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(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Subject:	Transport for the South East (TfSE) Strategic Investment Plan consultation
Date of meeting:	22nd September 2022
Report by:	Tristan Samuels, Director Regeneration
Wards affected:	All

1. Requested by

- 1.1 This information report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

- 2.1 The purpose of this report is to provide information about Transport for the South East's (TfSE's) consultation on its proposed Strategic Investment Plan (SIP) and indicate the main points that have been included in the Portsmouth City Council consultation response.

3. Background

Transport for the South East

- 3.1 Transport for the South East (TfSE) is the sub-national transport body for the South East of England region. The region includes Berkshire, Kent, Hampshire, the Isle of Wight, Portsmouth, Southampton, Surrey, East Sussex and West Sussex. TfSE comprises a partnership of 16 local transport authorities, five local enterprise partnerships, plus representatives of district & borough authorities, protected landscapes and national delivery agencies. It was established in 2017 to determine the transport infrastructure that is needed to support and improve the region's economy.

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TfSE's Strategic Investment Plan

- 3.2 From 2017 TfSE officers have worked with a wide range of partners, including local authorities, local enterprise partnerships, national parks and protected landscapes together with infrastructure providers National Highways and Network Rail to develop the draft Strategic Investment Plan (SIP).
- 3.3 The SIP proposes a total capital programme of £45 billion over 27 years to deliver a series of transport interventions covering roads, railways, bus/mass transit, walking and cycling, that will improve conditions for people, businesses and for the environment across the region. It will meet identified needs for better connectivity between the major regional economic hubs, the international gateways (including Portsmouth International Port) and their markets. It is intended to secure a more resilient and reliable transport network that can better manage demand, incidents and extreme weather. The plan will support the decarbonisation of the transport system, the levelling-up of left-behind communities and facilitate sustainable economic growth.
- 3.4 Forecast economic and environmental benefits of the SIP include an additional £4.5 billion growth in Gross Value Added (GVA) a year by 2050, creating 25,000 extra jobs. Expected transport impacts are an additional 500,000 rail trips a day and 1.5 million bus, mass transit and ferry trips a day, and the removal of more than four million car trips a day from the roads of the South East.
- 3.5 There is no specific section in the SIP related to Portsmouth. Instead, most of the main improvements affecting Portsmouth relate to the wider South Hampshire area including Portsmouth, Southampton and surrounding build-up areas. Some of the key economic impacts for this area are noted in the table below:

Package	Area Covered	Predicted Benefits
Core Rail	South Hampshire	<ul style="list-style-type: none"> • 35,000 additional rail trips a day • 1,000 additional residents • 1,500 new jobs created
Enhanced Rail	South Hampshire	<ul style="list-style-type: none"> • Over 2,000 further jobs created • 1,000 more new residents
Mass Transit	South Hampshire	<ul style="list-style-type: none"> • Over 100,000 more mass transit trips each weekday with 65,000 fewer car trips
Active travel	South Hampshire	<ul style="list-style-type: none"> • Increasing active travel demand by over 80,000 trips a day. • Reduced car demand by a similar margin • Almost 40,000 tonnes less CO2 equivalent emitted a year

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Package	Area Covered	Predicted Benefits
Sussex Coast Rail	Between Brighton and Hove and Southampton	<ul style="list-style-type: none"> • An increase of £80m GVA annually • 10,000 additional rail trips each weekday

The consultation on the SIP

3.6 On 27th June TfSE launched a 12-week public consultation on the SIP, running to the 12th September 2022.

3.7 The SIP consultation is an important opportunity for Portsmouth City Council to:

- a) Influence infrastructure priorities, to ensure the best possible compliance between the SIP and our own Portsmouth Transport Strategy (LTP4)¹ and wider Image Portsmouth² vision;
- b) Reinforce the messages in the strategic response (for measures relevant to the wider Solent area) being co-ordinated by Solent Transport.

3.8 Portsmouth City Council submitted a response by the deadline of 12th September 2022. The main elements of the response are noted in 3.9 below. **Please note that Portsmouth City Council has been in liaison with TfSE, who have agreed to accept any further comments the Council wish to make following the Traffic & Transportation Cabinet Decision meeting.**

The Portsmouth City Council response

3.9 Portsmouth City Council have reviewed the Consultation Draft SIP document and drafted a response. The three key points in the response are as follows:

- A) To support the Portsmouth Transport Strategy (LTP4) Strategic Objective 'Transform Public Transport', Portsmouth City Council welcomes the following rail investments included in the SIP:
 - Improvements to the West Coastway Line, including capacity enhancements between Fareham and Cosham, and measures to reduce travel times from Portsmouth to Chichester and Brighton;
 - The Southampton Central Station to Woolston crossing (as it will increase capacity and reduce journey times between Portsmouth and Southampton);

¹ [Portsmouth Transport Strategy 2021-2038](#)

² [The Vision - Imagine Portsmouth](#)

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- The other measures identified that would improve rail access to and within the Portsmouth area, including additional platform capacity at Portsmouth Harbour; the Woking Enhancement scheme, line speed enhancements and the Buriton Tunnel upgrade.

B) To support the Portsmouth Transport Strategy (LTP4) Strategic Objective 'Transform Public Transport', Portsmouth City Council welcomes the following ferry, interchange, mass transit and ferry investments in the SIP:

- Clarence Pier Bus-Hovercraft Interchange and the M275 Junction 1 Strategic Mobility Hub;
- The South East Hampshire Rapid Transit;
- Improved Gosport to Portsmouth and Portsmouth to Hayling Island Ferries and ferry service enhancements to the Isle of Wight.

C) To support the Portsmouth Transport Strategy (LTP4) Strategic Objectives 'Deliver Cleaner Air', 'Support Business and Protect Our Assets' and 'Prioritise Walking and Cycling', Portsmouth City Council welcomes the following measures in the SIP:

- The inclusion of the Fratton rail freight hub;
- The South Hampshire Active Travel policy;
- The inclusion of two key highway improvement schemes - New Horsea (Link) Bridge and City Centre Road.

3.10 The SIP covers the main schemes that Portsmouth City Council would want to see in an ambitious, but realistic, programme of work. It is therefore felt appropriate to keep the list of schemes at this level rather than overload the packages and make the whole SIP unachievable.

Other Beneficial Schemes

3.11 The SIP also includes many other schemes located outside of Portsmouth, which would improve connectivity to/from the city and deliver economic benefits. Examples include the following highways schemes:

- M27 Junction improvements west of Portsmouth
- A27 improvements east of Portsmouth including the Arundel bypass
- A3 Guildford local traffic segregation and subsequent long-term solution
- A34 Junction and safety enhancements

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3.12 To keep our response focused, and to meet the word limits set for consultation responses, other beneficial schemes like these have not been specifically listed in the response.

3.13 In summary, the SIP is an ambitious package of schemes to improve, enhance and support regeneration in the South East. The schemes outlined in the SIP are supported by Portsmouth City Council.

Next steps

3.14 Going forward the plan is for TfSE to analyse and incorporate feedback from the end of the consultation period until mid-February 2023. The final SIP will then be formally approved and presented to Government in March 2023.

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Signed by (Director)

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Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Transport for the South-East Strategic Investment Plan consultation document	Viewable online at: Landmark plan sets out the transport investment needed in the South East - Transport for the South East