

Title of meeting:	Traffic and Transportation Cabinet Decision Meeting
Date of meeting:	16 February 2023
Subject:	Transport for the South East (TfSE) Strategic Investment Plan
Report by:	Tristan Samuels, Director Regeneration
Report author:	James Silvester, Interim Strategic Transport Lead
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to provide an update on the development of Transport for the South East's (TfSE's) Strategic Investment Plan (SIP) following public consultation and recommend approval of the document.
- 1.2 TfSE is encouraging constituent authorities such as Portsmouth City Council (PCC) to approve the SIP before the Partnership Board considers the final SIP in March 2023 and agrees the process for submitting it to Government.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Notes the inclusion of the Eastern Road active travel schemes within the SIP as outlined in section 4 of this report;**
- 2.2 **Approves the final draft of the SIP for the South-East.**

3. Background to TfSE

- 3.1 TfSE is the sub-national transport body for the South East of England. Its purpose is to determine what investment is needed to transform the region's transport system and drive economic growth.

- 3.2 TfSE was established in 2017 and is a partnership of 16 local authorities and five Local Enterprise Partnerships (LEPs) plus representatives of district & borough authorities, protected landscapes and national delivery agencies. By speaking with one voice on our region's transport priorities, TfSE is able to make a strong case to government for investment in the South East needs.
- 3.3 TfSE published a 30-year Transport Strategy in June 2020. The strategy sets out an ambitious vision to 2050, setting out a framework that will support the development of a modern, integrated and sustainable transport network.
- 3.4 TfSE has subsequently worked with its constituent authorities, Local Enterprise Partnerships (LEPs), protected landscapes and other stakeholders to develop a series of area studies. These geographic studies have been based around the most important economic corridors in the region and have investigated the issues, challenges and opportunities identified in the transport strategy in more detail. This resulted in a number of multi-modal packages of interventions to make life better for people, for businesses and for the environment.
- 3.5 In addition to the area studies, further work has been undertaken on a Future Mobility Strategy and a Freight, Logistics and International Gateways Strategy. The evidence from all these studies has been used to inform the SIP.

4. Summary of the Key Issues

- 4.1 TFSE published its Transport Strategy in July 2020. The strategy sets an ambitious vision for the region to 2050 and identifies a preferred scenario to help achieve that vision. A series of area studies and thematic studies have since been completed and they identify packages of multi-modal interventions that are needed to deliver the 2050 vision.
- 4.2 On 13 June 2022 the TfSE Partnership Board approved the draft SIP for public consultation. The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the South East for the next 30 years
- 4.3 A detailed explanation as to the SIP, and the consultation on it, was previously reported to the Traffic and Transportation Decision Meeting on 22nd September 2022 [Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council](#). That information has not been repeated in this report.
- 4.4 PCC's consultation response on the SIP noted strong support for a number of elements in the Plan. It also included a request that two items of active travel bridge infrastructure proposed for the A2030 Eastern Road (just south of the junction with the Havant Bypass) should be specifically included in the SIP. The two schemes (described below) are large, ambitious and expensive, with both expected to cost over £5m, and were thought by officers to be very suitable for inclusion in a strategic long-term transport document.

4.5 The two items noted above consist of:

- (i) Either a cantilevered bridge, or widening to the existing bridge, to facilitate access for pedestrians and cyclists along the A2030 and allow the route to meet the minimum scores for comfort, connectivity, safety, gradient and directness, as set out in DfT's Route Selection Tool (RST). This scheme has been identified as a long-term priority (5 years+) in Portsmouth's Local Cycling and Walking Infrastructure Plan (LCWIP).
- (ii) An additional bridge across Eastern Road, linking to the paths on both sides of the bridge. There are currently few access points across the A2030 for pedestrians and cyclists. This scheme is not currently identified in the LCWIP - as the focus for the A2030 has been on improving the links from further north linking to Anchorage Road - but is a longer-term aspiration.

4.6 The formal consultation period on the draft SIP ran from 20 June 2022 to 12 September 2022, with over 600 responses received from a range of stakeholders. TfSE made a number of amendments in light of the feedback received. TfSE has now completed the formal consultation, analysis and revisions on the draft SIP and is now seeking the agreement of its constituent authorities prior to submitting the final SIP to Government in spring 2023.

4.7 The suggestions related to the Eastern Road active travel schemes have also been taken on board, although these will still need to go through a number of assessments and checks before they are formally added as named schemes in the SIP and the accompanying Delivery Action Plan (DAP). This is very good news as schemes listed in the SIP and DAP will be more likely to attract funding than unlisted schemes.

5. The Public Consultation Carried Out and the Changes made to the SIP

5.1 The public consultation on the draft SIP commenced on 20 June 2022 and concluded on 12 September 2022. The main mechanism for obtaining feedback was via an online survey, accessed via a dedicated online engagement platform. Some email and postal responses were also received as well as a number of templated email responses via a campaign response platform developed by Transport Action Network (TAN).

5.2 The survey recorded responses about demographics, type of stakeholder, geographical area, comments on the SIP chapters and the ISA. It mirrored the structure of the SIP and included a combination of single selection answers (or 'tick all that apply'), response options as well as free-text responses.

5.3 During the twelve-week consultation period, TfSE engaged with multiple stakeholders through a variety of channels. The draft SIP was officially launched at TfSE's 'Connecting the South East' event at G-Live in Guildford on 5 July 2022. Two virtual webinars were held in July 2022, with nearly 300 attendees across all events. A

parliamentary reception was also held at Portcullis House on 22 June 2022 for MPs and their researchers.

- 5.4 The consultation was widely promoted via the TfSE newsletter, press releases, social media (paid and unpaid) and through partner communications. All the region's MPs, LEPs and local authorities were sent a dedicated email containing a link to the consultation material.
- 5.5 There were 640 responses to the consultation. A total of 422 respondents completed the questionnaire, with a further 87 submitting individual letters or emails. In addition, 131 individual petition responses were received as a result of a campaign organised by Transport Action Network (TAN).
- 5.6 All consultation responses have been considered and the following provides a short summary of the overall key findings from the consultation:
- Support shown to investment proposals to improve public transport in the South-East, for example, 34% of those that participated via email/letter explicitly stated they welcomed the investment into public transport.
 - Respondents welcomed the focus on Active Travel schemes, with between 51% and 79% of respondents who participated in the survey supporting the proposed Active Travel schemes across the four geographies.
 - Respondents welcomed the recognition of importance of the need to tackle climate change, with analysis showing that 76% of respondents to the survey stated 'Decarbonisation & Environment' is the most important investment priority for the Strategic Investment Plan to deliver.
 - Of those respondents that participated via the survey, 49% of respondents were in agreement that the Strategic Investment Plan makes the best case possible for investing in transport infrastructure in the South-East, with 'Somewhat agreed' at 31% and 'Definitely agreed' at 18%.
- 5.7 Although 'decarbonisation and the environment' was selected as the most important overall investment priority for the SIP to deliver by respondents to the survey, qualitative responses to the same question showed that support for other investment priorities was also considered important. This highlighted that TfSE should prioritise improvements to public transport, in turn reducing car use and tackling climate change. The support for public transport fares was further evidenced when respondents to the online survey chose this above decarbonisation, as the most important global policy intervention (78% / 72%) and the most frequently received comment in email and postal responses was around support for investment in public transport (34%).
- 5.8 When asked to what extent they agreed that the packages of interventions for a geography delivered on the priorities of the SIP, the online survey submissions showed that 58% somewhat or definitely agreed for Solent and Sussex Coast, with 15% definitely disagreeing.
- 5.9 Analysing the sub-regional interventions shows that the most contentious geography is the Kent, Medway, and East Sussex area. Analysis of the qualitative feedback that

accompanied this question reflected multiple requests for a slip road on the M26/M25/A21. This request followed a campaign by a local MP, who requested that constituents responded to the draft SIP consultation with this specific request. The intervention was already included in the SIP. However, our analysis shows that this misunderstanding, coupled with the strength of feeling around the proposed Lower Thames Crossing scheme, led to the more negative overall responses about packages of interventions in the Kent, Medway and East Sussex area compared to other geographies.

- 5.10 Feedback from the more detailed, geographic scheme specific questions demonstrated that rail schemes were most supported interventions for the Solent and Sussex Coast area, 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.
- 5.11 Paragraphs 5.1 to 5.10 above summarise the main consultation results. For anyone wishing to read the full set of consultation results, please see pages 31 to 84 of the 'Agenda and Papers (combined pack)' for the TFSE Partnership Board meeting of 14 November 2022. This can be accessed via [Partnership Board - Transport for the South East](#)
- 5.12 The following provides a summary of the changes to the draft SIP following the public consultation:
- Provided more context on the purpose of the SIP and importantly, 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;
 - Amendments 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.

5.13 Some comments received in response to the consultation related to the evidence base documentation, i.e. thematic plans or Strategic Programme Outline Cases (SPOC). These documents will be updated to reflect key comments and included on the TfSE website alongside the publication of the final SIP in March 2023.

5.14 At its meeting on 14 November 2022, the TfSE Partnership Board agreed the final draft SIP. The Partnership Board will consider the final SIP in March 2023 and agree the process for submitting to Government. TfSE has promised to continue to work with constituent authorities and other delivery partners to shape a delivery plan which will set out how the schemes and interventions in the SIP will be implemented.

6. Reasons for Recommendation

6.1 TfSE provides an opportunity to support and deliver growth across the South-East through the development of a long-term strategic programme of multi-modal transport interventions to facilitate economic growth, improve quality of life and enhance the environment.

6.2 Overall the SIP will bring a number of major benefits to Portsmouth and the wider Solent area. The expected addition of the Eastern Road active travel bridges into the SIP will help to demonstrate to the Government and others Portsmouth's high level of ambition as regards facilitating active travel.

7. Integrated Impact Assessment

7.1 An Integrated Impact Assessment (IIA) has been prepared and is attached in Appendix A. The IIA identified no adverse impacts arising from the approval of the Strategic Investment Plan.

8. Legal implications

8.1 TfSE is the non-statutory sub-regional transport body for the south east, in the form of a partnership comprising local transport authorities in the region together with other interested bodies as outlined in the body of the report.

8.2 While there are no legal implications for the City Council arising directly from the recommendations in the report, central government will have due regard to the work undertaken by TfSE in making decisions relating to future transport policy, strategy and investment covering the region.

9. Director of Finance's comments

- 9.1 There are no direct financial implications of approving the recommendations within this report.
- 9.2 The two items of active travel bridge infrastructure proposed for the A2030 Eastern Road do not currently have a funding source identified in PCC's Capital Programme. If added as named schemes in the Strategic Investment Plan and the accompanying Delivery Action Plan, the chances of them attracting external funding may be increased.

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Signed by: Tristan Samuels, Director of Regeneration

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
Traffic and Transportation Decision Meeting 22 nd September 2022 report 'Transport for the South East Strategic Investment Plan Consultation'	Agenda for Cabinet Member for Traffic & Transportation on Thursday, 22nd September, 2022, 5.00 pm Portsmouth City Council
Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP)	Local Cycling and Walking Infrastructure Plan (LCWIP) - Travel Portsmouth
DfT Route Selection Tool	Planning local cycling and walking networks - GOV.UK (www.gov.uk)
The final draft Strategic Investment Plan (as agreed by the Partnership Board at its meeting on 14 November 2022).	Partnership Board - Transport for the South East
Draft Strategic Investment Plan: Consultation report	Pages 31 to 84 of the 'Agenda and Papers (combined pack)' for the TFSE Partnership Board meeting of 14 November 2022. This can be accessed via Partnership Board - Transport for the South East
Transport Strategy, July 2020	Transport strategy - Transport for the South East
Area Study reports, published as part of the SIP evidence base in June 2022	DRAFT Strategic Investment Plan - evidence base - Transport for the South East
Freight, logistics and international gateways strategy, published in May 2022	Freight, logistics and gateways - Transport for the South East

Future Mobility Strategy, published in October 2021	Future mobility - Transport for the South East
Agendas and papers from TfSE Partnership Board	Meetings & minutes - Transport for the South East

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: