

APPENDIX 1 – TfSE Strategic Investment Plan Consultation Response

Transport for the South East – Strategic Investment Plan Consultation Survey

The purpose of this document is to aid participants in filling out the digital consultation survey and not intended to be used in replacement of the digital survey. For this reason, all background information and explanatory context from the digital survey has been removed from this document. As noted on the Engagement HQ project website, we additionally recommend whilst filling out the digital survey that you have the SIP document open on another browser window.

Section 2: Investment Priorities

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

- ✓ Decarbonisation & Environment
- ✓ Adapting to a New Normal
- ✓ Levelling Up Left Behind Communities
- ✓ Regeneration and Growth
- ✓ World Class Urban Transit System
- ✓ East – West Connectivity
- ✓ Resilient Radial Corridors
- ✓ Global Gateways and Freight

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

Southampton City Council supports the eight investment priorities outlined in the SIP, which are broadly aligned to the Council's priorities set out in our Policy Framework, including our emerging Corporate Plan, Local Transport Plan (LTP) and Local Plan.

The four place-based priorities support Southampton's local regeneration and growth aspirations highlighted in our Local Plan, particularly within the City Centre, Itchen Riverside and Mayflower Quarter. The investment priorities also support wider development in the Solent-area, including the Waterside in the New Forest.

The proposed measures will also improve accessibility across the wider Solent and reduce severance caused by the Strategic Road Network and our geography (which affects how people move around Southampton) through the delivery of active travel and public transport improvements. The delivery of comprehensive packages of interventions will also ensure that people living in areas of high deprivation have improved access to jobs, opportunities and services.

The four mode-based priorities are particularly aligned to our three LTP's strategic goals. The Plan sets out our 'Big Ideas' that include transforming the City Centre, developing the Southampton Mass Transit System and Park and Ride, better connectivity to the Port and key areas of employment and investment in Active Travel Zones and the Southampton Cycle Network. The SIP will support the delivery of these ambitions and the wider Solent Transport Strategy.

Collectively these packages will support future aspirations to move to a zero-carbon transport system, which will be set out further as part of our policy pipeline.

Section 3: Packages of Interventions

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)

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

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
- Isle of Wight (two Packages)
- Sussex Coast Rail
- Sussex Coast Mass Transit
- Sussex Coast Active Travel
- Solent and Sussex Coast Highways

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.

Southampton City Council supports the interventions identified in the Solent and Sussex Area Study, which are broadly aligned to the aspirations set out in our LTP.

These support regeneration within the city centre, city and wider Solent-Area, and improve accessibility, particularly for our most vulnerable communities to level up. Work on this has already begun through the delivery of the joint TCF programme with Hampshire County Council, which is investing in the transformation of the city centre and improving connectivity across the Travel to Work Area.

The packages set out in the SIP and supporting evidence base support our 'Big Ideas' set out in the LTP, including the vision for the Southampton Mass Transit System, which is made up of various components, including rail, bus and water transport, as well as the

aspirations set out in our unfunded Bus Service Improvement Plan. Options to develop the SMTS and reduce existing constraints have and continue to be considered through the Solent Rail Study and complementary work. However, as highlighted throughout the development of the SIP, we have concerns about the proposed rail tunnel under the River Itchen due to potential challenges related to cost, deliverability and environmental impact. It should also be noted that a tunnelling option is not currently considered within our LTP or Local Plan.

The proposals set out in the SIP also support improved access to the Port of Southampton, the Freeport sites, and last-mile logistics which is important to Southampton. The SIP therefore sets out the high-level justification for investment in these packages, including Active Travel, and the potential benefits.

Only if you answered Wessex Thames:

To what extent do you agree that the packages of interventions for the Wessex Thames 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

Please select all of the packages for the Wessex Thames area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- ✓ Wessex Thames Rail
- ✓ Wessex Thames Mass Transit & Active Travel
- ✓ Wessex Thames Highways

Do you have any further comments on the Packages of Interventions for the Wessex Thames area? Please limit your response to 250 words.

Southampton City Council supports the overall package of interventions for the Wessex Thames study area.

This is a vital freight route connecting the Port of Southampton, and other ports along the south coast, to the Midlands and beyond via the M3 and A34. In order to support decarbonisation, more movements from the Port need to be made by rail (including cruise patronage), whilst ensuring that existing road freight routes are reliable, safe and support the use of alternative fuelled vehicles. We welcome measures with the SIP that support a shift to rail freight and other improvements that support improved access to 'Global Gateways and Freight' within the TfSE area, including Solent Freeport.

We also support rail improvements that will provide more reliable and improved passenger services to London (including Heathrow and Gatwick airports), Bristol & Bournemouth, Thames Valley, and north towards Birmingham, Manchester and Newcastle.

Global Policy Package of Interventions

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

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

Southampton City Council believes that the Global Intervention Package could play a significant contribution to the delivery of the SIP investment priorities. These measures should be considered as complementary to physical interventions set out in the Area Studies.

The Council particularly welcomes the inclusion of 'Decarbonisation' within the SIP due to it being considered a strategic issue, which will require a joined-up approach across the south-east as well as local measures. It should be noted that whilst Southampton City Council is not currently developing road pricing proposals, it acknowledges that proposals are being considered by Government in the context of replacing the existing vehicle excise duty and fuel duty, which is unlikely to generate revenue beyond 2040 due to the shift to electric vehicles. Despite the proposed investment and carbon reduction savings set out in the SIP, carbon reduction targets will not be met within designated timescales.

We also welcome the inclusion of measures that support a reduction in 'Public Transport Fares' and Levelling Up, which will be of particular benefit to our communities most at need. For this reason, key priorities for the city include making bus fares more affordable and better integrating modes, as highlighted in our BSIP. Improved fares and ticketing also form a fundamental part of our ambition to deliver a world-class public transport system through the development of the Southampton Mass Transit System.

Section 4: Benefits and Costs

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

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

Southampton City Council welcomes the work that has been done to demonstrate the costs and benefits of the SIP interventions. These could also reflect the benefits to the population's health and wellbeing from people being more active, reduced emissions and improved road safety. The costs and benefits could also consider the impact that the measures will have on supporting the Levelling Up Missions highlighted in the supporting thematic note, including reduced deprivation and better access to services.

It is important to note that other, currently unknown, schemes may come forward over the lifetime of the SIP, which are not reflected in the Plan. The figures set out in the SIP should therefore be treated as indicative.

Section 5: Delivery of the SIP

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

Section 6: Integrated Sustainability Appraisal and Conclusion

Do you have any comments on the Integrated Sustainability Appraisal?

Southampton City Council welcomes the benefits highlighted by the Integrated Sustainability Appraisal for the proposed measures in Southampton, particularly packages for Mass Transit and Active Travel. These benefits are largely a result of mode shift to more sustainable forms of transport enabled through the proposed investment, which also supports better connectivity, economic growth and improved health and wellbeing,

Whilst proposed investment in rail infrastructure is based largely on the Solent Rail Study and contributes to the above benefits, we have concerns about the potential negative impacts of the proposed Enhanced Rail package for South Hampshire, specifically the proposed tunnelling options under the River Itchen. This project is complex and contains a number of risks and is not a current policy option locally. The ISA illustrates the likely negative impacts of the proposed tunnelling options on the natural and built environment, which are vital assets to the city. Despite challenges related to cost, deliverability and the environmental impact of the Enhanced Rail package, we also acknowledge its potential benefits in supporting our aspirations for metro-levels of rail service and improved connectivity across the Solent-area. If this scheme is funded and taken forward in the future, it will be subject to statutory assessments as well as planning consent and public consultation.

The Council also acknowledges the potential negative impacts of delivering the Strategic Solent and Sussex Highways package, which is heavily focussed on the Sussex area. The SIP supporting evidence base sets out the current issues with the M23/A27 corridor, including the quality and reliability for the route as well as the proportion of local trips that it serves in comparison to strategic movements. This clearly sets out the justification for improved connectivity along this route for both local and strategic movements.

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