

Report to	<b>South Downs National Park Authority</b>
Date	<b>19 December 2019</b>
By	<b>Countryside and Policy Manager (Wealden Heaths)</b>
Title of Report <b>Decision</b>	<b>Responding to the Consultation on the Draft Transport Strategy for the South East</b>

**Recommendation: The Authority is recommended to delegate authority to the Director of Countryside Policy and Management, in consultation with the Chair of the Authority, to prepare and submit the Authority's response to Transport for South East's consultation on the Draft Transport Strategy for the South East, welcoming the Draft Strategy focus on a 'Sustainable Route to Growth' and including the recommendations set out in Section 4 of this paper.**

## **1. Introduction**

- 1.1 Transport for the South East (TfSE) is a Sub-National Transport Body (SNTB) that was set up with support from the 16 constituent Local Transport Authorities<sup>1</sup>, 5 Local Enterprise Partnerships<sup>2</sup>, 44 District and Borough authorities and wider stakeholders to set the agenda for the provision of transport services in the region until 2050, see Appendix 1 for area covered and relevant authorities.
- 1.2 TfSE is currently operating in a shadow form as it prepares to submit its application for full status in November 2019 with a government decision expected in due course. Members will also recall the TfSE 'Proposal to Government' which was responded to at the July 19 NPA, that paper considered the powers and functions of TfSE.
- 1.3 TfSE has worked with partners to prepare the Draft Transport Strategy (DTS), Appendix 2, which the NPA has been invited to comment on and which is available for consultation until 10<sup>th</sup> January 2020.
- 1.4 The SDNPA (the Chair) has a seat on the TfSE Board to represent the interests of the South East Protected Landscapes (SEPL) that comprise the 7 Areas of Outstanding Natural Beauty and two National Parks in the region. See Appendix 3.

## **2. Policy Context.**

- 2.1 The work of the SNTB contributes towards the following SDNPA Outcomes and Policies
- 2.2 Outcome 5, 9, 10 and 11 - Policy 30, 35, 36, 37, 38, 39, 40, 48, 49,

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1. Sixteen upper tier authorities in the South East:  
Bracknell Forest; Brighton and Hove; East Sussex; Hampshire; Isle of Wight; Kent; Medway; Portsmouth; Reading; Slough; Southampton; Surrey; West Berkshire; West Sussex; Windsor and Maidenhead; and Wokingham.

2. Five Local Enterprise Partnerships;  
Coast to Capital, Enterprise M3, Solent, South East, Thames Valley Berkshire

### **3. Broad issues covered in Draft Transport Strategy**

- 3.1 The DTS will set the agenda for the provision of transport services in the region until 2050, working with or influencing a whole range of partners and stakeholders including the Department for Transport, Highways England, Network Rail, the transport operators, ports and airports, the local Transport Authorities, LEPs, Local Planning Authorities, industry bodies and interested groups.
- 3.2 The DTS sets out;
  - a. the context in which TfSE operates,
  - b. discusses the region and its characteristics, challenges and opportunities, before
  - c. setting out its vision, outcomes and priorities, and then
  - d. outlines how TfSE proposes to deliver its vision for the SE in 2050, as applied to 6 identified journey types. Finally, the strategy gives
  - e. broad priorities for interventions and outlines a high-level schedule and who will be involved in delivering the Transport Strategy, monitoring and governance.
- 3.3 The DTS moves away from what it terms 'the outdated 'predict and provide' approach', describing it as 'unsustainable'. Instead, the strategy identifies a 'preferred future' and then plans how to get there.
- 3.4 The preferred future is the 'Sustainable Route to Growth' model, producing strong regionally led economic growth, but delivering this in a more environmentally sustainable manner.
- 3.5 The SEPL and the quality of the environment are recognised throughout the strategy and the need to look after these assets underpin the DTS.
- 3.6 Alongside Economic and Social Strategic priorities, the DTS lays out the Environmental Strategic Priorities:
  - 3.6.1 A reduction in carbon emissions to net zero by 2050
  - 3.6.2 A reduction in the need to travel, particularly by private car
  - 3.6.3 A transport network that protects and enhances our natural, built and historic environments
  - 3.6.4 Biodiversity net gain in all transport initiatives
  - 3.6.5 Minimisation of resources and energy
- 3.7 The Key Principles for achieving the TfSE vision are;
  - 3.7.1 Supporting economic growth, but not at any cost to social and environmental outcomes
  - 3.7.2 Achieving environmental sustainability
  - 3.7.3 Planning for successful places
  - 3.7.4 Putting the user at the heart of the transport system
  - 3.7.5 Planning regionally for the Short, Medium and Long Term.
- 3.8 Outcomes are based on improving
  - 3.8.1 infrastructure,
  - 3.8.2 integration (of facilities and services),
  - 3.8.3 innovative technology (developing and using)
  - 3.8.4 interventions (planning policy and demand management policies).

#### 4. Local Issues for Consideration

- 4.1 Whilst recognising that much of the south east is currently building capacity for vehicles, the DTS makes clear this is risking developing a high dependency for car use and damaging the local communities and environment they pass through. **SDNPA recommend that a commitment and timeframe should be clearly identified in the DTS to move from this capacity building phase to the planning for people and places phases**
- 4.2 The DTS identifies key integration challenges which are beyond the power of TfSE and may consequently limit the realisation of the vision. **SDNPA recommend that TfSE should nevertheless be encouraged to work with partners to find solutions to the issues identified;**
- 4.2.1 **Disconnect between road and rail investment programmes**
- 4.2.2 **The fragmentation of public transport provision**
- 4.2.3 **The limitations that competition law place on the ability for independent operators to collaborate**
- 4.2.4 **The planning framework is complex and fragmented**
- 4.2.5 **The five Local Economic Partnerships are seen as a barrier to developing coherent, integrated long terms plans for the SE**
- 4.3 The environmental considerations identified in 3.6.1 – 3.6.5 above all have ‘indicators’ attached to them. **SDNPA recommend that it will be essential to identify who collects the information and who pays for this**
- 4.4 The SEPL are referred to on several occasions in the DTS as being ‘constraints’ on development, **SDNPA recommend that TfSE should be encouraged to view the SEPL as places where development can take place which are of sufficient quality to help conserve and enhance the protected landscapes**
- 4.5 The SDNPA welcomes the protection of the environment within the vision statement, the principle of ensuring environmental net gain with all schemes and economic development but not at any cost to social and environmental outcomes. **SDNPA recommend that criteria be included to show how this will form a part of scheme prioritisation.**
- 4.6 **The SDNPA recommend that the contribution to the economy that businesses within the SDNP and the SEPL make to the regional economy be made more of in the DTS** – Economic growth does not have to come, and should not have to come at the expense of the environment.

#### 5. Next Stages

- 5.1 TfSE are working towards having all their studies and Strategic Investment Plan in place for Sept 2021

Implication	Yes*/No
Will further decisions be required by another committee/full authority?	No
Does the proposal raise any Resource implications?	Currently the Chair of the SDNPA is a voting member of the STB, representing the SEPL, with officer support
How does the proposal represent Value for Money?	TfSE has established an annual subscription of £58,000 per county and £30,000 per unitary. DfT has recently settled a one-off grant of £500,000 towards the cost of the development of the Corridor Studies. There is a reasonable expectation that DfT will allocate some core revenue funding for TfSE once it has achieved statutory

	status, on the basis that the constituent authorities will continue to make contributions. TfSE will also seek further capital funding from the DfT to take forward its technical work programme.  The SEPL share a representative on the TfSE Board and are not required to pay an annual subscription.
Are there any Social Value implications arising from the proposal?	None
Have you taken regard of the South Downs National Park Authority's equality duty as contained within the Equality Act 2010?	Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.
Are there any Human Rights implications arising from the proposal?	None
Are there any Crime & Disorder implications arising from the proposal?	None
Are there any Health & Safety implications arising from the proposal?	None
Are there any Data Protection implications?	None
Are there any Sustainability implications based on the 5 principles set out in the SDNPA Sustainability Strategy?	The provision of regional transport infrastructure has the potential to enhance sustainability or harm sustainability. The SEPL sharing a seat on the STB will enable them to be in a position to directly influence decisions

## 6. Risks Associated with the Proposed Decision

There is little risk to the SDNPA from welcoming the strategy and offering amendments.

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Appendices

1. Appendix 1 Map of Region and Local Authorities
2. Appendix 2 [TfSE Draft Transport Strategy – Executive Summary](#)
3. Appendix 3 Map of South East Protected Areas within TfSE region

SDNPA Consultees

Chief Executive; Director of Countryside Policy and Management; Director of Planning; Chief Finance Officer; Monitoring Officer; Legal Services, Business Service Manager

External Consultees

The protected landscapes of South East

Background Documents

[Transport for the South East Consultation Draft October 2019](#)

## Transport for South East Region

Figure i The Transport for the South East area



