

DECISION-MAKER:	CABINET
SUBJECT:	TRANSPORT FOR THE SOUTH EAST – STRATEGIC INVESTMENT PLAN
DATE OF DECISION:	FEBRUARY 7TH 2023
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT & DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director Place	
	Name:	Adam Wilkinson	Tel: 023 8254 5853
	E-mail	adam.wilkinson@southampton.gov.uk	
Author:	Title	Strategic Transport Planner	
	Name:	Emma Baker	Tel: 023 8083 3948
	E-mail	emma.baker@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
NOT APPLICABLE	
BRIEF SUMMARY	
<p>This report highlights the outcome of the Transport for the South East (TfSE) consultation on its draft Strategic Investment Plan (SIP) undertaken between June and September 2022, including how feedback provided by Southampton City Council has been integrated into the final SIP. The report also recommends that the final SIP is endorsed by the Council, as a member of TfSE, and as an important tool in securing future investment in the City, the Solent and the wider South-East.</p>	
RECOMMENDATIONS:	
	(i) To endorse the final Transport for the South East Strategic Investment Plan, as a wider plan complementing the Connected Southampton Transport Strategy, and to recommend its approval to TfSE Partnership Board.
REASONS FOR REPORT RECOMMENDATIONS	
1.	As a member of TfSE, the Council has had the opportunity to help shape the development of the SIP, including making sure it is aligned to local and Solent-wide aspirations as set out in the Connected Southampton Transport Strategy and wider Council strategies. The SIP will also be used to lobby Central Government for future transport funding and to develop business cases for strategic infrastructure projects. Further to consultation on the draft SIP, TfSE has updated the document to reflect feedback, including comments submitted by the Council. The Council is committed to continuing to work with TfSE to secure investment in the South East and to fully understand the impacts of delivering the proposed interventions set out in the SIP.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	

2.	<p>Do-nothing – not recommended.</p> <p>If the SIP is not endorsed by its constituent members the region would lack collective support for the pipeline of transport schemes and impact the ability to secure and justify investment in the region, from Central Government and other potential funders, and to develop business cases up to 2050. This could impact the city’s and region’s ability to deliver local and strategic projects outlined in the Connected Southampton Transport Strategy and the SIP, including our ambition to create a Southampton Mass Transit System (SMTS) with frequent and metro-levels of service. The SMTS is dependent upon other ‘enabling’ interventions located on the wider Solent rail network, which are also included in the SIP.</p>
DETAIL (Including consultation carried out)	
3.	<p>Transport for the South-East (TfSE) was established as a Sub-National Transport Body in 2017. 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.</p> <p>Under the Devolution Act, TfSE submitted a proposal to Parliament to become a statutory Body with additional powers and responsibilities in July 2020. This application process was subsequently paused leading to TfSE continuing to operate in a non-statutory or ‘shadow’ form and having no powers to deliver transport improvements. TfSE will seek to resubmit its proposal for additional powers and responsibilities in the future.</p> <p>TfSE continues to acts as ‘one voice’ for the region when influencing Government decisions and has developed a Transport Strategy setting out the high-level and collective ambitions of its members. The SIP builds on the Transport Strategy by setting out the investment priorities for the region up to 2050.</p>
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 Dover, and Isle of Wight to Reading.</p> <p>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>Strategic Investment Plan</p> <p>The Council has been working closely with TfSE and other partners to develop the Strategic Investment Plan and its supporting evidence base, including packages of interventions for four geographical areas, including the</p>

	<p>Solent and Sussex Coast. The SIP builds on the Transport Strategy by setting out the long-term investment framework for transport up to 2050 based around eight priorities:</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 <p>The package of interventions for the Solent and Sussex Coast are based around local and strategic rail (Core and Enhanced Rail), Mass Transit, Active Travel and Strategic Highways. A summary of interventions for Southampton and their alignment with the Connected Southampton Transport Strategy is included in Appendix 2.</p> <p>An Integrated Sustainability Assessment was undertaken by TfSE as part of the development of the SIP and considers the high-level impact of the proposals on the environment, health, habitats, equality and community safety.</p>
6.	<p>Consultation & Engagement Activities</p> <p>Consultation on the draft SIP took place over twelve weeks between 20 June and 11 September 2022.</p> <p>TfSE received 639 responses to the consultation from a wide range of stakeholders, including constituent authorities, local enterprise partnerships (LEPs), district and borough councils, MPs, national agencies, neighbouring authorities, user groups, operators and members of the public.</p> <p>People were able to respond to the consultation via an online survey, which was supported by a parliamentary reception, TfSE's 'Connecting the South East' event in Guildford and two public webinars.</p> <p>The consultation was widely promoted by TfSE and its partners, including SCC which encouraged residents and stakeholders to respond to the consultation via existing My Journey media channels.</p>
7.	<p>Consultation Highlights</p> <p>Highlights from the SIP consultation include:</p> <ul style="list-style-type: none"> • 68% of all responses received via the digital platform were residents. • 34% of respondents, who participated by email or letter, supported more investment in public transport • Support for Active Travel varied between 51% and 79% across the four geographical areas. • 76% of respondents agreed that 'Decarbonisation and the Environment' is the most important investment priority. • 49% of respondents said they 'somewhat' or 'definitely' agreed that the SIP makes the best case for investment in transport infrastructure. <p>Analysis related to the extent interventions in the Solent and Sussex Coast delivered on the SIP priorities also showed:</p> <ul style="list-style-type: none"> • 58% somewhat or definitely agreed for Solent and Sussex Coast, with 15% definitely disagreeing.

	<ul style="list-style-type: none"> • Rail schemes were the most supported interventions, followed by mass transit and active travel. • Proposed highways schemes were the least popular. • The most frequent comment for this geography was a desire to see more sustainable modes of transport prioritised, followed by a greater focus on active travel.
8.	<p>Summary of Changes</p> <p>Following a review of the feedback by TfSE, the main changes to the final draft SIP are summarised as:</p> <ul style="list-style-type: none"> • More detail provided on the purpose of the SIP and what the SIP won't do; • Provided clarity that the financial ask of the SIP is above and beyond the funding that Local Transport Authorities already receive; • Asserted the need to ensure that public transport provision returns to the quality of provision prior to the Covid pandemic; • Updates to investment priorities section to reflect feedback on the priorities; • Strengthened the focus on decarbonisation and the environment throughout the document, including making it clearer that addressing climate change is a main aim of the SIP; • Greater recognition of the importance of strategic active travel and mass transit; • Clarification that highways are multi-modal assets, supporting active travel and mass transit interventions as well as freight movements; • Made amends to the narrative for coastal areas to reflect the challenges that transport can help address and the opportunities that it can unlock; • Strengthening the narrative around key priorities that support health and wellbeing; • In recognition of the current financial situation, the funding and finance section has been updated to reflect that the SIP is a live document and costs will need to be updated as individual schemes are taken forward; • Clarification that transition of freight to rail will not be of detriment to passenger services; • Changes and clarification to information on proposed interventions to reflect comments received; and • Updates to the delivery stages and next steps of the SIP to set out how the SIP will be implemented, delivered and monitored. <p>A link to the meeting papers for the TfSE Shadow Partnership Board in November 2022, including a report summarising the consultation results, is available at the end of this report.</p>
9.	<p>SCC Feedback</p> <p>The Council submitted feedback to TfSE on the draft SIP after the draft response was reported to Cabinet in November 2022. Our response was broadly supportive of the SIP and the proposed interventions, but noted concerns regarding the unknown impacts of large major schemes, specifically the proposed rail tunnel under the River Itchen.</p> <p>Feedback from the consultation including comments provided by SCC have been integrated into the revised document, including our recommendation</p>

	<p>that consideration is given to the health and welling benefits of the proposed schemes.</p> <p>TfSE have also clarified that periodic updates to the SIP will provide opportunities for stakeholders to identify new schemes that could be integrated into the SIP as part of a future update.</p> <p>TfSE has also noted project specific comments submitted by the Council, including uncertainty on the impacts of proposed strategic/enhanced rail interventions set out in the Solent and Sussex Coast package. Our response to the consultation acknowledged that these interventions could support our local ambitions for a Southampton Mass Transit System, but highlighted concerns regarding potential impacts. These will be better understood if and when proposed schemes are taken forward as part of the design process, which the Council supports. This will include undertaking statutory assessments on the environment, health, habitats, equality and safety as required by legislation and consultation and engagement with a range of stakeholders.</p>
10.	<p>Next Steps</p> <p>TfSE has asked its members, including 16 LTAs, to consider and endorse the SIP through their respective Committee processes before it is considered and recommended for approval at TfSE Partnership Board in March 2023. By endorsing the SIP, the Council is demonstrating its support for the long-term investment framework and commitment to work in collaboration with TfSE to realise the SIP investment priorities. The Connected Southampton Transport Strategy will remain the key policy document for the city and the SIP will complement the strategy by setting out strategic priorities for the region. The collective endorsement of the SIP by TfSE members will show Government and other funder providers that there is a strong and joined up approach to future investment across the region.</p> <p>Once approved, TfSE will submit the SIP to the Department for Transport, who provide TfSE with an annual funding settlement. The SIP can then be used as a funding tool by TfSE and its stakeholders, including SCC, to secure future investment in transport across the South East, including the proposed interventions outlined in the geographical packages. It should be noted that scheme promoters, such as SCC, other LTAs and national infrastructure providers, including Network Rail and National Highways, will be responsible for seeking funding in the short-term and that TfSE will support bid development. However, TfSE’s role may change in the future if it becomes a statutory Sub-national Transport Body. This could result in TfSE taking on a greater role in securing future funding to deliver the aspirations set out in the SIP in partnership in collaboration with its partners, including SCC.</p> <p>Individual projects from the SIP will be taken through the scheme development process by their promoter such as SCC. This would include business case development for funding, consultation and engagement with residents and stakeholders and undertaking more detailed assessments, as required, to understand any impacts on environment, health, habitats, equality and community safety.</p>
RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
11.	The development of the SIP and the supporting evidence base has been funded by TfSE. This has been met through annual partner subscription

	<p>contributions, which are set and agreed annually by the Shadow Partnership Board.</p> <p>The Council contribution, which is funded through SCC Transport Policy budget, is £30,000 per year. In addition to the Council's subscription contribution, the Council provides support to TfSE in the form of officer and Cabinet Member time through attendance at meetings and reviewing outputs from work programmes.</p> <p>As a Sub-National Transport Body in shadow form, TfSE also receives an annual funding settlement from the Department for Transport that is currently used to fund the wider technical work programme.</p>
12.	The decision to endorse the SIP by SCC does not create any additional/new budgetary pressure or requirement and therefore does not affect essential spend criteria.
13.	<p>The SIP is an important tool that 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 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. As part of the SIP evidence base, TfSE has considered how the SIP packages could be funded and financed in a phased approach up to 2050.</p> <p>The scheme promoters, such as SCC will be responsible for seeking funding opportunities for schemes arising from the SIP for which TfSE will provide support for bid development. These funding opportunities may come with match funding requirements which will fall to the Council to meet, these needs will be addressed as and when the bid opportunities arise at which time appropriate approvals will be sought.</p>
<u>Property/Other</u>	
13.	None
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
14.	TfSE is a partnership reliant on the statutory powers of its constituent members to act within their respective areas. It is currently operating as a non-statutory body, following a pause in the application process for statutory status to the Department for Transport in 2020. TfSE continues to speak to and lobby the DfT on behalf of its partners, including Southampton City Council.
15.	TfSE member Local Transport Authorities are currently taking the final SIP through their respective governance processes. The final SIP will then be reported to the TfSE Shadow Partnership Board for adoption in March 2023. 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>	

16.	<p>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.</p> <p>An Equality and Safety Impact Assessment has also been undertaken on the recommendations of this report. More detailed Equality and Safety Impact Assessments will be undertaken for individual projects as they are taken through the design process.</p>
RISK MANAGEMENT IMPLICATIONS	
17.	<p>The SIP is an important tool setting out the investment framework that is needed to deliver the ambitions of the TfSE Transport Strategy. This Plan will be a key document when lobbying Central Government for future funding. The risk of not endorsing the SIP would be the lack of a coherent and joined up transport strategy and investment plan at a sub-national level. This could impact on our ability to secure future funding for transport schemes outlined in the SIP, particularly strategic schemes that benefit a wider area.</p> <p>Not endorsing the SIP, could also result in reputational risk to Council as a member of TfSE that has helped shape the development of the SIP.</p>
POLICY FRAMEWORK IMPLICATIONS	
18.	The TfSE Transport Strategy and Strategic Investment Plan (SIP) for the South-East do not form part of the SCC Policy Framework.
19.	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.
20.	The SIP complements our Local Transport Plan by setting out strategic transport priorities across the South East, and around Southampton, for the period up to 2050, which will need to be developed and delivered in partnership with a range of stakeholders, including SCC and other TfSE member Local Transport Authorities, and national infrastructure providers, such as national Highways and Network Rail. The priorities detailed in the SIP 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.	Transport for the South East - Strategic Investment Plan
2.	Proposed Strategic Investment Plan Interventions in Southampton
3.	Equality and Safety Impact Assessment

Documents In Members' Rooms

1.	Transport for the South East - Strategic Investment Plan	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
Other Background Documents		
Other Background documents available for inspection at:		
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 for the South-East Strategic Investment Plan – Draft Consultation Response, October 2022: Report for Cabinet 18 October 2022	
2.	Transport for the South East – Shadow Partnership Board papers from 14 November meeting, including summary of Strategic Investment Plan consultation responses: 20221114 - PB Agenda (transportforthesoutheast.org)	