

Report to:	Cabinet
Date of meeting:	28 January 2020
By:	Director of Communities, Economy and Transport
Title:	Transport for the South East's draft Transport Strategy – formal consultation response
Purpose:	To advise Cabinet of the County Council's proposed response, as a constituent authority, to Transport for the South East's formal consultation on their draft Transport Strategy.

RECOMMENDATIONS: Cabinet is recommended to agree the County Council's response on Transport for the South East's formal consultation on their draft Transport Strategy as summarised in sections 2.8 and 2.9 below, and outlined in more detail at Appendix 2.

1 Background Information

1.1 Under legislation contained in the Cities and Local Government Devolution Act 2016, a sub national transport body (STB) is a body corporate, which may only be established by the Secretary of State if it is considered that:

- its establishment would facilitate the development and implementation of transport strategies for the area; and
- the objective of economic growth in the area would be furthered by the development and implementation of such strategies.

1.2 Since 2018, sixteen upper tier authorities in the South East have been working together with Transport for the South East (TfSE) to develop a Transport Strategy for their geographical area as shown at Appendix 1. This covers Brighton and Hove, East Sussex, Hampshire, Isle of Wight, Kent, Medway, Portsmouth, Southampton, Surrey and West Sussex and the six unitary authorities of Berkshire.

1.3 In addition, the five Local Enterprise Partnerships - Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire as well as two National Park Authorities (South Downs and New Forest); 44 Boroughs and Districts across the geographical area; the transport industry and end user voice are represented in TfSE's governance which currently comprises a shadow Partnership Board, Transport Forum and Senior Officer Group.

1.4 A public consultation on the draft Transport Strategy started on 10 October 2019 and closed on 10 January 2020. Due to dates of local authority decision meetings a date of 31 January 2020 has been agreed for local authorities to make submissions. The purpose of the consultation was to seek the views of a wide range of stakeholders on the draft Transport Strategy, with the aim to ensure buy-in to the vision of the future set out in the Strategy. The consultation was also on the Integrated Sustainability Appraisal and the supporting evidence which has been used to inform the development of the Strategy.

1.5 Following the end of the consultation period, Transport for the South East will produce a consultation report on the draft Transport Strategy that will summarise and analyse the responses, and how the final version of the Transport Strategy should evolve to reflect the feedback that has been provided. The draft Transport Strategy will then be revised and a final

version will be approved by the Shadow Partnership Board and published in Spring 2020. The Transport Strategy will then be reviewed every five years.

1.6 Transport for the South East are also planning to commission a set of studies to further explore some of the themes in the Transport Strategy, which will include area studies that focus on radial and orbital corridors and journeys in the South East, and further work on various thematic studies including smart ticketing, future mobility and freight.

2 Supporting Information

Introduction

2.1 Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport systems that makes the South East more productive and competitive, improves the quality of life for residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors. In economic terms, TfSE have identified the potential to grow the number of jobs in the region from 3.3m to 4.2m and increase productivity from £183bn to between £450bn and £500bn Gross Value Added per annum. This is almost 500,000 more jobs and at least £50bn more per annum than without investing in the opportunities identified in the Transport Strategy.

2.2 The Strategy presents a shift away from traditional approaches of planning for a future based on recent trends and forecasts to an approach of choosing a preferred future and setting out a plan for how this can be achieved. This change in approach would see a transition away from 'planning for vehicles' towards more 'planning for people' and 'planning for places'.

Vision, Goals and Priorities

2.3 The Strategy vision is that *'By 2050, the South 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'.*

2.4 This in turn is underpinned by three strategic goals – economy, society and environment – with a set of fifteen strategic priorities beneath each of these goals. These priorities narrow the scope of the goals to mechanisms and outcomes that will be most important to effectively deliver the vision.

Principles and Strategy Approach

2.5 Transport for the South East has developed a framework that applies a set of principles to identify strategic issues and opportunities in the South East in order to help achieve the vision of the Transport Strategy. These are:

- Supporting economic growth, but not at any cost
- Achieving environmental sustainability
- Planning for successful places
- Putting the user at the heart of the transport system
- Planning Regionally for the Short, Medium and Long Term

2.6 The Strategy applies the above principles to six journey types, set out below, to help identify key challenges and opportunities:

- Radial journeys
- Orbital and Coastal journeys
- Inter-urban journeys
- Local journeys
- International Gateways and Freight

- Future journeys

2.7 These challenges will be explored further through the programme of subsequent area and thematic studies referred to in section 1.6 above.

Response to draft Strategy

2.8 Overall we welcome the publication of the draft Strategy by Transport for the South East (TfSE) and support its vision, strategic goals and priorities which align with the priorities set out in the Council Plan, the County's Local Transport Plan 2011 – 2026 and East Sussex Growth Strategy 2014 - 2020.

2.9 A more detailed response is set out in Appendix 2, and in summary the response highlights that:

- We are broadly supportive of the proposal to move towards a 'decide and provide' approach of deciding the preferred future and transport outcomes, and provision the transport interventions necessary to deliver that future. The strategy recognises there will be a continued need to 'predict and provide' future infrastructure needs in the short term as transport providers transition to a decide and provide.
- In implementing the Strategy, it needs to be recognised that the different constituent authorities will move at different timescales in terms of adopting the 'decide and provide' approach more locally through their Local Transport Plans (LTP). We are proposing to update our current LTP, commencing in 2020/21, and in doing so we will embrace this approach.
- We are supportive of the approach of moving from 'planning for vehicles' towards a greater emphasis being put on 'planning for people' and 'planning for places'. The strategy needs to recognise that this shift is already happening, but that 'planning for vehicles' will need to continue over the life of the strategy albeit reduce over time.
- We are supportive of the 'Sustainable Route to Growth' scenario put forward in the Strategy that with the polycentric nature of the sub-region, it is very important the South East becomes less reliant on London and builds on its existing successful economic hubs. The shift away from private cars towards more sustainable travel and creating a cleaner and safer environment is seen as very important to delivering this future scenario. Increased investment in walking, cycling and public transport coupled with decisions about how we best utilise and maximise the available road space will be key to achieving this. Finally, we welcome TfSE's support in ensuring the further integration between land use and transport planning undertaken by the local planning and transport authorities.
- Overall the evidence base which has been used to develop the strategy is comprehensive and we have suggested various areas in our response on where additional information could be provided to further support this.
- We are supportive of all the economic, social and environmental priorities that have been identified and the response highlights the East Sussex perspective in relation to these. In particular, we strongly support the economic priorities of better connectivity between our major economic hubs, international gateways and their markets and ensuring that the resilience challenges on current transport networks are addressed, which impacts on connectivity and journey time reliability. Within the social priorities, promoting active travel which supports health and wellbeing provides an affordable, accessible transport network which addresses social inclusion, are seen as particular high priorities. Within the environmental priorities, a reduction in carbon emissions to net zero by 2050 – which reflects the target agreed by Full Council at its meeting in October 2019 – is considered to be the highest priority.

- All the principles to identifying the key transport issues and opportunities are supported. From an East Sussex perspective, the principles of ‘supporting sustainable economic growth but not any cost’; ‘planning for successful places’ and ‘putting the user at the heart of the transport systems’ would be the highest priorities.
- We strongly agree with the approach of looking at different journey types, as set out in para 2.6 above, in the Strategy and within the detailed response have highlighted our support for the challenges, and the initiatives that help address those challenges, which are relevant to the county.
- The key challenge to the Strategy’s delivery will be the level of funding, both capital and revenue, that will be available over the life of the strategy. To enable effective planning of the delivery of the strategic infrastructure and initiatives identified in the strategy across the TfSE area and within local transport authorities, as well as to ensure that a pipeline of schemes/projects are being developed ready for delivery, there needs to be greater certainty on the level of funding that will be available over the longer term. In addition, to ensure that local transport authorities are able to support the delivery of the Strategy, there needs to be greater long term certainty on Government funding that is available to deliver local journeys initiatives, particularly in relation to the first and last mile of the local journey challenges described in the Strategy.

3 Conclusion and Reasons for Recommendations

3.1 The delivery of the TfSE’s transport strategy provides an opportunity to support and grow the economy, boost connectivity and speed up journeys whilst improving access to opportunities for all and protecting and enhancing our region’s unique environment.

3.2 TfSE has set out their overall approach to achieving their vision in their draft Transport Strategy which has been out for consultation. Overall the County Council is supportive of TfSE’s draft strategy, and has a number of comments as summarised in sections 2.8 and 2.9 of this report and outlined in more detail in Appendix 2, which would form the basis of the County Council’s formal response. Cabinet is recommended to consider our support for TfSE’s draft strategy as well as the detailed comments on the strategy content and offer their views.

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

Transport for the South East – Draft Transport Strategy, October 2019

Appendix 1 – Transport for the South East Geography

