be welcomed. Many of the previously submitted TfSE priority schemes are included in the RIS2 programme and further detail on the exact scope of schemes and timescales for their development and delivery will become clearer in the coming months.

4.2 The DfT have been continuing to assess the MRN and LLM schemes business cases and there is ongoing liaison between the DfT, TfSE and scheme promotors to provide clarification and move the business cases forward. It is important that scheme promoters continue to respond to these requests as promptly as possible and keep the DfT updated with any changes to scheme timelines.

4.3 A number of announcements continue to be made on MRN and LLM schemes across the country. Since the last Shadow Partnership Board meeting another of our priority LLM schemes at pre-SOBC stage, the A326 Capacity Enhancement in Hampshire, has been approved to progress to the next stage in the business case development process.

RUPERT CLUBB
Lead Officer
Transport for the South East

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Appendix 1 – Current Status of TFSE Priority Schemes following the RIS 2 announcement

Definitions:
Committed for RP2 – construction of this project is expected to start by 1 April 2025.
Pipeline for RIS3 – these are proposals that Highways England will develop during RP2 so that they could enter construction in RP3. Funding for construction of these schemes has not been committed.

Scheme		Status in RIS2 Announcement
Lower Thames Crossing including Option C Variant (M2 Junction 3 and M20 Junction 6 via A229)		Committed for RP2
Lower Thames Crossing - wider network improvements	M2 Junction 7 Brenley Corner	Pipeline for RIS3
	Dualling of the A2 from Lydden to Dover	Pipeline for RIS3 (assuming listed as A2 Dover Access?)
A21	Kippings Cross to Lamberhurst – offline dual carriageway	Awaiting clarification on the scope of the A21 Safety Package included in the announcement which is pipeline for RIS3
	Flimwell and Hurst Green – Bypasses	Awaiting clarification on the scope of the A21 Safety Package included in the announcement which is pipeline for RIS3
A27/M27 South Coast Corridor	A27 Lewes to Polegate	A27 East of Lewes package is committed for RP2 A27 Lewes to Polegate is pipeline for RIS3
	A27 Between B2123 Falmer Interchange and A293 Junctions	Not included in announcement
	A27 Worthing & Lancing	Committed for RP2
	A27 Chichester	Pipeline for RIS3
	M27 Junction 12 to A27/A3(M) Junction – upgrade to motorway standard and smart motorways	Awaiting clarification as unsure if part of M27 Southampton Access which is pipeline for RIS3
	M27 J3 to M271/A35 Junction	Awaiting clarification as unsure if part of M27 Southampton Access which is pipeline for RIS3

Scheme		Status in RIS2 Announcement
Solent Metro – City to City – part of a phased investment to bring forward the Solent Metro to transform city to city connectivity which is primarily linked by the M27. This will be an off network investment to strengthen the rail based link in the West Phase 1 and 2 to include Eastleigh to Southampton Central and Southampton Central through to Fareham		Not included in announcement
M23/A23 Corridor	Crawley to Burgess Hill	Not included in announcement
	Hooley Interchange	Not included in announcement
A3 Ripley to Guildford		Pipeline for RIS3
M25 South West Quadrant (J10-16) including new or improved link between M3 and M4 and offline improvements to A329/A322 corridor in Bracknell		Ongoing strategic study

Strategic Corridors for investigation in RIS 2

Strategic Corridor	Status in RIS2 Announcement
M23 Corridor (M23 and M25 Junction 6 to 8)	Not included in announcement
Upgrade A34 to motorway standard, including the southern section between Junction 13 of M4 and Junction 9 of the M3 and A34 safety improvements north of the A34/M4 junction at Chievely	Not included in announcement, beyond section that is already under construction

Other nationally significant schemes for inclusion in RIS 2

Other nationally significant scheme	Status in RIS2 Announcement
Oxford to Cambridge Expressway	Ongoing strategic study

Appendix 2

TfSE MRN Scheme Tracker

Scheme Status	Priority	Scheme Name	Authority	Development Stage	Comments
Top Ten Priority Schemes ranked in priority order	1	**Northam Rail Bridge Replacement and Enhancement**	Southampton CC	SOBC	Business case information assessed by DfT and rated amber Ongoing liaison with DfT
	2	**A284 Lyminster Bypass**	West Sussex CC	OBC	Business case information being assessed by DfT Ongoing liaison with DfT
	3	**Redbridge Causeway**	Hampshire CC	OBC	Business case information being assessed by DfT Ongoing liaison with DfT
	4	**A249 at M2 Junction 5**	Kent CC	OBC	Business case information being assessed by DfT Ongoing liaison with DfT
	5	**A22 Corridor Package**	East Sussex CC	OBC	Business case information being assessed by DfT Ongoing liaison with DfT
	6	**A320 North Corridor**	Surrey CC	SOBC	Business case information assessed by DFT and rated amber/red Ongoing liaison with DfT
	7	**A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme**	Brighton and Hove CC	OBC	Business case information being assessed by DfT Ongoing liaison with DfT
	8	**A28 Birchington, Acol and Westgate-on-Sea Relief Road**	Kent CC	Developing SOBC	Business case information assessed by DfT **Approved** (3/10/19) to proceed to SOBC development SOBC submitted to DfT on 30/12/20, awaiting feedback
	9	**A259 Bognor Regis to Littlehampton Enhancement**	West Sussex CC	Pre-SOBC	Business case information assessed by DFT and rated amber Ongoing liaison with DfT
	10	**A259 South Coast Road Corridor**	East Sussex CC	Pre-SOBC	Business case information assessed by DFT and rated amber Ongoing liaison with DfT
Pipeline schemes (listed by local authority)		**A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme (continued)**	Brighton and Hove CC	Pre-SOBC	For consideration in MRN2
		A2270/A2101 Corridor Movement and Access Package including Cophall Roundabout	East Sussex CC	Pre-SOBC	
		A22 Corridor Phase 2	East Sussex CC	Pre-SOBC	
		A299 Thanet Way Major Structural Renewal	Kent CC	Pre-SOBC	
		A228 Colts Hill Strategic Link	Kent CC	Pre-SOBC	
		A24/A243 Knoll Roundabout and M25 J9A	Surrey CC	Pre-SOBC	
		A259 Chichester to Bognor Regis Enhancement	West Sussex CC	Pre-SOBC	
		A24 Corridor Horsham to Worthing	West Sussex CC	Pre-SOBC	

Updated Mar 2020

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Appendix 3

TfSE LLM Scheme Tracker

Scheme Status	Priority	Scheme	Authority	Scheme Development Stage	Comments
Priority Scheme considered more appropriate to be delivered through RIS2		**M2/A2 Brenley Corner Upgrade**	Kent CC	pre-SOBC	Announced in RIS2 on 11/3/20 as a pipeline scheme for RIS3. Development work to be undertaken 2020-25 for potential delivery beyond 2025 To be kept on LLM priority list until scope and timescale for RIS scheme become clearer
TfSE LLM Priority schemes ranked in priority order	1	**West Quay Road Realignment**	Southampton CC	Developing SOBC	Pre-SOBC information assessed by DfT **Approved** (3/10/19) to proceed to SOBC development
	2	**New Thames Crossing East of Reading**	TVLEP (Wokingham BC)	SOBC	SOBC business case information assessed by DfT and rated amber Ongoing liaison with DfT
	3	**A326 Capacity Enhancement**	Hampshire CC	Developing SOBC	Pre-SOBC information assessed by DfT **Approved** (11/03/20) to proceed to SOBC development
	4	**City Centre Road**	Portsmouth CC	pre-SOBC	Business case information assessed by DFT and rated amber/red Feedack received and further information requested from PCC on 5/11/19 PCC not in a position to currently update SOBC, but wish it to remain as a pipeline scheme
	5	**A229 Blue Bell Hill Junction Upgrades**	Kent CC	pre-SOBC	Business case information assessed by DFT and rated amber/green Ongoing liaison with DfT
	6	**A31 Hickleys Corner Underpass, Farnham**	Surrey CC	pre-SOBC	Business case information assessed by DFT and rated amber/red Ongoing liaison with DfT
Pipeline Schemes		**A325 Wrecclesham Relief Road**	Surrey CC	pre-SOBC	For consideration in LLM2
		A24 Corridor Improvements Horsham to Capel	Surrey CC/ W Sussex CC	pre-SOBC	

Updated Mar 2020

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Paper 7

Report to:	**Shadow Partnership Board – Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Communications and Stakeholder Engagement update**
Purpose of report:	**To update the board on communications and stakeholder engagement activity**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

(1) Note and agree the proposed Communications and Engagement Strategy 2020/21; and

(2) Note the engagement and communication activity that has been undertaken in the past 3 months.

---

1. Introduction

1.1 Communications and engagement activity since December 2019 has focused primarily on the Transport Strategy, undertaking the consultation and latterly analysing the consultation results. We have continued to build relationships with current and new stakeholders.

1.2 Interest, awareness and advocacy of Transport for the South East are at new high levels – evidenced by an increase in our stakeholder database to more than 1,750 individuals, social media engagement with new stakeholders, press coverage in a variety of local news and trade publications as well as positive quotes, comments and feedback from stakeholders.

1.3 The December 2019 General Election and subsequent Ministerial reshuffle in February 2020 necessitated a change to our planned communication and engagement activity. We are now focussing on building relationships with the new Ministers and raising awareness of TfSE with new and returned MPs.

1.4 This paper provides an update on recent activity, as well as updating Shadow Partnership Board members on the communications and engagement strategy for 2020-21. The communications and engagement team are reviewing their ways of operating to ensure that TfSE is able to engage with stakeholders and partner organisations in an appropriate manner during the Covid-19 situation.

2. Communications and Engagement Strategy 2020-21

2.1 The communications and engagement strategy has been updated for 2020-21, this is attached as Appendix 1.

2.2 This strategy will be kept under review as we consider the implications of Covid-19 and we will tailor our communication and engagement plan over the next few months to reflect the circumstances.

2.3 The communications and engagement strategy is designed to support the business objectives of:

- Developing and delivering a transport strategy and associated technical programme for the TfSE area;
- Securing permanence of funding and status for TfSE; and
- Ensuring TfSE is recognised and valued as the single voice for the South East's strategic needs.

Key activities

2.4 A full list of activities that will be carried out over the year are specified in the delivery plan, which is available from the TfSE secretariat on request. Highlighted below are some of these key activities:

- **Deliver a joined-up programme of communications and stakeholder engagement activity to promote the Transport Strategy publication.** This will include targeted local media activity fronted by Board members and trade press features with the Chair/Lead Officer.
- **Influence national politicians and opinion formers to shape policy and legislation affecting transport in the South East.** For example, through pre-budget lobbying and using opportunities in parliament to support our work. Also, developing relationships with Ministers and government officials to influence future policy direction.
- **Respond to the call for submissions on Comprehensive Spending Review.** Build awareness and advocacy prior to the review and promote TfSE's submission via all communications channels.
- **Build and develop relationships with stakeholders critical to the delivery of the transport strategy**. Engagement will take place with district and borough authorities, Transport Forum members, universities, potential funders/financers and government departments.
- **Provide best-in-class stakeholder engagement support to inform development of the area and thematic studies.** Support the development of freight and future mobility forums, area study working and stakeholder groups and ensure MPs and other key political stakeholders are able to contribute to the area studies process.
- **Redesign the TfSE website.** This will provide a better user experience and focus on the Transport Strategy**.**

2.5 Board members will be kept updated and involved in TfSE's engagement with politicians and other major stakeholders in their specific areas.

3. Recent communications and engagement activity

Supporting the Transport Strategy and technical work

3.1 In the period since the last Partnership Board in December 2019, our draft Transport Strategy consultation has closed and the results have been analysed and amendments made.

3.2 In February 2020 we held three freight workshops (alongside our consultants Aecom) to help develop the scope of the Freight, Logistics & Gateways Strategy. The events were productive and attendee feedback was overwhelmingly positive.

Broadening our engagement

3.3 We have continued our engagement with universities, meeting representatives from Portsmouth, Southampton and Kent, all of whom are keen to further explore opportunities for greater partnership working. Conversations are planned with Brighton and Surrey. Further opportunities will continue to be explored over the coming months.

Political engagement

3.4 All new MPs were sent an introductory email with the offer of a meeting to discuss our work in more detail. Returned MPs received a similar email building on existing awareness. A number responded positively with requests to be involved in the development of the area studies and strategic investment plan.

3.5 The Chair met with Sally-Ann Hart MP (Con, Hastings & Rye) who is very supportive of TfSE. Other meetings requested by MPs have been postponed for the time being.

3.6 A letter to the Chancellor focusing on the South East's critical role as a driver of wider UK growth and prosperity was published in the week before the Budget as part of a coordinated communications campaign covering media, social media and stakeholder activity. This was a great example of 'speaking with one voice' – the letter was signed by the majority of Board members and a wider group of stakeholders and was widely shared and promoted via partner comms channels as well as gaining positive media coverage. This campaigning model is something we will seek to build on as part of our CSR lobbying activities.

Media, social media and digital communications

3.7 Media coverage has again been wholly positive this quarter across a range of local and trade press publications including a front page in the Daily Echo (Southampton). Other notable coverage includes an interview with Rupert Clubb in New Civil Engineer magazine, the most popular and respected engineering sector publication. A full list of coverage can be viewed in Appendix 2.

3.8 Social media engagement has remained high, with our most popular ever LinkedIn post recorded (about Network Rail, Highways England and TfL joining the board). Our message to the Chancellor was also shared widely across LinkedIn and Twitter.

4. Conclusion and recommendations

4.1 The Communications and Engagement Strategy 2020/21 outlines many opportunities for engaging with our stakeholders and strengthening the region's voice on strategic transport issues. However, the Covid-19 pandemic will require this strategy to be kept under review as inevitably some opportunities will now be delayed/postponed and to ensure our continued engagement is appropriate to the situation.

4.2 The Shadow Partnership Board are recommended to note and agree the proposed Communications and Engagement Strategy 2020/21 and note the engagement and communication activity that has been undertaken in the past 3 months.

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Communications & Stakeholder Engagement strategy 2020-21

March 2020 - DRAFT

TRANSPORT FOR THE South East

The communications context

Building awareness and advocacy

Awareness of TfSE among key audiences has grown significantly over the last year following a focused programme of communications and engagement activity – however this is based largely on informal feedback rather than any kind of robust, measurable insight. This needs to change.

Supporting regional and national prosperity

In the public eye, devolution of transport decision-making (and political devolution more broadly) has been strongly linked with efforts to rebalance the UK economy and support growth in the former industrial areas of the Midlands and the North of England.

At the same time, investment in the South East's transport infrastructure is assumed by many to be far higher than the reality, including London schemes such as Crossrail and Thameslink which benefit a relatively small proportion of the regional population.

This provides a real challenge for TfSE, especially given the dominant 'levelling up' agenda driving the government's policy and spending plans. Investment in the South East is seen by many as running counter to the objectives of 'levelling up'.

Net-zero carbon

Attitudes and behaviours towards climate-related issues have shifted in an incredibly short period of time and the recent Heathrow decision makes clear that future spending commitments by government will need to be compatible with the wider net-zero carbon agenda and our legal obligations nationally and internationally.

A unique partnership

TfSE is a partnership with strong links to a wide and growing range of other groups and stakeholders. From a comms and engagement perspective, this is both a challenge and a real opportunity. The South East is not historically a region which has spoken with one voice; when we do, it must carry weight.

The communications context (2)

Based on this context, we can make the following informed decisions about our communications and engagement activity:

Insight-driven comms
Our communications and engagement activity should be insight-driven wherever possible, using evidence and insight to prioritise activity which delivers most benefit in achieving our objectives.

Assumptions about the South East
We need to educate local, regional and national audiences about our area and the challenges and opportunities from an economic, social and environmental perspective.

The South East's value to UK plc
We need to be clear on the value that investment in the South East's transport network can add – not just to the region but to the UK as a whole.

Shifting attitudes towards climate change
While STBs exist first and foremost to drive economic growth, we must make a clear and unequivocal commitment to reducing the harmful impacts of transport and to creating a better, more sustainable future.

Speaking with one voice
We need to highlight the strength of consensus that TfSE enables and provide our partners and stakeholders with clear, timely and relevant communications so they can share a consistent story about TfSE.

The role of communications & stakeholder engagement at Transport for the South East

Articulate TfSE's vision, strategy and achievements to build awareness and advocacy among stakeholders.

Build relationships to support the delivery of our transport strategy and statutory status.

Work with partners to communicate consistent and compelling messaging re: the value of TfSE

Embed best practice communications and engagement in all areas of TfSE's work.

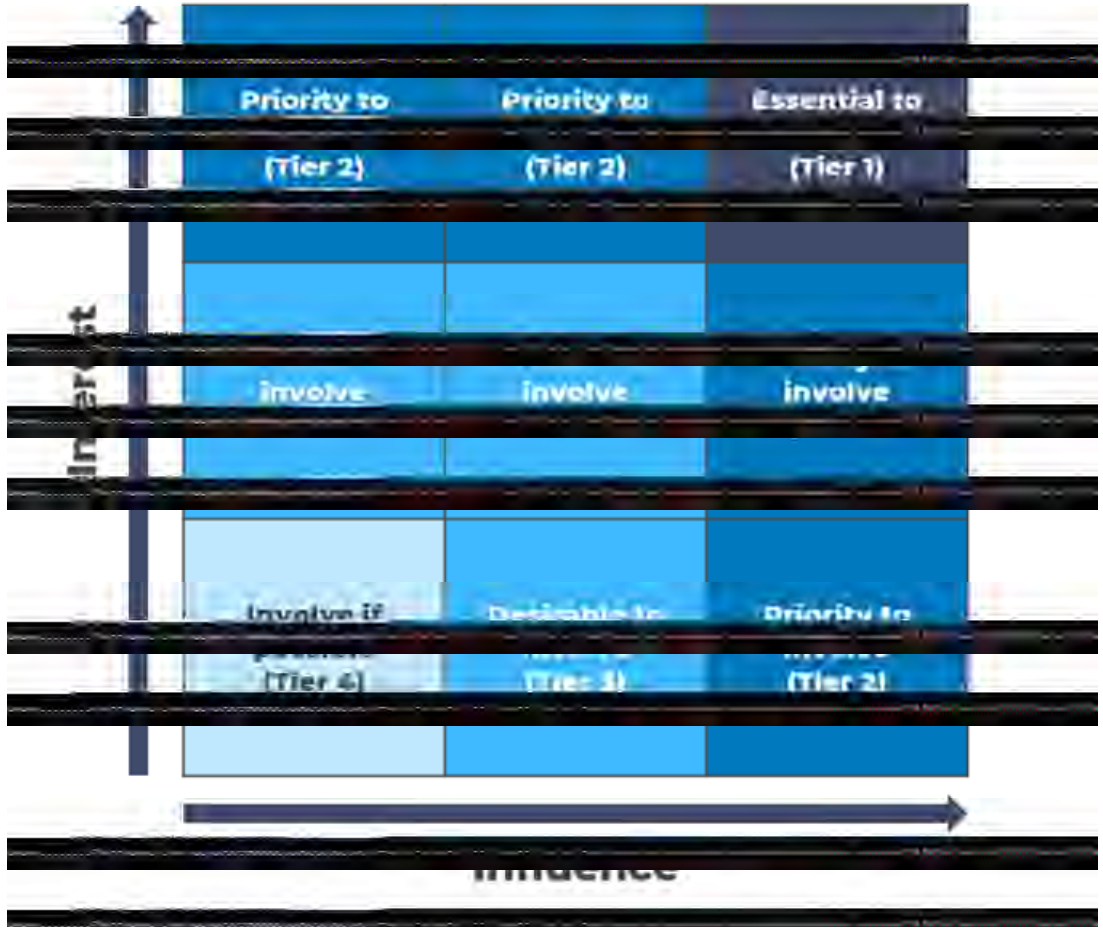
Identify and manage risks to TfSE's reputation, proactively and reactively.

Managing our relationships

Transport for the South East is a relatively new organisation with multiple external influences. It is a complex environment from a communications perspective, with audiences spanning every level from local residents and small businesses to MPs and government ministers.

We will manage our external relationships through effective strategic communications: establishing clear business objectives, mapping relevant stakeholders and developing targeted engagement plans with defined outcomes.

Business objective › Target audience › Comms objective › Outcome



Our channels

	Tier 1 Essential to involve	Tier 2 Priority to involve	Tier 3 Desirable to involve	Tier 4 Involve if possible
Comms and engagement method	As appropriate, involvement in SPB, Transport Forum (and/or working groups), Senior Officer Group Personalised email or phone contact Access to senior team 1:1 briefings 'Connections' newsletter	Regular email or phone contact Transport Forum working groups 1:1 briefings if unable to attend workshops Access to senior team 'Connections' newsletter	Email Transport forum working groups Raise interest through media and social media Access to TfSE comms and engagement managers 'Connections' newsletter	Email Raise interest through media and social media 'Connections' newsletter

As well as targeted communication and engagement activities, all interested parties have access to TfSE news and updates via:

- 'Connections' newsletter
- transportforthesoutheast.org.uk
- Twitter
- LinkedIn
- Facebook
- Blog posts and media coverage

In addition, we regularly use:

- Survey Monkey – to gather feedback and views on recent TfSE events
- Menti – an interactive voting tool that can be used during a meeting or event to gather 'live' views and feedback
- Smart Survey – for public consultations

INSIGHT

Understanding our audiences

Strong relationships exist with our **constituent authorities and LEPs** – though awareness does not always extend far beyond those officers and elected members with whom we hold direct relationships.

Inconsistent relationships with officers and members in our **46 district and borough authorities** – though considerable effort has gone into growing these. Relationships with planning officers in particular need to be developed and strengthened to reflect the close link between the transport strategy and local plans.

Similarly, strong relationships have been built with key individuals at **transport industry** partners including owners, operators and the supply chain.

Initial engagement with **parliamentary stakeholders** has provided a good base to inform future activity, with strong support from a small group of key individuals – but we should not assume universal awareness among our regional MPs.

Awareness of TfSE among local, regional and national **media** is low – though mainstream coverage has increased considerably. Trade press awareness of TfSE is relatively high though not necessarily of our strategy and work programme.

Relatively low levels of awareness among **residents** in the region, though there is a growing group of engaged campaigners. While we have engaged directly with some **businesses** (and also via our LEP partners), awareness among the wider business community will be low.

INSIGHT

Current engagement

We currently have limited quantitative data regarding levels of awareness, understanding or advocacy among our key audiences.

A top priority is to develop a **stakeholder insight tracker**, enabling us to rate the effectiveness of our comms and engagement activity. This will include analysis of our website, social media and press activity as well as more traditional engagement.

In the meantime, available analytics show:

- Almost 2,000 named individuals on our stakeholder database – a three-fold increase over the last year
- 40% readership rate of our 'Connections' stakeholder newsletter, with 20% click-through rate (this is favourable for an audience of this size)
- More than 20 pieces of positive local/regional and trade press coverage in the last six months
- Social media engagement (a combination of likes, retweets and comments) are high compared with similar organisations

The majority of our engagement and event work in 2019/20 was focused on the development of the draft transport strategy:

- 200 people attended our **Connecting the South East** strategy launch event in October 2019
- A dozen MPs attended our **Parliamentary reception**
- 382 people attended one of five supporting **regional engagement events** the same month. The attendee survey (39 respondents) showed that:
  - ✓ 95% found the event they attended useful, and came away with a better understanding of both TfSE and the draft transport strategy
  - ✓ 74% intended to submit a response to the draft transport strategy consultation after attending the event
- The **consultation** on the draft transport strategy had:
  - ✓ 600 responses on behalf or organisations and individuals
  - ✓ 3,000+ responses from Friends of the Earth campaign
  - ✓ Extremely high levels of support both for TfSE and the transport strategy
  - ✓ Significant partner support via social media and local publications

Earlier in the year, a consultation on our **draft proposal to government** saw 96 responses from a variety of sectors with 90%+ support for the principal of statutory status

IN FOCUS

Parliamentary engagement

Context

There are 71 MPs in the TfSE area (63 Conservative, 7 Labour and 1 Green). Among this group are 13 government ministers and a number of select committee chairs, including the Transport Select Committee.

Current engagement

National

In 2019 the Chair met with the (then) Secretary of State and Minister for Transport. The Minister subsequently spoke at our Transport Strategy launch and parliamentary events.

Regional / Constituency

A parliamentary reception was held to launch the draft transport strategy and 13 of the region's MPs attended.

The MPs receive the monthly Connections newsletter and are informed in advance of any action or consultation from TfSE that affects their region (e.g. MRN schemes and Proposal consultation).

Some MPs met individually with the Chair/Board Member to discuss TfSE and all MPs are regularly offered the invitation to meet.

Planned activity for 2020/21

Pre-Budget lobbying with a letter to the Chancellor and associated stakeholder, press and social media activity.

Integrated Comprehensive Spending Review (CSR) lobbying campaign including potential autumn Westminster event.

Demonstrate thought leadership on key issues including net-zero, land use planning, integrated infrastructure investment .

Develop relationships with ministers and government officials to determine future policy direction – focus on MHCLG and HMT.

Build on relationships with supportive and engaged MPs to advocate for TfSE in Parliament.

Process

Board members will be kept informed of and involved in TfSE's engagement with MPs.

MP correspondence will be responded to as quickly as possible and within 10 working days. The relevant board member will be copied into the response and SOG input sought on technical issues.

IN FOCUS

Local planning authorities

The Partnership Board has requested a strong focus on engagement with our district and borough colleagues in 2020/21. This recognises the critical importance to our transport strategy of better alignment of land use and transport planning in the TfSE area (which was also consistently reflected in the responses to our draft strategy consultation).

Representation in TfSE governance

- **Transport Forum:** x5 district and borough authority leaders invited to attend (one representing each county area)
- **Senior Officer Group:** x5 supporting officers to the Transport Forum representatives invited to attend
- **Partnership Board:** x2 representatives (chosen from among the x5 county area representatives) invited to attend

Current engagement

- Each county area representative assumes responsibility for disseminating information to the other councils in their area, including having a standing TfSE update on their chief executive's and leader's meetings agendas (which we can support).
- All council leaders and chief executives receive the Connections newsletter

Planned activity for 2020/21

- Undertake a **mapping exercise** to establish key contacts within each authority across a variety of thematic areas including planning, planning policy, economic development, PR/communications and housing teams.
- Invite a communications representative from each authority to join the quarterly **comms & engagement working group**.
- Offer a **'virtual' presentation** to all district and borough authorities for their senior members and officers, to provide a succinct overview of TfSE, our progress to date and our aims for the future.
- Use our annual autumn event to **showcase best practice integrated transport and land use planning**, with the key audience being officers and members of all of our local authorities.
- Work with local authority colleagues – and other STBs – to form a **consensus view on what a better integrated policy approach could look like** and, if appropriate, begin to make the case for change.

Comms themes around a single vision

"We will work with all our partners to grow the South East's economy by facilitating the development of a reliable, high-quality, integrated transport system that **makes the region more productive and competitive**, **improves the quality of life for all** and **protects and enhances the environment** ."

Highlight the value of the South East Economy to UK plc and the potential for additional growth that transport investment can help drive

Educate and inform re: deprivation and social / demographic challenges as well as opportunities to link more people with jobs, education and public services

Demonstrate clear commitment to reducing transport emissions, encouraging modal shift and supporting protected landscapes

ACTION PLAN SUMMARY

Business objectives	**Develop and deliver a transport strategy and associated technical programme for the TfSE area**	**Secure permanence of funding and status for TfSE**	**TfSE is recognised and valued as the single voice for the South East's strategic transport needs**
Comms and engagement objectives	**Articulate TfSE's vision, strategy and achievements** • Develop a core narrative and key messages to inform all communications and engagement activity • Ensure stakeholders are aware of key developments and successes • Redesign TfSE website to provide a better user experience and focus on transport strategy **Support the delivery of our transport strategy and statutory status** • Produce an attractive, well-structured and well-written transport strategy document and supporting web collateral • Deliver a joined-up programme of communications and stakeholder engagement activity to promote the strategy publication • Provide best-in-class stakeholder engagement support to inform development of the area and thematic studies • Influence national politicians and opinion formers to shape policy and legislation affecting transport in the South East • Respond to the call for submissions on Comprehensive Spending Review (CSR) • Build and develop relationships with stakeholders critical to the delivery of the transport strategy • Ensure widespread support for statutory status **Work with partners to communicate consistent and compelling messaging re: the value of TfSE** • Support & advise SPB members, enabling them to effectively undertake engagement activity in their own geographical areas • Use Communications and Engagement Working Group to plan and deliver joint activity • Engage with a variety of key stakeholders via the Transport Forum **Identify and manage risk to TfSE's reputation** • Proactively monitor stakeholder and political activity • Proactively monitor media and social media environment **Embed best practice communications and engagement in all areas of TfSE's work** • Ensure technical programme is supported by regular, meaningful comms and stakeholder engagement • Introduce new stakeholder management software • Develop and deploy stakeholder insight tracker/questionnaire to support evidence-based comms and engagement activity • Support 'upskilling' of the team where appropriate to increase comms and engagement skillset		
TfSE values	**Respectful | Enthusiastic | Ambitious | Results driven**		

Measuring success

Audience outcomes

TfSE members/partners

✓ Are confident speaking on behalf of TfSE and able to clearly and consistently communicate our vision, value and purpose.

Stakeholders

✓ Feel informed about our work and able to advocate for us publicly and with their wider networks; recognise the value of a mutually beneficial relationship with TfSE

MPs

✓ Understand our value to the region and to their constituents and are willing to advocate for us in public and with stakeholders and colleagues on funding and powers

Media

✓ See us as a respected source of insight and comment on relevant issues and a source of news of interest to their readers/viewers

Public

✓ Are aware of TfSE, know where to find out more about us and to how engage in conversation with us

Key performance indicators (KPIs)

A robust set of KPIs will be developed to ensure we have clear targets against which we can measure success on a more objective basis.

The stakeholder tracker survey will be key to this, providing a baseline of sentiment on a range of relevant issues.

In addition, we will set specific targets covering:

❑ Positive media coverage

❑ Social media engagement

❑ MP engagement (face to face)

❑ Third-party media support

❑ Events attendance/satisfaction

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Paper 8

Report to:	**Shadow Partnership Board – Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Annual Report and Business Plan**
Purpose of report:	**To present the final draft of the Annual Report 2019-20 and update the board on the Business Plan 2020-21**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

(1) Approve the proposed Annual Report 2019-20; and

(2) Note the high-level summary of the proposed Business Plan 2020-21, a final version of which will be put to the board for approval in July 2020.

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1. Introduction

1.1 In December 2019, the Shadow Partnership Board agreed that separate Annual Report and Business Plan documents would be published at year end. This follows publication in May 2019 of a 'hybrid' Business Plan document which included elements of both a retrospective annual report and a forward look at our work programme priorities.

1.2 An outline structure for both documents was approved by the board in December 2019. While the Annual Report is now essentially ready for publication, uncertainty over our future funding position and its impact on our work programme means the Business Plan remains in draft format.

1.3 Both the Annual Report and Business Plan are being designed as 'digital first' documents; they will be hosted on the TfSE website and shared proactively with stakeholders as part of our communications and engagement activity.

2. Annual Report 2019-20

2.1 The Annual Report provides clarity around Transport for the South East's structure, role, vision and purpose, alongside a summary of our achievements in 2019-20, as well as information on our governance, finances and the team.

2.2 The final version of the Annual Report is included as Appendix 1. The design and layout is markedly different from last year's document, providing a more professional and corporate look. As mentioned above, it has been designed to be read primarily on screen, with navigation built around the clear sections running along the top of each page. This enables the reader to jump quickly and easily between sections rather than having to scroll through a lengthy document.

3. Business Plan 2020-21

3.1 The Business Plan will be a shorter, more focused document setting out our work programme for the coming year and clear objectives against which we will measure our success.

3.2 While uncertainty over our funding position means we cannot yet confirm the scope and scale of our technical work programme, we are clear on the six priority areas for Transport for the South East for 2020-21. These are:

- **Becoming a statutory body**
  Our proposal to government

- **Our transport strategy: Turning the vision into reality**
  Area and thematic studies

- **Making the case for roads investment**
  MRN/LLM, RIS2 and shaping RIS3

- **Planning a better railway**
  Outcome of Williams Review, MoU and joint work programme with Network Rail

- **Strengthening our relationships**
  Widening our reach with stakeholders – universities, planning authorities, private sector innovators and financers

- **Enhancing our governance**
  New governance structures being established during 2020

3.3 Our intention is to present the Business Plan 2020-21 to the board for approval at the next meeting in July.

4. Conclusion and recommendations

4.1 The Shadow Partnership Board are recommended to approve the proposed 2019-20 Annual Report and note the high-level summary of the proposed 2020-21 Business Plan, with the final version presented to the Board in July 2020.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Russell Spink
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TRANSPORT FOR THE South East

Annual Report 2019-20

Introduction by our chair

This has been a transformational year for Transport for the South East, during which we have cemented our partnership's status as a powerful and effective champion for our region.

At the heart of that transformation has been a clear and genuine commitment to working with a growing community of stakeholders, all of whom share our commitment to a better, more prosperous and more sustainable future for people and businesses in the South East.

The South East is already a powerful motor for national prosperity, adding more than £200 billion to the UK economy – more than any region outside the capital. Our transport network is nationally and internationally significant, taking in Gatwick and Heathrow airports as well as Dover, Southampton and Portsmouth ports. Our rail connections – including the UK's only existing high-speed railway – link the region with the capital, the rest of the country and continental Europe. We are the home of many national and international companies alongside a large number of thriving, innovative SMEs.

It now seems inevitable that these formidable foundations will be severely tested by the impact of the Coronavirus pandemic, which continues to touch all areas of life here in the UK and across the world. The extent of this won't become clear for some time – but I take comfort that the work Transport for the South East has delivered over the last twelve months means our region will be well placed to play its part in the national recovery.

There are two key reasons for this. The first is our thirty-year transport strategy, which provides the framework for future investment in our region. It was published in draft for public consultation in autumn 2019 with a final version due in summer 2020. It was developed in close partnership with a wide range of stakeholders including transport user groups, bus and train operators, local authorities, business groups, environmental groups and more – and more than 3,000 people had their say through the consultation process. It is, truly, a strategy that the whole region can get behind.

The second reason is the fundamental focus Transport for the South East continues to put on working in partnership. The consensus that now exists in our region on the direction that future strategic investment should take is testament to the work of Transport for the South East. This is reflected not just in the support stakeholders have shown for statutory status, but also in the ministerial engagement and ongoing funding from the Department for Transport, which recognises a valued and trusted partner.

I would like to thank my fellow board members, a number of whom have been with us from the start, for their continued support for and dedication to our cause. It has been a pleasure to work with you and to see first-hand how transport can bring people together from across the political spectrum to get behind a positive vision for the future.

I look forward to continuing to work with our partners across the South East over the next 12 months to build on this year's successes, helping secure our region's economic

future and improving prosperity, opportunity and quality of life for everyone who lives and works here.

Cllr Keith Glazier
Chair

A message from our lead officer

This has been a year of successes for Transport for the South East. We have recruited a lean and efficient team to deliver an ambitious work programme, published a draft thirty-year transport strategy, carried out two major consultations, submitted regional investment priorities totalling hundreds of millions of pounds for our major road network and worked with the rail industry to plan a better, more sustainable future.

Looking back, perhaps the one thing that stands out most during the last twelve months has been the truly phenomenal shift in public opinion around climate change and sustainability which are now, rightly, fundamental pillars of any credible economic strategy.

This shift is not without its trials, but I'm pleased to say it has not presented a challenge for Transport for the South East. Our partnership has been clear from the very start that while our focus is on growing the economy, it cannot be growth at any cost. To that end, our transport strategy sets out a shared vision for a sustainable future for the South East and a framework to ensure that the decisions we take about where, when and how to invest in our transport network over the next thirty years help bring that vision into being.

We are confident we are on the right track. The responses to our draft transport strategy, which was subject to a three-month consultation from October 2019 to January 2020, were hugely positive though it is clear that many people want to see things move further and faster on the journey to net-zero carbon. We also received positive support from the many hundreds of people who attended our 'Connecting the South East' event at Farnborough in October, or one of the series of regional events the team put on to drive engagement with our strategy. These provided a unique opportunity for us to hear directly from local people, community groups, businesses and many more, and I'm grateful for the support of our local authority and LEP partners for helping us make these happen. I'm also thankful for the continued support of officials at the Department for Transport for their confidence in us.

As we look to the next twelve months, it's clear we are in uncharted waters. The economic and social impacts of the current public health crisis won't be known for some time yet, though it is certain that there are challenging times ahead for many. For our part, Transport for the South East will continue to focus on what we do best – using the strength of our partnership to speak with one voice and be a trusted partner at a regional and national level.

We will continue to broaden and deepen relationships, for example working with universities to identify areas where research expertise can drive forward new thinking, with the innovators and disruptors bringing new technologies to market and funders and financiers who can help us turn our vision into reality while limiting the burden on the taxpayer.

I'm incredibly proud of the Transport for the South East team for the work they have delivered this year. We couldn't have achieved what we have without the support and hard work of so many of our partners, in particular the members of the Senior Officer

Group and Transport Forum, many of whom support our work in addition to the demands of their day jobs.

So, thank you to everyone who has played a part, big or small, in where we have got to at this juncture. There is much to do but we find ourselves in a strong position to make a real difference.

Rupert Clubb
Lead officer

About Transport for the South East

Who we are

Transport for the South East is a unique partnership for our region, bringing together local authorities, local enterprise partnerships and transport providers to speak with one voice on the South East's strategic transport needs.

Our region – covering Berkshire, Kent, Hampshire, the Isle of Wight, Surrey, East Sussex and West Sussex – is the second most productive in the country behind London. It is home to 7.5 million residents and more than 300,000 businesses and is our nation's key international gateway for people and goods. It boasts world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business.

Our focus is on ensuring that this success story continues. We do this by working with partners at a local, regional and national level to drive economic growth, improve quality of life and protect and enhance the environment through investment in a better, more sustainable transport network.

Our partners

[Note: potentially laid out as logos rather than text]

16 Local Transport Authorities

- Bracknell Forest Council
- Brighton & Hove City Council
- East Sussex County Council

- Hampshire County Council
- Isle of Wight Council
- Kent County Council
- Medway Council
- Portsmouth City Council
- Reading Borough Council
- Slough Borough Council
- Southampton City Council
- Surrey County Council
- The Royal Borough of Windsor and Maidenhead
- West Berkshire Council
- West Sussex County Council
- Wokingham Borough Council

5 Local Enterprise Partnerships

- Coast to Capital LEP
- Enterprise M3 LEP
- South East LEP
- Solent LEP
- Thames Valley Berkshire LEP

46 District and Borough Authorities
Protected landscapes
Network Rail
Highways England
Transport for London

What we do

By operating strategically across the South East on transport infrastructure – a role that no other organisation has undertaken until now – we will directly influence how and where money is invested and drive improvements for the travelling public and for businesses in a region which is the UK's major international gateway.

By speaking with one voice we are better able to influence how, where and when investment takes place in the South East's transport infrastructure.

Our aim is to become a statutory sub-national transport body (STB) with the powers and responsibilities needed to deliver our transport strategy and achieve our vision for a better, more productive and more sustainable South East.

How we are structured

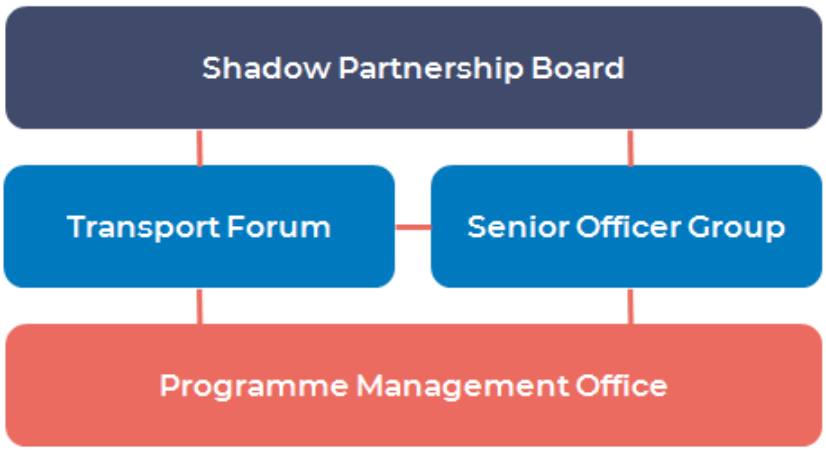
Transport for the South East has a robust governance structure which provides leadership, accountability, expertise and oversight of the Transport for the South East programme.

The **Shadow Partnership Board** is our principal decision-making forum. It brings together elected members from our constituent authorities alongside representatives of local enterprise partnerships (LEPs), district and borough authorities, protected landscapes and the interim chair of the Transport Forum (see below). Network Rail, Highways England and Transport for London attend the board as non-voting members, providing valuable additional insight and expertise.

The board receives input and advice from two key forums: the **Senior Officer Group**, comprising local authority transport officers and other partner representatives; and the **Transport Forum**, which brings together a wider group of stakeholders including passenger groups, environmental groups, train operators, ports and airports.

Transport for the South East's technical work programme, stakeholder engagement and communications activities are carried out by the **Programme Management Office**.

[Link to 'Meet the team' section] https://transportforthesoutheast.org.uk/about/meet-the-team/



A number of member and officer sub-groups provide additional advice, focus and insight on key issues. These include working groups on our transport strategy, governance reform and communications and stakeholder engagement.

How we are funded

Transport for the South East operates a mixed funding model. Operational and staff costs are funded by contributions from Local Transport Authorities, while our technical programme relies on grant funding from the Department for Transport.

>> Find out more about our funding and finances on pX

Our achievements in 2019-20

Our Business Plan 2019-21 set out a high-level work programme focused on two key objectives:

- **Publishing a transport strategy for the Transport for the South East area; and**
- **Becoming a statutory body with the powers and responsibilities to deliver the strategy**

During the last twelve months we've taken significant steps towards achieving these, completing a major public consultation exercise on our draft transport strategy and agreeing with our partners a proposal to government for statutory status.

We have also continued to deliver real value to our partners and to people and businesses across the South East – making the case for government investment in our roads, working with Network Rail on plans to improve the region's railways and strengthening relationships and forging new ones with organisations who can help us achieve our vision for the region.

Developing a transport strategy for the South East

Our partnership has developed a thirty-year transport strategy for our region which, with the right investment, will boost economic growth, improve quality of life and protect and enhance the environment. Better for people, better for business and better for the planet.

- ✓ Draft transport strategy published for consultation
- ✓ More than 3,500 responses from across the South East and beyond
- ✓ Final transport strategy ready for board and partner approval
- ✓ Area and thematic studies launched to feed into a strategic investment plan

Developed in partnership with our constituent authorities and stakeholders, the strategy sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East's transport network.

The strategy is clear that 'business as usual' is not a sustainable way forward here in the South East. For this reason, the strategy adopts a different approach to traditional transport strategies – setting out a vision for the future we want and how transport investment can help us achieve it, rather than endlessly chasing forecast growth in demand for transport (particularly on our roads).

The strategy was published in draft in October 2019 and was subject to a three-month public consultation. In total, more than 3,000 people took the chance to have their say on our strategy, with high levels of support for our vision and strategic goals and priorities. The consultation also highlighted strong views on the need for greater investment in active travel and that we should aim to reach net-zero carbon sooner than the 2050 strategy horizon.

The final strategy is due to be published in the summer of 2020. It will be supported by a strategic investment plan which sets out the specific schemes, policies and other initiatives needed to deliver the strategy and achieve our shared vision.

Our vision for the South East

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

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

[Strategic goals venn diagram]

Next steps: A strategic investment plan for the South East
To support the development of the strategic investment plan, we will commission five geographic area studies and two thematic studies – one for future mobility and one looking at freight, logistics and gateways. These will use the framework provided by the strategy to develop a prioritised investment programme for the South East.

Our current aim is that our strategic investment plan will be published in 2021.

Making the case for statutory status

We want to formalise our role as the region's voice for strategic transport. Working with our partners, we have developed a proposal for statutory status which would give us direct influence over government decisions on transport issues and the tools to deliver our transport strategy.

- ✓ Consultation completed on draft proposal to government
- ✓ Responses showed overwhelming support for statutory status
- ✓ Revised proposal to government approved for submission

In early 2019 we worked with our member authorities to produce a draft proposal to government. This set out the strategic and economic case for a statutory STB for the South East and included the specific powers and responsibilities we want to help us deliver economic growth, improve quality of life and protect and enhance the environment.

Between 3 May and 31 July 2019, we asked a range of stakeholders to give us their views on our draft proposal. Around 100 responses were received with the overwhelming majority supportive of our ambition to become a statutory body.

The proposal was amended to reflect the consultation responses and was approved by our Partnership Board in September 2019. We intend to submit the proposal to the Department for Transport alongside our final transport strategy.

The benefits of statutory status

Statutory status will give us the ability to directly influence the development of national investment programmes and become a trusted partner for government, Highways England and Network Rail.

It will give us the powers and responsibilities we need to deliver tangible benefits for people and businesses, developing joined-up solutions to issues, like integrated smart ticketing, which are best tackled at a regional scale.

And it will mean we can accelerate the delivery of schemes and initiatives which cross local authority boundaries, making sure the benefits of investment are realised as soon as possible.

Planning a better railway

Encouraging people and businesses to switch from private vehicles to public transport is a critical part of our transport strategy. We've been working with partners in the rail industry to plan a rail network that meets the needs of everyone in the South East.

- ✓ Network Rail joined Partnership Board
- ✓ Memorandum of Understanding developed with Network Rail setting out collaborative work programme built around TfSE's vision for the region
- ✓ Responded to the Williams Rail Review call for evidence on behalf of our partnership
- ✓ Responded to consultations including on light rail and rapid transit, pay-as-you-go ticketing and fares reform.

A better railway in the South East will play a huge part in achieving the vision at the heart of our transport strategy.

This year we have worked closely with Network Rail to understand the challenges and opportunities for rail in our region. Network Rail now have a seat on our Partnership Board and this relationship – and the spirit of partnership that underpins it – has been formalised further through a Memorandum of Understanding (MOU) setting out collaboration in five key areas:

1. Facilitating modal shift to rail
2. Achieving carbon 2050 targets
3. Efficiently aligning taxpayer-funded resources
4. Working openly and in good faith
5. Seeking to improve land use planning

Network Rail worked closely with us on the development of our transport strategy and is now using the data behind our future demand scenarios to inform cost/benefit analysis of potential improvements on the West Coastway between Brighton and Southampton. This will enable the wider economic benefits of improved and more sustainable transport to be captured as part of Network Rail's planning process.

We are also working with Network Rail and local authority partners to support the development of a strategic outline business case for improvements in coastal Kent and East Sussex, which could make use of capacity on High Speed 1 to provide journey time and connectivity improvements to boost economic growth in some of our area's most deprived communities.

Our work on rail extends beyond our relationship with Network Rail. The industry is represented on our Transport Forum by a range of partners including the Rail Delivery Group, train operators and freight groups with passengers represented by Transport Focus and a number of rail user groups.

Transport for the South East responded to a number of consultations related to rail including on light rail and rapid transit, pay-as-you-go ticketing and fares reform. We also submitted a joint letter of support with our neighbouring STB England's Economic Heartland for Network Rail 'Western Rail Access to Heathrow' proposal.

We also submitted evidence to the Williams Rail Review which looks at the structure of the whole rail industry and the way passenger rail services are delivered. Our submission was supportive of the review's objectives, which focus on reform that prioritises passengers' and taxpayers' interests. We also made a strong case for sub-national transport bodies to play a stronger role in the future structure of the railway.

Investment in the South East's road network

Transport for the South East played a key role in the formation of the Major Road Network (MRN) in our area. This year, we have made the case for investment in priority schemes to cut congestion, support new housing and boost economic growth.

- ✓ Regional investment priorities for the Major Road Network and Large Local Major schemes submitted to government
- ✓ Three priority schemes approved by government to progress to next stage of development
- ✓ Regional evidence base developed to support future investment pipeline
- ✓ Highways England joined Shadow Partnership Board

The Major Road Network (MRN) was established by government to support a dedicated national investment programme for the country's busiest and most economically important local authority 'A' roads.

With £3.5bn available nationally for the 2020-25 period, our focus in 2019-20 was on ensuring that investment in the South East's major roads goes where it is needed most.

To do this, we worked with our partners to shortlist, assess and prioritise the region's top ten MRN schemes, plus six priority Large Local Major (LLM) schemes. The schemes had to demonstrate how they would meet a range of criteria including encouraging people to walk, cycle and use public transport.

The priority schemes were submitted to government in July and September 2019 respectively, backed up by a regional evidence base to support the case for investment and enable development of a pipeline of schemes for future funding periods.

One of our priority Major Road Network schemes has so far been approved for progression to the next stage of development:

A28 Birchington, Acol and Westgate-on-Sea relief road (Kent County Council) will provide an alternative route to the already congested A28 corridor towards Margate, supporting more than 4,500 new homes and incorporating cycleway and public transport improvements.

Two of our priority Large Local Major schemes have also been approved to move forwards:

Southampton West Quay road realignment (Southampton City Council) will support the sustainable growth of the city, removing significant congestion and enabling masterplans for the Port of Southampton and the city centre (5,000 homes and 210,000m^2 of retail) to be realised.

A326 Waterside Improvements (Hampshire County Council) will provide a series of capacity improvements connecting the Waterside area of the New Forest with the M27 alongside improvements to walking and cycling infrastructure. The scheme is part of the Waterside Transport Strategy to support new housing and economic growth

Highways England and the Strategic Road Network

We have continued to work collaboratively with Highways England – which is now represented on our Shadow Partnership Board – to ensure that improvements to the Strategic Road Network and Major Road Network are planned in a way which delivers maximum benefit to our region. This joint working is reflected in the next Roads Investment Strategy (RIS2) which was published in March 2020 and includes a strong role for sub-national transport bodies.

Of the 16 priority schemes submitted for consideration as part of RIS2, which covers the 2020-25 funding period, three have been approved to move to construction. A further eight were identified as 'pipeline' schemes to be developed for consideration as part of the 2025-30 funding window.

Priority SRN schemes approved for construction in 2020-25:

Lower Thames Crossing: A new crossing of the River Thames between Kent and Essex, together with supporting roads linking to the M25, A13 and M2.

A27 East of Lewes: Improvements to the A27 between Lewes and Eastbourne, including improvements to junctions around Eastbourne, dualling south of the Polegate roundabout and new facilities for cycling and walking.

A27 Worthing & Lancing: A package of enhancements between Worthing and Lancing to improve the capacity and flow of traffic.

As we look ahead, we will continue to build a closer and more collaborative relationship with Highways England. This will enable us to influence their thinking for future funding periods, utilise their expertise to best effect locally and share regional information to help them build a better national picture. The geographic alignment of our area studies with some of Highways England's area studies provides the opportunity to work with them to develop consistent methodology and data collection, which will be beneficial to both organisations.

Stakeholder engagement

- ✓ Recommendations of Transport Forum review implemented, including broader membership and better communications
- ✓ Strengthened and built new relationships with key partners including the private sector, universities and local planning authorities
- ✓ Significant growth in social media engagement and positive media coverage

Partnership working is at the heart of everything we do. This year, we have broadened and deepened relationships with a wide and growing range of stakeholders, building awareness of and advocacy for our work.

Key areas of focus have been improving links with district and borough authorities, which have responsibility for planning new housing, and building relationships with the private sector to better understand the role it could play in delivering our transport strategy. We have also put in place a programme of activity with our area's universities to identify potential joint working opportunities, taking advantage of the innovation and insight which exists in our region.

Our Transport Forum, which brings together wider stakeholders to provide insight and guidance to the Senior Officer Group and Partnership Board, has been broadened to include greater representation from a range of sectors including passenger and user groups, environmental groups and the energy sector.

We have put in place a regular programme of stakeholder communications, including our monthly 'Connections' newsletter, and increased activity on our website and social media channels. Likewise, we have increased our proactive media engagement, with a marked increase in positive press coverage for our work.

Getting insight and input from young people has been incredibly important in the development of our transport strategy. We met with a range of groups including local authority Youth Cabinets to understand young people's views and priorities and were delighted to have young people speak about their transport priorities at our 'Connecting the South East' conference in October 2019.

That event was one of a series Transport for the South East hosted during the autumn of 2019, with combined attendance of more than 600 people at a range of locations across our area. We also hosted a Parliamentary reception as part of our ongoing efforts to

engage with MPs from the South East, whom we also continue to meet on a one-to-one basis.

As we look ahead, we will continue to put stakeholder engagement at the heart of our approach to developing the strategic investment plan. To that end, we will establish two new forums – a Freight Forum and a Future Mobility Forum – to provide additional insight and expertise.

Consultations

Ensuring the South East's collective voice is heard on key issues is one of the many ways we add value to our partners and the people and businesses they represent. We do this by responding to consultations on a range of issues, schemes and policy proposals.

This year we have provided responses to the following consultations and calls for evidence:

- Williams Rail Review (DfT)
- Aviation 2050 – The Future of UK Aviation (DfT)
- Light Rail Review and Other Rapid Transit Solutions (DfT)
- Pay-As-You-Go on Rail (DfT)
- Berkshire Local Industrial Strategy (Berkshire Thames Valley LEP)
- Coast to Capital Local Industrial Strategy (Coast to Capital LEP)
- Western Rail Access to Heathrow (Network Rail)
- Outline Transport Strategy (England's Economic Heartland)
- Heathrow Airport Expansion (Heathrow Airport Ltd)
- Lower Thames Crossing (Highways England)

Our priorities for 2020-21

Our work programme for the coming year focuses on five key areas. More information on these can be found in our Business Plan 2020-21.

Transport strategy & strategic investment plan

Our top priority for the year ahead is the publication of our transport strategy in the summer. This enables us to begin work on a series of geographic area studies which will identify the interventions needed to deliver our strategy in the form of a strategic investment plan.

The five area studies broadly reflect the economic geography of our region, with three radial studies and two orbital studies. Two thematic studies will also be carried out to enable the development of a freight, logistics and gateways strategy and a future mobility strategy.

Procurement for these five studies is under way; the rate and extent to which we can carry these out concurrently will be determined by our agreed budget for 2020-21.

Making the case for roads investment

We will continue working with our partners to make the strongest possible case for sustainable investment in our road network. That means schemes which support new housing and employment opportunities, provide improved walking, cycling and public transport infrastructure, help reduce congestion and improve air quality and make our streets safer for everyone.

Working with the Department for Transport and Highways England, we will support the development and delivery of the RIS2 programme for 2020-25 and begin the process of shaping the next five-year funding to ensure that it supports the vision for the South East set out in our transport strategy. We will also continue to support the progress of regional priority Major Road Network and Large Local Major schemes.

A stronger regional voice in our railway's futures

We will further strengthen and formalise our relationship with Network Rail, agreeing a joint programme to drive forward strategic network planning in our region. This will be supported by a Memorandum of Understanding which will set out specific areas of focus and a set of key principles underpinning our relationship.

It remains unclear when the Williams Review will be published. However, we remain committed to working with partners across the industry and to play our part in ensuring our region's railway delivers for local people and businesses and encourages modal shift of passengers and freight onto the network.

Strengthening our relationships

Partnership is at the heart of what we do and we will, as ever, continue to nurture and build relationships with a wide and growing group of stakeholders. Three particular areas of focus this year are:

Local government
We will continue to increase awareness and engagement within the 46 local planning authorities in our region. Better integrated land-use planning will support and enable more sustainable development in our communities. Good progress has been made in this area, with two district and borough authority representatives on our Partnership Board and five representatives on our Transport Forum.

Universities
Our area is home to world-class teaching and research institutes with specialisms in a number of areas with potential to aid the delivery of our transport strategy. Initial engagement with university leaders has shown there is a strong appetite for collaboration, and we will focus on turning that enthusiasm into a clear programme to deliver tangible results.

Funders and financers
In order to limit the cost to the taxpayer and increase the deliverability of our future strategic investment plan, it is vital that we explore options and opportunities to leverage third-party funding and financing.

Enhancing our governance

Our partners are clear that Transport for the South East can best meet the challenge of delivering its transport strategy as a statutory body.

This year we will begin to establish more formal governance arrangements in preparation for the wider constitutional changes needed should we gain statutory status. This includes a new Governance and Audit Committee and a new Scrutiny Committee. We also plan to commission a substantive piece of work looking at our potential future operating model as a statutory organisation.

Financial report

Transport for the South East is funded by contributions from our constituent authorities and grant funding from the Department for Transport. We believe that this mixed approach to funding underlines our commitment to delivering best value for our partners and taxpayers.

Where our income comes from
Local Transport Authority funding, which for 2019-20 amounted to just under £500,000, is used to support our operational and staff costs. The approach for calculating contributions has been developed in a pragmatic manner with members and reflects the relative sizes of different member authorities. This formula remains unchanged for 2020-21.

Type of authority	Contribution per year	Total
County councils East Sussex, Hampshire, Kent, Surrey, West Sussex	£58,000	£290,000
Unitary authorities Brighton & Hove, Isle of Wight, Medway, Portsmouth, Southampton	£30,000	£150,000
Other partner authorities Berkshire Local Transport Body	£58,000 (shared between member authorities)	£58,000
Total		**£498,000**

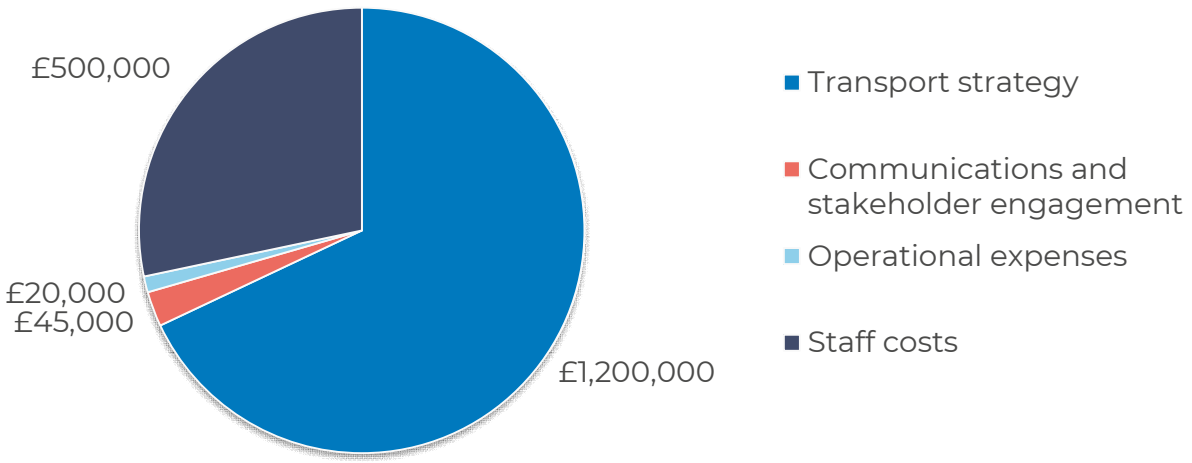
For 2019-20, we secured funding of £500,000 from the Department for Transport to enable the delivery of our technical work programme. This was focused on development work to support the evidence base for the five areas studies and to deliver the first area study.

A substantial carry-forward of £1.4m from 2018-19 was also included in our income for 2019-20. This was approved by the Shadow Partnership Board; a full explanation of our position can be found in the budget paper of our June 2019 board meeting papers.

>>> https://transportforthesoutheast.org.uk/wp-content/uploads/2019/06/TFSE-20190614-Agenda-Pack.pdf

At the time of writing, funding from the Department for Transport for 2020-21 has not yet been confirmed, though we are clear on our priorities for the year as set out in the previous section.

High-level expenditure categories 2019-20 (NOTE: to be updated following publication of ESCC final accounts, 7 April 2020)



Accountable body

As part of Transport for the South East's establishment in June 2017 it was agreed that East Sussex County Council would act as the organisation's accountable body during its shadow operation.

During the last three years, Transport for the South East's processes and procedures have followed those of the accountable body. In addition, the Section 151 Officer at East Sussex County Council has financial oversight of Transport for the South East's budget, ensuring effective review of governance over financial decisions.

Governance review

As we look towards our future as a statutory body, it is likely that Transport for the South East will need to establish more formal governance arrangements. A sub-group of the board has carried out a review of governance functions and agreed the future-proofed arrangements.

The key outcomes of this review were:

- A revised draft constitution for statutory status
- Proposals for a new Audit and Governance Committee
- Scrutiny proposals including a new Scrutiny Committee
- Agreement for the sub-group to consider Transport for the South East's future operating model

Revised constitution for statutory status

The revised draft constitution, to be implemented once Transport for the South East becomes a statutory body, covers its statutory functions, governance structures and operational model. This includes:

- The policies and procedures that Transport for the South East will adopt, including code of conduct and register of interests
- The powers and responsibilities requested in the proposal (these will require updating once the proposal has been submitted and government has confirmed which powers will be granted)
- Proposals for a scrutiny function and a governance and audit committee
- Proposals for the statutory officer functions

Audit and Governance Committee

The Audit and Governance Committee will be a key component of corporate governance providing an independent, high-level focus on the audit, assurance and reporting framework underpinning financial management and governance arrangements.

Its purpose is to provide independent review and assurance to the board on governance, risk management and control frameworks. It oversees financial reporting, the Annual Governance Statement process and internal and external audit to ensure efficient and effective assurance arrangements are in place.

The new committee will comprise four members of Transport for the South East (not the chair or vice chair) and an independent member to be recruited on the basis of relevant skills and experience.

Scrutiny Committee

These arrangements will be established to act as a focus for the scrutiny and challenge of Transport for the South East and for investigating matters of strategic importance to residents, those travelling within the combined administrative area covered by the constituent authorities and other stakeholders.

The role of these arrangements will include:

- Reviewing the decisions of Transport for the South East

- Reviewing the decisions of Transport for the South East which are taken in accordance with the delegations set out in the constitution
- Making reports or recommendations to Transport for the South East with respect to the discharge of its functions
- Making reports and recommendations to Transport for the South East on matters relating to transport to, from or within its area
- Making recommendations to Transport for the South East in advance of any decisions that it proposes to take

Membership of the committee will be five members of Transport for the South East drawn on a rotational basis, with three of the places rotating annually to ensure a level of continuity of membership.

Future operating model
Transport for the South East will need to consider the operational model it will adopt once it has statutory status. The remit of the member sub-group has been expanded to lead this work, considering the opportunities and challenges associated with different models such as a company limited by guarantee or an accountable body model.

Managing risk

Transport for the South East has a robust risk management process in place which enables us to identify, analyse and develop mitigation measures for the strategic risks that could impact on the delivery of our work programme.

A summary of the high-level risks is provided below.

Risk description	Mitigating action
Local financial contributions are not secured from constituent authorities for 2020 onwards	• Early agreement at Shadow Partnership Board • SOG members advised to work into operational budgets • Certainty from DfT re: ongoing grant
Government policy around STBs changes	• Continue to monitor developments
Unable to secure support for the requested powers and responsibilities for the draft proposal to government	• Workshop with Board members and officers from constituent authorities • Use Transport Forum to engage wider partners
Local MPs do not support the proposal to government	• Include approach to engaging MPs in the communications and engagement strategy • Members of Shadow Partnership Board to undertake engagement activities on regular basis
Maintaining the TfSE partnership	• Ongoing engagement with council leaders and LEP chairs • Officer engagement through working groups and SOG
Lack of funding delays delivery of the transport strategy	• Engagement with DfT to make the case for ongoing investment • Aim to secure additional grant for 2020/21
Transport Forum members become disengaged	• Transport Forum meetings to be engaging and demonstrate value that stakeholders can add to transport strategy and TfSE. Review of forum operations
Wider stakeholders do not recognise value of TfSE	• Transport Forum as a route to engage stakeholders Communications and engagement strategy
Further delays to parliamentary timescales	• SoS confirmation that TfSE will be considered as STB • Engagement with other STBs to accelerate process
Unable to secure a provider for the area studies	• Aim to secure additional funding from DfT to enable streamlined procurement process • Work with market to understand what is possible within reduced grant amount

The intention is that oversight of the risk management process will pass from the Shadow Partnership Board to the new Governance and Audit Committee when it is established.

Our board

The Shadow Partnership Board is made up of a mix of representatives from the public and private sectors including local authorities, business groups, protected landscapes and national delivery partners.

>> View our board papers and minutes here
[https://transportforthesoutheast.org.uk/meetings/]

CHAIR

Cllr Keith Glazier
Keith chairs our Shadow Partnership Board and has been leader of East Sussex County Council since 2013 and a councillor since 1997. Employment, business, regeneration and infrastructure have always been among his political priorities and he previously ran his own heating and plumbing business. He also represents East Sussex on the South East Local Enterprise Partnership.

DEPUTY CHAIR

Cllr Tony Page
Tony is deputy leader of Reading Borough Council, where he has been a councillor since 1973, and represents the Berkshire Local Transport Body on our Partnership Board. He chaired Reading Buses for almost 20 years and has worked on several government and Local Government Association transport policy bodies. He is vice chairman of South East England Councils.

Cllr Michael Payne, Cabinet member for highways and transport, Kent County Council

Cllr Rob Humby, Deputy leader, Hampshire County Council

Cllr Alan Jarrett, Leader, Medway Council

Cllr Colin Kemp, Deputy leader, Surrey County Council

Cllr Roger Elkins, Cabinet member for highways and infrastructure, West Sussex County Council

Cllr Anne Pissaridou, Chair of the environment, transport and sustainability committee, Brighton & Hove City Council

Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council

Cllr Jacqui Rayment, Cabinet member for environment and transport and deputy leader, Southampton City Council

Cllr Lynne Stagg, Cabinet member for traffic and transportation, Portsmouth City Council

Geoff French – Independent chair, TfSE Transport Forum

Cllr Margaret Paren, Chair of South Downs National Park Authority – *protected landscapes representative*

Ross McNally, Enterprise M3 – *LEP representative*

Martin Harris, Coast to Capital – *LEP representative*

Cllr David Monk, Leader, Folkestone & Hythe District Council – *District & borough authorities representative*

Cllr Dan Humphreys, Leader, Worthing Borough Council – *District & borough authorities representative*

John Halsall, Managing Director – Southern Region, Network Rail

David Stones, Network Planning Director, Highways England

Alex Williams, Director of City Planning, Transport for London

Our team

Transport for the South East has a small secretariat of 7.8 full-time equivalent employees. This dedicated officer support enables us to deliver on the core functions of an STB set out by government – principally the delivery of our technical work programme and associated communications and stakeholder engagement activity.

The team works closely with, and draws additional support from, officers from our constituent authorities and LEPs via officer working groups. This approach to partnership working ensures Transport for the South East provides maximum value to our partners and taxpayers.

Rupert Clubb
Lead officer
Rupert is the chief officer lead for TfSE. He chairs the Senior Officer Group leading the organisation's development and supports the Chair and Shadow Partnership Board. He is also the Director of Communities, Economy and Transport at East Sussex County Council.

Mark Valleley
Technical lead
Mark manages our technical work programme, including the development and delivery of the transport strategy and a prioritised programme of investment schemes for the Major Road Network.

Rachel Ford
Programme manager
Rachel is responsible for developing our proposal to government for statutory status. She is also responsible for the implementation of our work programme and overseeing communications and stakeholder engagement activities.

Rob Dickin
Transport strategy manager
Rob manages the development of the transport strategy and leads on future mobility and smart ticketing as well as our engagement with the rail industry and the relationship with Network Rail.

Sarah Valentine
Transport strategy manager
Sarah manages the development of the freight, logistics and gateways elements of the transport strategy, as well as leading work on the Major Road Network and the relationship with Highways England.

Benn White
Project officer
Benn supports our work on the development of our transport strategy and other technical projects.

Russell Spink

Communications manager
Russell is responsible for all aspects of external communications including media relations, brand and marketing, digital communications and social media.

Lucy Dixon-Thompson
Stakeholder & engagement manager
Lucy is responsible for building and maintaining relationships with our wide range of stakeholders and supports our board members in their representative roles.

Jasmin Barnicoat
Executive officer
Jasmin supports our work to develop the transport strategy and proposal to government as well as events, stakeholder engagement and budget management.

Join the conversation

Twitter	twitter.com/TransportfSE
Facebook	facebook.com/TransportForTheSouthEast/
LinkedIn	linkedin.com/company/transport-for-the-south-east
Website	https://transportforthesoutheast.org.uk/
Email	tfse@eastsussex.gov.uk
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Paper 9

Report to:	**Shadow Partnership Board –Transport for the South East**
Date of meeting:	**23 April 2020**
By:	**Interim Chair of the Transport Forum**
Title of report:	**Transport Forum Update**
Purpose of report:	**To summarise the Transport Forum meeting of 31 March 2020 and inform the Board of the Transport Forum's recommendations and actions taken.**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

(1) Note the recent meeting of the Transport Forum;

(2) Note and consider the comments received on the Transport Strategy and future area studies; and

(3) Note and consider the suggestions and proposed future programme of the Transport Forum.

1. Introduction

1.1 The purpose of this report is to update the Shadow Partnership Board on the most recent meeting of the Transport Forum and the Forum's future work plan.

1.2 Due to the current situation with Covid-19 the meeting took place virtually and was attended by more than 40 members of the Forum.

2. Feedback from Transport Forum Meeting on 31 March 2020

Transport Strategy update

2.1 Lucy Dixon-Thompson outlined the results of the draft transport strategy consultation including the number of respondents, main themes raised and the steps that have been taken to amend the strategy in light of these comments.

2.2 Mark Valleley summarised some of the amendments that have now been made to the transport strategy and sought the Forum's comments on these revisions.

Summary of Forum recommendations

2.3 The Forum pressed the importance of retaining the word 'people' instead of amending it to 'users' within the document. This change has been made in the version of the document that Board members have received.

2.4 The disruption from coronavirus should be acknowledged in the strategy as it will cause currently unknown and long-term implications for transport and the economy.

2.5 The Local Cycling and Walking Infrastructure Plans (LCWIPS) should be mentioned more.

2.6 There was an ongoing view that the strategy interventions were favouring economic growth over social and environmental considerations.

3. Regulatory Review of Future Mobility Consultation - Discussion with Centre for Connected and Autonomous Vehicles (CCAV)

3.1 A separate discussion was arranged with the Centre for Connected and Autonomous Vehicles (CCAV) who were seeking the views of the Forum on their recently released consultation on the regulatory review of future mobility.

3.2 The Forum listened to CCAV's presentation and raised some key issues around engaging with user groups and noting the different needs of urban and rural locations. The Forum were keen to ensure that any new regulations do not prevent innovation to occur in places it is needed (for example urban environments), just because it might not be appropriate in other locations (rural areas).

4. Future Transport Forum Engagement

4.1 The next meeting of the Transport Forum will be held on Tuesday 30 June 2020. Some future subjects to be discussed are; the link between transport and planning policy, the Williams Rail Review, carbon pathways, future transport and energy concerns and the Confederation for Passenger Transport's future bus strategy.

5. Conclusions and Recommendations

5.1 It is recommended that the Board note the successful virtual meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders. It is also recommended that the Board note and consider the future programme of the Transport Forum.

5.2 It is recommended that the Board note and consider the comments received in response to the draft Transport Strategy discussions that took place.

GEOFF FRENCH
Interim Chair of the Transport Forum
Transport for the South East

Contact Officer: Jasmin Barnicoat
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Email: jasmin.barnicoat@eastsussex.gov.uk

Paper 10

To:	**Shadow Partnership Board - Transport for the South East**
Date:	**23 April 2020**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Consultation Response**
Purpose of report:	**To endorse the draft response submitted to Highways England's Lower Thames Crossing Supplementary Consultation**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to endorse the draft response to Highways England's Lower Thames Crossing Supplementary Consultation.

1. Introduction

1.1 This paper provides an overview of the response to Highways England's Lower Thames Crossing Supplementary Consultation contained in Appendix 1.

2. Highways England – Lower Thames Crossing Supplementary Consultation

2.1 At the end of 2018, Highways England held a public consultation on the proposals for a new Lower Thames Crossing (LTC) - a new road connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames.

2.2 Almost 29,000 people shared their views on this consultation. Since then, Highways England have reviewed the feedback received through the 2018 public consultation and have continued to progress the design work.

2.3 Highways England have made several changes to the scheme since the 2018 public consultation. These changes include:

- Revision to the development boundary as a result of the design changes, proposed utility diversions and additional land required for environmental mitigation.
- A detailed set of proposals for maintaining, improving and upgrading the walking, cycling and horse-riding network in the vicinity of the project.
- As a result of the proposed design changes to the route, revised development boundary and utility diversions, Highways England have set out their current understanding of how these affect the information that was presented in their 2018 Preliminary Environmental Information Report.

- The volume of utility diversions Highways England are planning has increased. Therefore, Highways England have progressed plans to divert utilities in a way that is necessary to build the Lower Thames Crossing safely, protect existing supplies and enable future maintenance.
- Highways England have updated elements of their traffic model as part of the ongoing work to prepare for our Development Consent Order application.

2.4 Highways England plan to submit a Development Consent Order application later this year.

2.5 Transport for the South East generally welcomes the proposals for a new Lower Thames Crossing. The TfSE draft Transport Strategy that was published in 2019 identified that the LTC will enhance connectivity between the port of Dover and key customers in the Midlands and North of England. The proposed scheme will also provide resilience for the Dartford Crossing as well.

2.6 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. 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.

2.7 The consultation closed on Thursday 2 April 2020.

3 Conclusion and recommendations

3.1 The members of the Shadow Partnership Board are recommended to endorse the response to the consultation on the Highways England's Lower Thames Crossing supplementary consultation.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Benn White
Tel. No. 07714 847288
Email: benn.white@eastsussex.gov.uk

TRANSPORT FOR THE South East

Emailed to: info@lowerthamescrossing.co.uk

25 March 2020

To whom it may concern,

Transport for the South East response to the to the supplementary consultation by Highways England on the latest proposals for a new Lower Thames Crossing.

I am writing to you as Chair of the Shadow Partnership Board for Transport for the South East (TfSE) to provide a response to the supplementary consultation by Highways England on the latest proposals for a new Lower Thames Crossing.

Transport for the South East (TfSE) is an sub-national transport body, which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These bodies represented on the Shadow Partnership Board along with representatives from the five Local Enterprise Partnerships, District and borough authorities and the protected landscapes in the TfSE area

TfSE provides a single voice from across its geography on the transport interventions needed to support growth. The South East is crucial to the UK economy and is the nation's major international gateway for people and business. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

As stated in our response to the statutory consultation on the scheme which took place at the end of 2018, TfSE welcomes proposals for a new Lower Thames Crossing (LTC). Our draft Transport Strategy published for consultation in October 2019 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.

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.

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

Therefore, whilst we welcome the recent announcements 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 are these schemes 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. We would welcome the opportunity to work closely with both Highways England 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.

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 draft 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 would expect that in developing the scheme details, Highways England continue to have due regard for the environmental impacts of the scheme, particularly in relation to air quality, and that appropriate mitigation is provided.

This is an officer response. The TfSE Shadow Partnership Board meets on 23 April 2020 and will consider the draft response and a further iteration of this response may therefore follow.

We look forward to working with the Highways England on the outcomes of the supplementary consultation.

Yours sincerely,

Rupert Clubb
Lead Officer, Transport for the South East