

<b>Board/Committee:</b>	Policy and Organisation Board
<b>Date of meeting:</b>	28 <sup>th</sup> September 2022
<b>Title:</b>	Transport for the South East – Strategic Investment Plan – GBC Consultation Response
<b>Author:</b>	Traffic and Transport Manager
<b>Status:</b>	For Decision

## **Purpose**

This report sets out details of Transport for the South East (TfSE) Strategic Investment Plan (SIP) consultation and the Borough Council's formal response.

## **Recommendation**

**That the Board:**

- i) Supports and welcomes the principle of the TfSE SIP to develop transport interventions to improve transport and connectivity within the South-East England sub-region.**
- ii) Delegates authority to the Traffic and Transport manager to provide the contents of this report as the Borough Council's formal response to TfSE's SIP Consultation.**

## **1.0 Background**

**1.1** Transport for the South East (TfSE) is the Sub-national Transport body for the South east of England and works across administrative boundaries to determine what transport infrastructure is required to boost the region's economy.

**1.2** TfSE was established in 2017 and through partnership working draw together the alignment between national and government to facilitate the development of relevant transport policies and the delivery of projects.

**1.3** TfSE's Transport Strategy was completed in June 2020, and sets out the Transport Strategy Vision for the South East region up to 2050, which is underpinned by three 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 and historic environment.

**1.4** Since the completion of the Transport Strategy the focus for TfSE has been

on planning for how this challenging vision will be delivered. This has led to the development of the Strategic Investment Plan (SIP), which is the subject of the current consultation. The SIP is intended to provide a framework for investment, strategic transport infrastructure, services and regulatory interventions over the next 30 years.

**1.5** The SIP, as with the Transport Strategy is a regional plan with evidenced support, and it is intended that Local Authorities (Highway and Planning) can link their own local strategies and plans. The SIP will sit at the regional planning level, bridging the gap between national and local government.

**1.6** A series of “Packages of Interventions” are proposed, which comprise two elements – i) Overall policy interventions and ii) Place-based packages of interventions. The interventions have been developed to address eight investment priorities:-

- **Decarbonisation and environment**

Accelerate decarbonisation of the South East, enabling the UK to achieve net zero by 2050 or sooner, and delivering a transport network better able to protect and enhance our natural, built, and historic environments.

- **Adapting to a new normal**

Enable the South East’s economy and transport systems to adapt sustainably to changing travel patterns and new ways of working and living in a post pandemic and Brexit world.

- **Levelling up left behind communities**

Deliver a more affordable and accessible transport network for the South East that promotes social inclusion, improves health and wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all communities.

- **Regeneration and growth**

Attract investment to grow our economy, better compete in the global marketplace, and unlock regeneration and growth opportunities where this has been held back by inadequate infrastructure or poor integration between land use and transport planning.

- **World class urban transport systems**

Deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the South East’s largest conurbations, to enable residents, businesses, and visitors to travel easily and sustainably within and between built up areas.

- **Transforming east-west connectivity**

Enhance our east – west corridors to same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.

- **Resilient radial corridors**

Deliver an increasingly reliable transport network that is smarter at managing transport demand, and more resilient to incidents, extreme weather, and the impacts of a changing climate.

- **Global gateways and freight**

Enhance the capacity and contribution of the freight and logistics sector to the South East's economy through improved connectivity to Global Gateways and adapt to changing patterns of freight demand and trade.

- 1.7** In order to present the proposed packages of interventions, the SIP divides the South East sub-region into smaller geographical areas which share key transport linkages and cross-boundary issues. The SIP shows Gosport to be located within “Solent and Sussex Coast” area. The SIP also includes a series of Global Policies, which apply to all areas.

For the Solent and Sussex Coast area TfSE has developed nine packages of interventions:-

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- South Hampshire Active Travel
- Isle of Wight Connections
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Solent and Sussex Coast Highways

- 1.8** TfSE are inviting feedback on the Consultation Draft of the SIP. It is proposed that the content of this report and the completed consultation questions (relevant to the Solent and Sussex Coast area package) provides the Borough Council's formal response. The consultation deadline was Monday 12<sup>th</sup> September 2022. However, in order to seek formal approval of the proposed comments at this meeting of the Board TfSE have agreed that GBC's consultation response will be accepted later.

## **2.0 Report**

- 2.1** Appended to this report is the TfSE SIP Survey in transcript form. The following paragraphs of this report consider which sections are relevant for the Borough Council to comment on within the survey form, and provide the proposed “tick-box” responses and explanatory text where applicable.

- 2.2** Survey Question - **Investment Priorities** / Suggested GBC response:-

Which of the above investment priorities do you feel are important for the SIP to deliver?  
(Tick all that apply)

- Decarbonisation and environment
- Adapting to a new normal
- Levelling up left behind communities
- Regeneration and growth
- World class urban transport systems
- Transforming east-west connectivity
- Resilient radial corridors
- Global gateways and freight

### 2.3 Survey Question - **Investment Priorities** / Suggested GBC “further comments” :-

Do you have any further comments on the SIP’s investment priorities? Please limit your response to 250 words.

With regards to the Investment Priorities, it is considered that all the suggested priorities are important to the delivery of the SIP, and in many cases are mutually beneficial. For Gosport, as a Borough with above average levels of deprivation and challenges it is hoped that the Borough will qualify as a community in need of additional transport investment. Whilst some growth in more deprived areas will help to reduce transport demand, prioritising growth for the region as a whole and also easier use of ports (in particular airports) could risk failing to achieve the decarbonisation goals and should not be a priority. However, it is acknowledged that such improvements will have economic benefits, and there are some trade-offs that will need to be very carefully considered in the context of environmental issues.

### 2.4 Survey Question – **Packages of Interventions (Geographies)** / Suggested GBC response:-

For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Choose all that apply.

- Solent and Sussex Coast (Hampshire, Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London – Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex and East Sussex excluding the Hasting Area)
- Wessex Thames (Berkshire, Hampshire and Surrey)
- Kent, Medway and East Sussex (Kent, Medway, Hasting and Rother areas of East Sussex)

### 2.5 Survey Question – **Packages of Interventions (deliver on priorities)** /

## Suggested GBC response:-

*Only if you answered Solent and Sussex Coast:*

To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

## 2.6 Survey Question – **Packages of Interventions (achieving the priorities of the SIP)** / Suggested GBC response:-

Please select all of the packages for the Solent & Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- South Hampshire Rail (Core)
- South Hampshire Rail (Enhanced)
- South Hampshire Mass Transit
- South Hampshire Active Travel
- Isle of Wight Connections
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Solent and Sussex Coast Highways

## 2.7 Survey Question – **Packages of Interventions (achieving the priorities of the SIP)** / Suggested GBC “further comments” :-

Do you have any further comments on the Packages of Interventions for the Solent and Sussex Coast area? Please limit your response to 250 words.

Whilst for Gosport direct schemes are limited, the Borough will benefit from the outcomes of wider schemes. From the Borough Councils' point of view, and to build upon the success of the Eclipse Bus investment, the further development of the South East Hampshire Rapid Transit (SEHRT) network is a key priority, together with linkages and improvements to the much relied upon local ferry services. The inclusion of Mass Transit within the South Hampshire area is welcomed, however, it is considered that the annotation should show this intervention extending right into Gosport town centre, thereby linking directly to the multi-modal transport interchange adjacent the Harbour. Additionally, the inclusion of “Solent Active Travel (including Local Cycling and Walking Infrastructure Plans) is again welcomed. It is considered that there is scope for integration and close working between TfSE, HCC and the local authorities (e.g. GBC) to ensure a joined up approach. The benefits and costs section shows that nearly a third of capital construction costs are allocated to highways schemes, which also appear to cancel out the emissions reductions from the other types of scheme. A better balance, focused on schemes that will reduce emissions,

would be preferable in environmental terms. Mobility hubs are welcomed, and will help towards reducing the length of highway trips. There should be a collaborative approach between TfSE, HCC and the Borough Council's in establishing priorities for joined-up mobility hubs within the towns and cities in South Hampshire to help achieve transformational changes in highway demand.

**2.8 Survey Question – Packages of Interventions (Global Policy Package of Interventions) / Suggested GBC response:-**

Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

- Decarbonisation
- Public Transport Fares
- New Mobility
- Road User Charging
- Virtual Access
- Integration

**2.9 Survey Question – Packages of Interventions (Global Policy Package of Interventions) / Suggested GBC “further comments” :-**

Do you have any further comments on the SIP's Global Policy Interventions? Please limit your response to 250 words.

With regards the Global Package of Interventions as listed below, it is considered that they are all important for the SIP to support. However, it will be need to be considered how far TfSE will be able to influence outcomes. Gosport particularly would benefit from a reduction in public transport fares and this would be considered a high priority for the Borough, particularly in the light of the high levels of deprivation in certain wards. The Borough has limited public transport modes on the peninsula and is reliant on modal change for onwards travel beyond the administrative boundaries. The integration of ticketing across multiple public transport modes (Bus, Rail and Ferry for example) will help more towards seamless journeys, and encourage modal shift. Improved virtual access has great potential to lead to, or contribute significantly towards a reduction in overall travel needs. Assistance in delivering high-speed full-fibre internet across the whole borough would be welcomed, to turn Gosport into a ‘digital peninsula’, and reduce the reliance on commuting for residents if high quality and reliable internet access were enabled.

**2.10 Survey Question – Benefits and Costs / Suggested GBC response:-**

Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option.

- Yes
- No
- I'm not sure

**2.11** Survey Question – **Benefits and Costs** / Suggested GBC “further comments” :-

Please explain your answer to the above question here. Please limit your response to 250 words.

The rationale for the metrics selected in the table on pp.77-79 is unclear; for example biodiversity costs are not included although the Integrated Sustainability Appraisal shows negative impacts even with mitigation.

**2.12** Survey Question – **Delivery of the SIP** / Suggested GBC response:-

To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

**2.13** Survey Question – **Delivery of the SIP** / Suggested GBC “further comments”:-

At this stage it is difficult to be confident that the interventions will deliver on the decarbonisation and environment priority. It is evident that extremely ambitious assumptions for national policies and local and private sector actions are required to get close to net zero emissions. Given the extent to which national and local policies and private sector action will affect this outcome, the SIP will be reliant on the influence of outside organisations. It is considered that the packages of interventions are more likely to deliver on the other SIP priorities.

**2.14** Survey Question – **Integrated Sustainability Appraisal and Conclusion** / Suggested GBC response:-

Do you have any comments on the Integrated Sustainability Appraisal?

Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

- Definitely agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Definitely disagree
- I'm not sure

**2.15 Survey Question – Integrated Sustainability Appraisal and Conclusion / Suggested GBC “further comments”:-**

The applicability of mitigation measures to specific groups of packages is unclear. For example, significant negative effects are predicted on objective ISA 8 (climate change and greenhouse gas emissions) for the Sussex strategic highways packages. Mitigation measures listed to address climate change impacts include discouraging individual car trips over other modes and reducing the need to travel, but it is hard to see how these would be applicable to highway projects. The projected impacts with mitigation need to be provided for all groups of packages. Where impacts with mitigation are shown, in some cases there are still significant negative impacts projected. Further justification for investing in the packages causing these negative impacts is required, and there should be a presumption that the SIP does not include investments in packages whose negative impacts cannot be mitigated.

### **3.0 Conclusion**

**3.1** The principle of the TfSE SIP is very much welcomed to provide a framework and prioritisation for transport investment in the South East region. However, recognising changing environmental factors, which need to be mitigated in a relatively short space of time will be extremely challenging in the context of improving productivity, whilst protecting the natural environment.

**3.2** Where there are packages of interventions causing negative environmental impacts it is considered that further justification for investing in such schemes is required, outlining any overriding reason why they should be considered acceptable, otherwise perhaps there should be a presumption that the SIP should not include investments in packages whose negative impacts cannot be mitigated.

**3.3** It is considered that a reduction in emissions could be improved by prioritising packages towards mass transit, other public transport options and place-making interventions, with a shift away from the traditional highway scheme solutions to solve mobility problems. Such interventions would directly benefit and improve the modal choice and environment for



Gosport. However, it is also important to recognise that localised highway investment is, in justifiable instances appropriate, for example to relieve historic infrastructure deficits and to act as a catalyst for investment and/or local job creation. In turn this can could lead to a reduction in the number of people needing to commute.

**Financial  
Services  
comments:**

There will be no immediate cost to the Council as the preparation of the document is being undertaken by TfSE.

<b>Legal Services comments:</b>	<p>The report considers a consultation response to TfSE.</p> <p>As such there are no legal obligations arising to the Council.</p>
<b>Equality and Diversity:</b>	<p>This is an Investment Plan produced by TfSE and consequently would need to be subject to their internal processes regarding equality and diversity.</p> <p>The consultation documents are detailed, that upon request, they can be made available in alternative formats</p>
<b>Climate Change implications:</b>	<p>TfSE are responsible for considering Climate Change matters within their documents and the SIP also includes an Integrated Sustainability Appraisal / Conclusion</p> <p>Specific GBC officer comments on general/specific climate change matters associated with the SIP and the Integrated Sustainability Appraisal are contained within the proposed response documents.</p>
<b>Crime and Disorder:</b>	<p>This is a strategy document produced by TfSE. The strategy, policies and any transport schemes arising will need to be assessed in terms of their safety with regard to crime and disorder including appropriate mitigation.</p>
<b>Corporate Plan:</b>	<p>With regards to Developing the economy and improving infrastructure the TfSE SIP will assist in the delivery of improved transportation.</p>
<b>Risk Assessment:</b>	<p>Without an established and prioritised investment plan in place there is likely to be a failure in TfSE achieving the ambitions of its Transport Strategy, and thus ambitions not just for transport investment, but also with regards to climate change, health and well-being, equality and diversity and economic growth targets. Additionally, without providing a holistic framework achieving external funding for related schemes would be affected.</p> <p>By providing a consultation response the Council ensures that its views on the impact of the TfSE's SIP upon the Borough, and wider local area are taken into account.</p>
<b>Background Papers:</b>	<p>A Strategic Investment Plan for the South East – Summary (Consultation Draft):-  <a href="https://transportforthesoutheast.org.uk/app/uploads/2022/06/TfSE-">https://transportforthesoutheast.org.uk/app/uploads/2022/06/TfSE-</a></p>

	<p><a href="#">consultation-draft-SIP-summary-Jun-22.pdf</a></p> <p>A Strategic Investment Plan for the South East – Full Document (Consultation Draft):-  <a href="https://transportforthesoutheast.org.uk/app/uploads/2022/06/TfSE-consultation-draft-full-SIP-Jun-22.pdf">https://transportforthesoutheast.org.uk/app/uploads/2022/06/TfSE-consultation-draft-full-SIP-Jun-22.pdf</a></p> <p>Various Background Papers, including the Summary of Integrated Impact Assessments, that have informed the development of the SIP can be found at:-  <a href="https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/">https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/</a></p>
<b>Appendices:</b>	Appendix A – Transport for the South East – Strategic Investment Plan Consultation – Blank survey transcript.
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