

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

Date of meeting: **23 January 2023**

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

Title of report: **Responses to consultations**

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

RECOMMENDATIONS:

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

- (1) East Sussex County Council – Local Transport Plan 4 initial consultation**
 - (2) National Highways – A27 Arundel Bypass supplementary consultation**
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1. Introduction

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

- East Sussex County Council – Local Transport Plan 4 initial consultation
- National Highways – A27 Arundel Bypass supplementary consultation

2. East Sussex County Council – Local Transport Plan 4 initial consultation

2.1 East Sussex County Council (ESCC) launched an initial consultation on their proposed priorities as they develop their fourth Local Transport Plan (LTP4). The consultation sought views on priorities for travel and transport, key transport issues and opportunities for improving travel across the county.

2.2 The officer level response that was submitted is contained in Appendix 1. The consultation response encouraged ESCC to consider the TfSE Transport Strategy, SIP and Area Studies work as they develop their LTP4, and welcomed that the overarching themes that will inform the development of the LTP align well with the strategic goals and priorities identified in the TfSE Transport Strategy and with the investment priorities set out within the SIP. Members of the Partnership Board are recommended to agree the response to this consultation.

3. National Highways – A27 Arundel Bypass supplementary consultation

3.1 In November 2022, National Highways sought views on changes they have made to the design of the A27 Arundel bypass scheme as a result of feedback received in the earlier consultation that ran from January to March 2022.

3.2 This consultation closed on 16 December 2022 and the officer level response that was submitted is contained in Appendix 2. The response reconfirms that TfSE supports the need for the scheme as part of a holistic solution to the A27, and welcomes the focus given to addressing the environmental challenges. Members of the Partnership Board are recommended to agree the response to this consultation.

4. Conclusion and recommendations

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

RUPERT CLUBB
Lead Officer
Transport for the South East

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Emailed to:

Jon Wheeler, Team Manager - Infrastructure Planning & Place
East Sussex County Council
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14 December 2022

Dear Jon,

Transport for the South East response to East Sussex Local Transport Plan 4 initial consultation

I am writing to you in connection with the East Sussex Local Transport Plan 4 initial consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB) which represents sixteen local transport authorities in the South East of England. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Partnership Board along with representatives from the region's five Local Enterprise Partnerships, district and borough authorities, protected landscapes, National Highways, Network Rail and Transport for London.

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

TfSE welcomes the opportunity to comment on the development of the East Sussex Local Transport Plan 4. As you will be aware TfSE published a thirty-year transport strategy for the South East in July 2020, which sets out an ambitious vision for our area in 2050. As you are also aware, we have recently consulted on our draft Strategic Investment Plan (SIP), which provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions across the South East in the coming three decades. As one of our constituent authorities, East Sussex County Council has been fully involved in the development of our strategy and we very much value the contribution that has been made to the development of the strategy as well as your ongoing support for the wider work of TfSE.

TfSE's SIP sits at the regional planning level, bridging the gap between national and local government. This approach includes increasingly close alignment between the TfSE Transport Strategy and SIP with local transport plans to ensure individual community needs are well understood and that projects at every scale complement each other, avoiding waste and duplication of effort wherever possible. Whilst the updated government guidance for LTP development is still awaited, we hope that it will indicate that the relevant STB transport strategy should be taken in account during the development of LTP's.

You will also be aware of our Area Studies work that sets out the key issues, challenges and opportunities across the area, and shows how targeted interventions will enable TfSE and its partners including East Sussex County Council to deliver TfSE's Transport Strategy. East Sussex features in three of the four area studies (Solent and Sussex Coast, London to Sussex Coast and Kent Medway and East Sussex) and we would encourage you to consider this work as you develop your LTP.

We are pleased to see that the overarching themes that will inform the development of your LTP and the future of transport in East Sussex, align well with the strategic goals and priorities identified in our Transport Strategy and with the investment priorities set out within our SIP.

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

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

We look forward to working together with you as you undertake the development of your LTP, and we would be happy to discuss any opportunities for further collaboration and sharing of data to our mutual benefit. This will help ensure that our strategy and SIP, and your emerging LTP, align.



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This is an officer response. The TfSE Shadow Partnership Board next meets on 23 January 2023 when it will consider this response. A further iteration of it may follow after that meeting.

Yours sincerely,

Sarah Valentine
Head of Analysis and Appraisal
Transport for the South East



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Emailed to:

Andrew Jackson
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16 December 2022

Dear Andrew,

Transport for the South East (TfSE) response to National Highways A27 Arundel bypass consultation

I am writing to you as Head of Analysis and Appraisal for [Transport for the South East](#) (TfSE) in response to the A27 Arundel Bypass Scheme Supplementary pre-application consultation – your ref: TR010045/S42(1)(b).

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Partnership Board, which is its decision-making body, along with representatives from the region's five Local Enterprise Partnerships, district and borough authorities, protected landscapes, National Highways, Network Rail and Transport for London.

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

In 2020 TfSE published a thirty-year transport strategy for the South East that sets out an ambitious 2050 vision for the area. We have undertaken a programme of area studies to identify multimodal packages of interventions that will be needed to deliver the transport strategy. The outputs from the area studies have been brought together in a draft Strategic Investment Plan (SIP) that we published for consultation in June 2022.

TfSE welcomes the opportunity to comment on the A27 Arundel Bypass consultation.

The A27 is the only major east-west trunk road south of the M25 and links a number of the cities and ports that are critical to the UK economy. Our transport strategy confirmed the A27 as a key orbital transport corridor across our area whilst recognising that it suffers from significant areas of congestion and that sections of single carriageway road limit capacity. The poor performance of this corridor represents a significant barrier to fostering sustainable growth along the South Coast.



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Our Outer Orbital area study sets out a strategic vision for the area, that by the year 2050 the two conurbations of the Outer Orbital area, South Hampshire and Sussex Coast will be served by world class urban mass transit systems and will be an attractive environment for active travel. It also envisages that both conurbations will be joined together by high quality rail and highway infrastructure that are sensitive to the area's outstanding natural and historic environment. This will deliver sustainable and equitable economic growth for the area's residents and businesses to join the two major conurbations of Solent/South Hampshire and Brighton/Sussex Coast. Improving the A27 at Arundel is key to achieving this vision as the A27 is struggling to perform a strategic role of connecting the two largest conurbations on the South Coast. Therefore TfSE support the need for the scheme as part of a holistic solution to the A27 to deliver high-quality east – west connections for freight, private and mass transit vehicles that de-conflict local and longer-distance traffic.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to improve the health, wellbeing and quality of life for everyone are realised. We welcome the focus given to addressing the environmental challenges and your objective to deliver a scheme that minimises environmental impact and seeks to protect and enhance the quality of the surrounding environment through its high-quality design..

This is an officer response. The TfSE Shadow Partnership Board next meets on 23 January 2023 when it will consider this response. A further iteration of it may follow after that meeting.

Yours sincerely,

Sarah Valentine

Head of Analysis and Appraisal
Transport for the South East