

DECISION-MAKER:	CABINET
SUBJECT:	TRANSPORT FOR THE SOUTH-EAST STRATEGIC INVESTMENT PLAN – DRAFT CONSULTATION RESPONSE
DATE OF DECISION:	13 SEPTEMBER 2022
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT & DISTRICT REGENERATION

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STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
This report summarises the Transport for the South-East (TfSE) consultation on the Strategic Investment Plan, which sets out the investment framework for the South-East up to 2050, including proposed transport measures. This report also outlines the Council's proposed response to the consultation.	
RECOMMENDATIONS (CABINET):	
(i)	To approve the Council's formal response to the TfSE Strategic Investment Plan consultation in Appendix 1 and delegate authority to Head of Green City & Infrastructure to submit following consultation with Cabinet Member for Transport and District Regeneration.
REASONS FOR REPORT RECOMMENDATIONS	
1.	The draft TfSE Strategic Investment Plan (SIP) builds on the Transport Strategy, adopted by TfSE in March 2020, by setting out delivery priorities for the period up to 2050. The Plan, which has been developed in partnership with 16 Local Transport Authorities, 5 Local Enterprise Partnerships ('LEPs') and other stakeholders, covers the area from the New Forest to Kent and from Isle of Wight to Berkshire. The Plan identifies measures within Southampton, and the wider Solent area, that contribute to national and local objectives set out in Government strategies and guidance, and the Local Transport Plans (LTP) of its sixteen Local Transport Authority partners. The LTP continues to set out the local policy framework for transport in Southampton as required by the Transport Act 2000, and as amended by the

	Local Transport Act 2008. The draft SIP aligns with and builds on the policies contained in the SCC LTP by setting out the strategic policy framework for future transport investment across the South-East.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	<p>Do nothing – not recommended.</p> <p>This is the Council’s opportunity to formally respond to the consultation on the draft SIP and to ensure the city’s interests are reflected in the final Plan before it is finalised and submitted to the Department for Transport in March 2023.</p>
DETAIL (Including consultation carried out)	
3.	Transport for the South-East (TfSE) was established as a Sub-National Transport Body in 2017 and currently operates in ‘shadow’ form. The purpose of the Body is to work with partners, including 16 Local Transport Authorities (LTAs), 5 LEPs and other stakeholders, to determine and secure investment in transport priorities for the area.
4.	<p>TfSE Transport Strategy</p> <p>The Transport Strategy for the South-East, adopted in 2020, sets out the overarching, high-level transport vision and objectives for the area, covering the New Forest to Hastings, and Isle of Wight to Reading. The vision is:</p> <p>“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.”</p> <p>Over the last two years, TfSE has built upon the Transport Strategy by developing and publishing detailed strategies, including the Future Mobility Strategy (2021) and the Freight, Logistics and Gateways Strategy (2022), in collaboration with its partners.</p>
5.	<p>Development of the Strategic Investment Plan</p> <p>TfSE are now consulting on the Strategic Investment Plan (SIP) which sets out the priorities and investment framework up to 2050. This Plan is supported by an extensive evidence base made up of:</p> <ul style="list-style-type: none"> • a Strategic Narrative • a Delivery Plan • Appraisal Specification Report • Integrated Sustainability Assessment; and • six Thematic Notes on: <ul style="list-style-type: none"> ○ Decarbonisation, ○ Levelling-Up, ○ Rail, ○ Highways, ○ Bus, Mass Transit and Shared Mobility, and ○ Strategic Active Travel and Micromobility. <p>The evidence base is also supported by four area studies covering:</p>

	<ul style="list-style-type: none"> • Solent and Sussex Coast, • London to Sussex Coast, • Wessex Thames • Kent, Medway and East Sussex
6.	<p>Strategic Investment Plan Development Approach</p> <p>The SIP, and the supporting evidence base, has been developed over the last 5 years in consultation with TfSE’s member LTAs plus the LEPs, Local Planning Authorities, and other stakeholders. As part of this collaborative work, Southampton City Council (SCC) has had the opportunity to reflect the city’s aspirations throughout the development of the Plan.</p> <p>Local policy and studies, including the Local Transport Plan, Local Plan, and the Solent Rail Study, have been fed into the work through numerous meetings, workshops and Forums, including attendance at two area study working groups for Solent and Sussex Coast and Wessex Thames. SCC, and other partners, has also had the opportunity to comment on the area study outputs at various points as the studies evolved.</p>
7.	<p>Future Investment Priorities</p> <p>As part of the development of the area studies, current and future challenges and opportunities and local priorities were identified using existing evidence and local knowledge. This information was used to identify potential multi-modal measures that were assessed against the eight SIP investment priorities and their impact on transport and socio-economic outcomes using a Multi-Criteria Assessment Framework. These priorities are:</p> <ul style="list-style-type: none"> • Decarbonisation and the Environment, • Adapting to a New Normal, • Levelling Up Left Behind Communities, • Regeneration & Growth, • World Class Urban Transport Systems, • Transforming East-West Connectivity, • Resilient Radial Corridors, and • Global Gateways and Freight.
8.	<p>Benefits of the Strategic Investment Plan</p> <p>The estimated value of delivering the packages of measures identified in the SIP is £45 billion over 27 years or £1.5 billion per year. The collective benefits of delivering the measures in the SIP could support:</p> <ul style="list-style-type: none"> • 21,000 new jobs • An additional £4 billion in GVA per year by 2050 • 1.4 mega tonne reduction in CO2 equivalent omitted • +500,000 more rail trips each weekday • 4 million fewer car trips per weekday • 1.5 million more bus, mass transit and ferry trips per weekday
9.	<p>Package of Measures for South Hampshire</p> <p>The SIP evidence base includes detailed area studies that set out the need for investment across four geographical areas that make up the TfSE area. These also set out proposed measures for delivery up to 2050 and the likely benefits of delivering the measures, including changes to the number of</p>

	<p>journeys made by private car, rail and active travel, reductions in carbon emissions and benefits to the economy.</p> <p>The measures that directly benefit Southampton are set out in the Solent and Sussex Coast Area Study. This study also outlines improvements for in the wider Solent area and along the Sussex coastline. The measures proposed in the Area Study have been grouped into packages, including local and strategic rail (Core and Enhanced Rail), Mass Transit, Active Travel and Strategic Highways.</p>
10.	<p>Proposed Measures for Southampton</p> <p>The proposed measures for Southampton include:</p> <ul style="list-style-type: none"> • Redevelopment of Central Station, • A potential rail tunnel under the River Itchen, • A new train station in the City Centre, • Additional rail improvements recommended in the Solent Rail Study, • Citywide active travel and mass transit measures that would deliver the aspirations of the Cycling Strategy and Bus Service Improvement Plan (BSIP), which is currently unfunded, • Improvements to water transport services and infrastructure, • Northam Rail Bridge Replacement, and • Highway Improvements along the western corridors. <p>These measures would help unlock growth and regeneration and improve connectivity across the city and wider Solent area, including along the Waterside. Improvements to rail infrastructure will also enable additional freight services to be operated and to increase rail service frequencies to metro-levels of service. The proposed measures in the Solent area will also support the Solent Freeport by improving road and rail connectivity to local Freeport sites, particularly around the Waterside, and key freight routes across the wider TfSE-area connecting to the Midlands and rest of the UK.</p>
11.	<p>Benefits of South Hampshire Measures</p> <p>The Solent and Sussex Coast Area Study proposes £11.2 billion of investment in the area from the New Forest to Hastings, and the Isle of Wight. The anticipated benefits of delivering the proposed measures set out in the Solent and Sussex Coast package could support:</p> <ul style="list-style-type: none"> • 7,900 new jobs, • An additional £1.3 billion in GVA per year by 2050, • 10,000 mega tonne reduction in CO2 equivalent omitted, • 35,000 more rail trips each weekday, • 360,000 fewer car trips per weekday, and • 340,000 more bus, mass transit and ferry trips per weekday.
12.	<p>Global Packages of Measures</p> <p>It should be noted that in addition to area specific measures, the SIP also proposes a package of ‘global’ measures some of which would need to be led by Central Government. These measures include:</p> <ul style="list-style-type: none"> • Decarbonisation, • Public Transport Fares, • New Mobility,

	<ul style="list-style-type: none"> • Road User Charging, • Virtual Access, and • Integration. <p>The benefits of delivering the global package of measures are integrated into the overall SIP benefits.</p>
13.	<p>Alignment with Local & National Transport Policy</p> <p>The SIP is aligned with the Connected Southampton Transport Strategy 2040 (Local Transport Plan – LTP) vision to improve the efficiency of transport corridors and places by making it easier for people to move around by other forms of transport. The priorities and measures outlined in the SIP support the three LTP themes; ‘A Successful Southampton’, ‘A Better Way to Travel’ and ‘A System for Everyone’ and are consistent with the TfSE goals based around the economy, social and the environment.</p> <p>In addition to the SIP aligning with the aspirations of the LTP, the priorities for Regeneration and Growth, Levelling-Up Left Behind Communities, and Decarbonisation and the Environment also support the Council’s Corporate Plan, Local Plan, Green City Plan, Economic & Green Growth Strategy, and Health and Wellbeing Strategy. The SIP will support these plans by setting out the investment framework to secure future funding for improved connectivity across the city and wider Solent area through sustainable and active travel modes improving accessibility and regeneration. The SIP also supports our position as a global gateway and leading trading and export city by setting out measures that will strengthen connectivity to the city and wider Solent.</p> <p>The SIP is also aligned to new national strategies, including Gear Change, Better Back Better, the Transport Decarbonisation Plan, Great British Railway and Levelling Up.</p>
14.	<p>Contribution to LTP Strategic Goals</p> <p>The proposed measures for Southampton particularly contribute to the aspirations of Successful Southampton, which includes the development and delivery of a world-class public transport system – the Southampton Mass Transit System (SMTS). The aspiration for the SMTS is to create a multi-modal and integrated system that offers metro-levels of service. The proposed measures outlined in the SIP Mass Transit and Rail packages could support the delivery of the SMTS by delivering investment in the rail network that would reduce constraints and to deliver complementary bus measures as set out in the BSIP.</p> <p>Whilst the LTP and emerging Local Plan include policies that support improvements to rail infrastructure, it should be noted that they do not consider tunnelling options or new stations. However, these measures do support sustainable growth and the overarching ambition to develop the SMTS, supported by metro-levels of service.</p> <p>The SIP also supports the Council’s aspirations to create a Liveable City Centre through the delivery of measures that support improved connectivity and regeneration in the City Centre. The proposals for a citywide package of</p>

	<p>active travel measures support our aspiration to create an active and healthy city, which is supported by zero emission transport options, including a network of high-quality walking and cycling routes.</p>
15.	<p>Consultation & Engagement</p> <p>Members of the public and other stakeholders can respond to the draft SIP, which is available for consultation over twelve weeks between Monday 20th June to Monday 12th September.</p> <p>To commence the consultation, TfSE organised an MP reception, which took place on Wednesday 22nd June, and was attended by the Cabinet Member for Transport and District Regeneration. This was followed by a stakeholder event at Guildford on Tuesday 4th July, which also included SCC representation. Two public webinars were also held on Monday 11th and Tuesday 12th July.</p>
16.	<p>Proposed Consultation Response</p> <p>The Council's proposed consultation response, for which we are seeking approval, is included in Appendix 1.</p> <p>Throughout the consultation, SCC has encouraged residents and businesses to respond to the consultation by issuing a press release highlighting the consultation and resharing TfSE social media messages via SCC social media channels. People are invited to respond to the consultation by completing the short online survey available on the TfSE website.</p> <p>Any measures that are taken forward in the future would require consultation. This would be led by the Project Sponsor whether that is SCC, National Highways, Network Rail or others.</p>
17.	<p>Equality & Safety Impact Assessment</p> <p>An Equality and Safety Impact Assessment has not been undertaken on the recommendations of this report due to it seeking approval for a consultation response.</p> <p>However, as part of the development of the SIP evidence base, TfSE has undertaken an Integrated Sustainability Assessment to consider the high-level impact of the Area Study proposals on the environment, health, habitats, equality and community safety. It should be noted that individual Equality and Safety Impact Assessments will be undertaken as part of the design process for each proposed measures in Southampton if funding is secured at a later date.</p>
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
18.	<p>The development of the SIP and the supporting evidence base has been funded by TfSE. This has been met through annual partner subscription contributions, which are set and agreed annually by the Shadow Partnership Board. The Council contribution, which is funded through SCC Transport Policy budget, is £30,000 per year.</p>

	In addition to the Council's subscription contribution, it provides support to TfSE in the form of officer time at meetings and reviewing outputs from the work programmes, including the SIP development. Department for Transport grant funding has been used to commission and develop the technical work programme, including the Strategic Investment Plan.
19.	The SIP will be used by TfSE, and its partners, to lobby Central Government for investment to deliver the ambitions and measures set out in the SIP, including £11.2 billion for measures identified in the Solent and Sussex Coast Area Study and £45 billion for the collective TfSE area. The Plan includes cost estimates for each package of measures based on 2020 prices. The development and delivery of the proposed measures set out in the SIP will be subject to future revenue and capital funding being secured from various sources, including Central Government.
20.	As part of the evidence base, TfSE has considered how the packages set out in the SIP could be funded and financed. This gives consideration to the phasing of measures outlined in the packages up to 2050. The SIP recognises the role that TfSE could play in business case development, particularly for strategic measures.
<u>Property/Other</u>	
21.	NONE
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
22.	The Council has the power to participate in consultations of this nature by virtue of s. 1 Localism Act 2011 (the 'general Power of Competence').
23.	TfSE is currently operating as a non-statutory body, following a pause in 2020 in the application process for statutory status to the Department for Transport. Despite its statutory status currently being on-hold, TfSE continues to speak to and lobby the DfT on behalf of its partners. Once approved by the DfT, TfSE will use the high-level, long-term strategic framework set out in the SIP as a tool to continuing lobbying the Department for further investment in the South-East.
<u>Other Legal Implications:</u>	
24.	As part of the development of the SIP, TfSE has undertaken an Integrated Impact Assessment on the high-level objectives and measures set out in the Plan. As proposals are currently at concept stage, individual Equality and Safety Impact Assessments will be undertaken for individual measures as they are taken through the design process.
RISK MANAGEMENT IMPLICATIONS	
25.	The risk of not approving the draft TfSE SIP consultation response is that SCC's views are not recorded formally as part of the consultation.
POLICY FRAMEWORK IMPLICATIONS	
26.	The TfSE Transport Strategy and draft Strategic Investment Plan (SIP) for the South-East do not form part of the SCC Policy Framework.
27.	Local Transport Authorities have a duty to prepare and publish Local Transport Plans as required by the Transport Act 2000, and as amended by the Local Transport Act 2008 (Part 2). Southampton's Local Transport Plan

	(also known as the Connected Southampton Transport Strategy) will continue to set out the transport strategy for the city up to 2040 and the short-term delivery plan (the Implementation Plan) up to 2025.
28.	The SIP complements our Local Transport Plan by setting out strategic transport priorities for the period up to 2050, which will need to be developed and delivered in partnership with a range of stakeholders, including SCC and national infrastructure providers. These priorities are aligned to national strategies, including Bus Back Better, Transport Decarbonisation Plan and Great British Railways, and aspirations set out in the Local Transport Plans covering the South-East.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	ALL WARDS
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	TfSE Strategic Investment Plan Consultation Response

Documents In Members' Rooms

1.	None.
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	No
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

Other Background documents available for inspection at:

<https://transportforthesoutheast.org.uk/our-work/developing-our-strategic-investment-plan/>

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	Transport Strategy for the South-East, TfSE: https://transportforthesoutheast.org.uk/useful-documents/transport-strategy/
2.	A Strategic Investment Plan for the South-East, TfSE: https://transportforthesoutheast.org.uk/useful-documents/draft-strategic-investment-plan-for-the-south-east/