

Report to	<b>South Downs National Park Authority</b>
Date	<b>7 July 2020</b>
By	<b>Countryside and Policy Manager (Wealden Heaths)</b>
Title of Report <b>Decision</b>	<b>Transport Strategy for Transport for the South East</b>

**Recommendation: The Authority is recommended to consider and support the Transport for the South East Transport Strategy as set out at appendix 2.**

## **I. Introduction**

- I.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
- I.2 TfSE is currently operating in a shadow form and the target TfSE is now working towards is to have materials and a plan in place for a launch and DfT submission of the final Transport Strategy (TS) and Proposal to Government in September 2020
- I.3 TfSE has worked with partners to prepare the TS (**Appendix 2**) which is due to be published imminently. The document is still in draft form and isn't the fully designed document, though the content is fixed
- I.4 TfSE report that there was overwhelming support for the Draft TS from wide ranging stakeholders, A total of 3676 responses were received, including support from Friends of the Earth (FoE) with 3076 email respondents.
- I.5 The majority of the 3076 emails featured consistent text provided by FoE, which indicated strong support for the vision of the Strategy and the shift towards planning for people and places, but suggested that more urgency is needed 'in light of the climate emergency, poor air quality and growing greenhouse gas emissions from the transport sector.' The emails also called for the Strategy to include commitments to:
  - Achieve net zero carbon 'as soon as possible and well before 2050.'
  - Complete a carbon assessment of the transport sector in the region and 'set out a clear pathway to show how it will achieve a substantial reduction of emissions by 2030.'
  - Prioritise low cost and low impact travel, and 'focus on reducing road traffic in the

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

region, particularly by private cars.

- Ensure greater investment to at least double the number of journeys by public transport, cycling and walking'

- 1.6 Whilst there are Authorities in TfSE who have publically stated their commitment to achieving Net Zero carbon neutrality much earlier than the Governments declared date of 2050, all authorities are committed to meet this deadline by 2050 and TfSE recognise the different stages and challenges each authority face
- 1.7 The government has recently announced greater funding for walking and cycling initiatives, and this has been echoed in the TS with much more prominence given to these measures, (See **Appendix 4**, 'other changes' point 4)
- 1.8 The South East Protected Landscapes (SEPL) have one seat on the TfSE Board. Up to July 2020 this seat was held by the Chair of the SDNPA, as a representative of the SEPL group. Although the member that attended these meeting is no longer a member of the SDNPA they did express their support for this paper and has been involved in shaping the TS to represent the interests of the SEPL (comprising the 7 Areas of Outstanding Natural Beauty and two National Parks in the region. See **Appendix 3**)
- 1.9 A decision on a new representative for the SEPL group will be taken by the group in consultation with TfSE at the appropriate time
- 1.10 Members will also recall the TfSE 'Proposal to Government' which was responded to at the July 2019 NPA, that paper considered the powers and functions of TfSE and this proposal will be submitted to Government at the same time
- 1.11 A meeting in June 2020 was held with the Chair of the TfSE Board, Cllr Glazier and the SDNPA Chair, Deputy Chair and senior officers from TfSE and SDNPA to listen to TfSE plans going forward and discuss issues

## 2. Policy Context.

- 2.1 TfSE is operating in shadow form at present. Should TfSE be adopted then the TS would feed into and influence and be influenced by regional and national strategies and plans in the following way;



- 2.2 The TS contributes towards the following SDNPA PMP Outcomes and Policies;
- Outcome 1 – Landscape and Natural Beauty, Policy 1.1, 1.2
  - Outcome 5 - Outstanding Experiences, 5.1, 5.2, 5.3
  - Outcome 7 – Health and Well-being, 7.1,
  - Outcome 9 – Great Places to Live, 9.2, 9.3
  - Outcome 10 – Great Places to work, 10.3,
- 3. Broad issues covered in Transport Strategy**
- 3.1 The TS 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 TS 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,
  - f) reference is also made to the COVID-19 pandemic and how TfSE plans to incorporate any implications as the strategy is delivered (see para 4 below).
- 3.3 The TS 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 TS.
- 3.6 Alongside Economic and Social Strategic priorities, the TS lays out the Environmental Strategic Priorities:
- a) A reduction in carbon emissions to net zero by 2050.
  - b) A reduction in the need to travel, particularly by private car.
  - c) A transport network that protects and enhances our natural, built and historic environments.
  - d) Biodiversity net gain in all transport initiatives.
  - e) Minimisation of resources and energy.
- 3.7 The Key Principles for achieving the TfSE vision are;
- a) Supporting economic growth, but not at any cost to social and environmental outcomes.
  - b) Achieving environmental sustainability.
  - c) Planning for successful places.
  - d) Putting the user at the heart of the transport system.

- e) Planning regionally for the Short, Medium and Long Term.
- 3.8 Outcomes are based on improving:
  - a) infrastructure,
  - b) integration (of facilities and services),
  - c) innovative technology (developing and using), and
  - d) interventions (planning policy and demand management policies)

#### **4. Response to COVID-19 Pandemic**

- 4.1 TfSE recognise that the transport demands will change and have changed post COVID-19.
- 4.2 The starting point for achieving Net Zero by 2050 will also have moved as a response to people's work and life situations changing.
- 4.3 TfSE recognise the importance of the 5 Route Corridor Assessments (RCA) that are planned, see **Appendix 5**, showing an inner and outer orbital and 3 radial studies. The RCA will pick up on the impacts of COVID-19 and be sensitive in their modelling to register changes of behaviour, work patterns, demand and provision etc.
- 4.4 In line with the steer previously provided by Members the SDNPA will continue to press for all studies to be brought forward so that the complete picture of travel is understood and takes into account the impacts of COVID-19
- 4.5 The tender for the first such orbital route corridor has already been let for along the south coast – including the A27 and mainline train line, see **Appendix 5**, 'Outer Orbital'. The timeline for further route corridor assessments is dependent on levels of funding available from DfT. Confirmation of funding to be received at an unspecified time
- 4.6 Mode specific studies are progressing too which will help inform and guide responses. These studies include;
  - a) The Future Mobility Study has been tendered and is underway
  - b) The timeline for the Freight Study, Mobility as a Service Study and Integrated Ticketing Study are dependent on levels of future funding available from DfT. Confirmation of funding to be received at an unspecified time
- 4.7 With consideration for increasing calls post COVID-19, there is no specific ambition in the TS to promote a carbon free transport system, and no recognition to 'build back better' – TfSE maintain its preferred 'Sustainable Route for Growth' model based on evidence which takes into account changing transport needs as described earlier in 4.3
- 4.8 Due to the COVID-19 pandemic, funding support from the DfT has yet to be finalised and is thought to be likely post COVID-19

#### **5. Local Issues for Consideration**

- 5.1 The comments previously made by the NPA in its response to the Draft TS in Dec 2019, and the subsequent responses by TfSE are shown in **Appendix 4**.
- 5.2 Although some of the specific points raised by the NPA in its discussion in December 2019 have not been explicitly addressed in the Strategy officers are confident that with ongoing engagement including a protected landscape focussed seat on the TfSE Board and continued high level officer representation and relationships within TfSE the SDNPA is well placed to continue to exert an influence on the key environmental areas of the TS in support of our purposes and duly and agreed PMP outcomes.

#### **6. Next Stages**

- 6.1 Engagement with TfSE is an essential mechanism for delivering the PMP objectives around sustainable transport and the rural economy. Our involvement to date has achieved a great deal in moving the strategy in a more environmentally sustainable direction incorporating

challenging green targets. This is a complex and rapidly developing policy agenda that is likely to shift a great deal as the Government handles the economic and social fallout from COVID-19. Little is certain at this stage and neither we nor TfSE have the answers but close and challenging engagement with our partners through TfSE as the strategy develops will continue to be essential.

6.2 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?	Yes. At the time of writing this report 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 get a seat at the table and a vote for no cost per annum.
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. Having a seat on the STB will enable the SDNPA to be in a position to directly influence decisions

## 7. Risks Associated with the Proposed Decision

Risk	Likelihood	Impact	Mitigation
There are no risks to the SDNPA through supporting the TS			

### Andy Beattie

#### Countryside and Policy Manager (Wealden Heaths)

#### South Downs National Park Authority

Contact Officer:	Andy Beattie
Tel:	01730 819242
email:	Andy.Beattie@southdowns.gov.uk
Appendices	<ol style="list-style-type: none"> <li>1. Map of Region and Local Authorities</li> <li>2. Transport Strategy (Text Only)</li> <li>3. Map of South East Protected Areas within TfSE region</li> <li>4. Amendments to the Draft Transport Strategy</li> <li>5. TfSE Route Corridor Strategies</li> </ol>
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

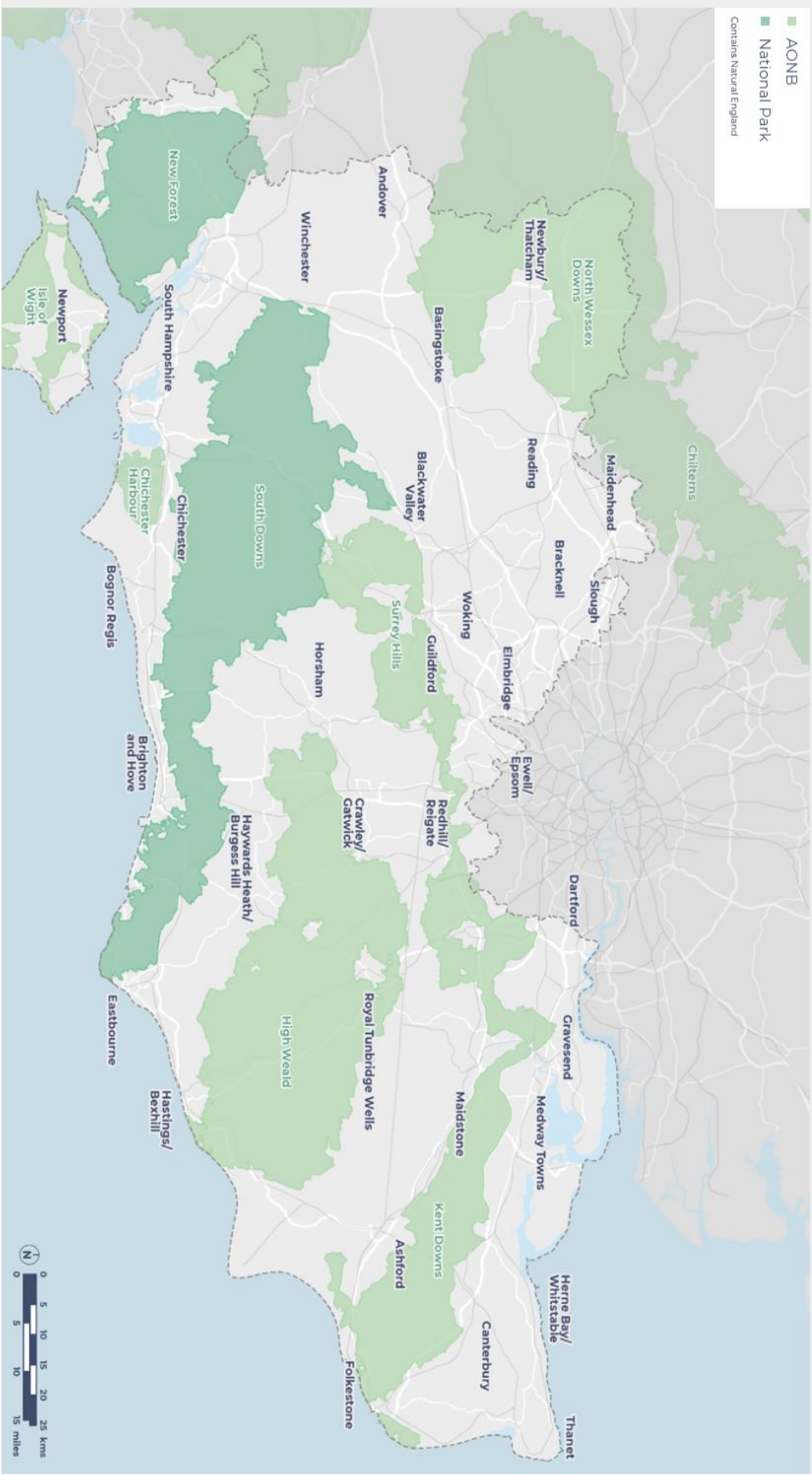


**Transport Strategy for Transport for South East – (Final agreed text version, not including final design)**

*Please see separate pack for this appendix.*



Protected Landscapes of the South East within the TfSE Region



## **Amendments to the Draft Transport Strategy**

<b>Dec 2020 NPA Comment</b>	<b>TfSE Response in revised Transport Strategy</b>
NPA: 4.2 - A timeframe should be clearly identified for moving from capacity building to planning for people and places.	Change of diagram clarifying the planning for people and places is to be alongside capacity planning, but priorities will shift away from capacity over the 30 year period. While no definitive timeline is provided, there are now added Key Performance Indicators to track progress, and information on what can be done to shift the focus will come out of the area studies.
NPA: 4.3 - Work with partners to solve 'limitations to integration' inc; <ul style="list-style-type: none"> <li>• Disconnect of road and rail</li> <li>• Fragmentation of public transport</li> <li>• Competition law</li> <li>• Lack of spatial and transport planning integration</li> </ul>	Still committed to co-operation and collaboration with all partner organisations. On the specific limitations raised; <ul style="list-style-type: none"> <li>• Disconnect acknowledged, but no pledge in text to seek integration of road/rail funding. (though this has been raised at officer meetings)</li> <li>• Strategy calls for significant investment in public transport to reduce fragmentation.</li> <li>• Limitations acknowledged, but no pledge in text to lobby for change in this legislation.</li> <li>• Lack of integration acknowledged, TfSE supports integration of these sectors. No pledge in text, however discussions are ongoing to carry this out.</li> </ul>
NPA: 4.4 - Independent monitoring of environmental priorities should be part of any scheme that impacts a PL.	No specific pledges for independent monitoring of schemes, however the strategy does push for net-gain in biodiversity alongside the publishing of an Integrated Sustainability Appraisal to assess strategic corridors and continue to monitor the overall sustainability outcomes of the transport strategy
NPA: 4.5 - the SEPL should be seen as places where developments can take place, but they need to be of sufficient quality to help conserve and enhance the PL.	TfSE supports the delivery of sustainable economic growth, and an integration of Spatial and Transport planning. No text on this specifically, it may be that specifics of development would be down to the appropriate authority with support from TfSE in principle.
NPA: 4.6 - Economic contribution of SEPL should be highlighted, Economic growth does not have to come at the expense of the environment.	The supported option is a sustainable route to growth that does not prioritise economic growth over the environment. The SEPL have a seat on the Shadow Partnership board (currently Chair of SDNPA) and the Senior Officers group to have a say in the management of TfSE. Integrated Sustainability Appraisal (ISA) promotes a natural capital assessment of the strategic corridors (most of which lead through protected landscapes).

### **Other changes:**

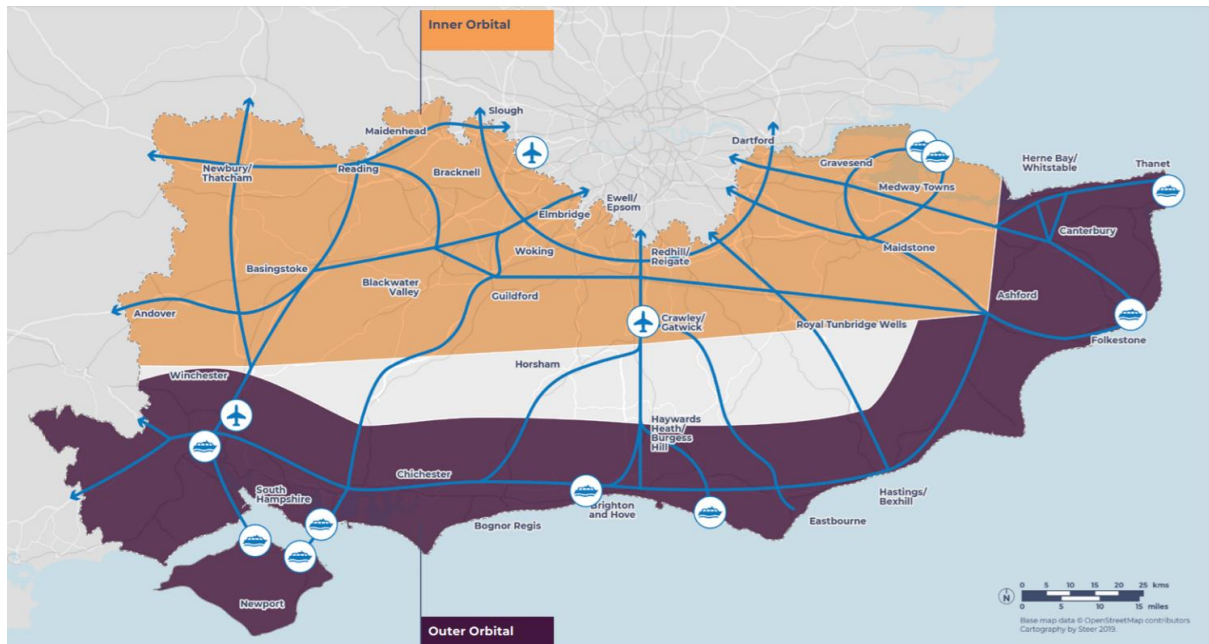
1. Addition of recognition of Covid 19 pandemic and the effects it has had on transport during lockdown.
2. Further text included on net zero carbon target of 2050 stating that it is in line with overall government target and has been chosen so as not to undermine constituent authorities whose own net-zero targets are set later than others. Addition of statement that this target is 'at the latest' and the target date will be brought forward as possible.
3. ISA has been drawn up, which helps as a supplementary process to assess and monitor the Strategic Environment, Health Impact, Habitats, Equalities Impact and Community Safety

aspects of the Transport strategy, carried out in accordance with a Natural Capital approach.

4. Recognition of Walking and Cycling has been fleshed out, however with added caveat that the transport strategy as it stands is more focused on longer distance journeys. Has added sections discussing the role of Local Transport Plans in facilitating improvements in walking/cycling infrastructure and the overarching role TfSE can play in facilitating connectivity between authorities.
5. Recognition of unique challenges faced in rural areas, as opposed to urban centres. Has been added as component of Future journey area studies.

## Route Corridor Studies

## 2 Orbital Studies



### 3 Radial Studies

