

RESPONSE TO TRANSPORT FOR SOUTH EAST

6. Rather than the traditional transport planning approach of ‘predict and provide’ based on responding to trends and forecasts, we have adopted a ‘decide and provide’ approach to identify a preferred future for the South East in 2050. Please see Paragraphs 1.16 to 1.20 of the draft Transport Strategy for further information.

To what extent do you agree or disagree with the use of this ‘decide and provide’ approach? Please tick one box.

Tend to agree

7. The draft Transport Strategy advocates the evolution of transport policy away from one based on ‘planning for vehicles’ to one based on ‘planning for people’ and ‘planning for places’ Please see Paragraphs 1.21 to 1.25, and Figure 1.3, of the draft Transport Strategy for further information.

To what extent do you agree or disagree that transport policy across the South East should evolve in this way? Please tick one box.

Tend to agree

8. In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: ‘Sustainable Route to Growth’.

How important do you feel the key features of our ‘Sustainable Route to Growth’ scenario are for the future of the South East? Please tick one box for each feature.

Key feature

The South East is less reliant on London and has developed its own successful economic hubs – **Very important**

The benefits of emerging technology are being harnessed - **Very important**

Land-use and transport planning are better integrated - **Very important**

A shift away from private cars towards more sustainable travel modes – **Very important**

Targeted demand management measures, with more mobility being consumed on a ‘pay as you go basis’ - **Tend to agree**

9. Do you have any additional comments about our approach to developing the draft Transport Strategy? Please describe these below.

We support improvements to public transport to make this a real alternative to car use. However, public transport improvements must come first before introducing measures of demand management.

The approach of leaving bottlenecks as a deterrent to motorists results in

(A) a disproportionate effect on those who don't have good public transport connections from their home or who, for specific health/disability reasons must travel by private car.

(B) A risk of continuing environmental harm from congestion

Pay-as-you-go motoring, unless tied to income would effectively be a tax on the poor, with those on lower incomes unable to afford to travel, and those well off much better able to pay the fees. This would be further perpetuated because those more affluent or privileged are more easily able to move house or live closer to a specific location, whereas those less well off or with other restrictions (such as caring responsibilities, or those reliant on social housing) may be less able to move or to choose the area they live, and may tend to live in places which are cheaper and potentially further away from the places they frequently need to travel.

10. Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East.

To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East's transport system? Please tick one box.

Strongly agree

11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included.

The A27 around Chichester is not addressed as an issue and has significant existing congestion issues requiring investment as soon as possible.

Our Vision, Goals and Priorities

12. Our vision is that: 'By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

'A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.'

To what extent do you support or oppose our vision for the South East? Please tick one box.

Strongly support

13. Do you have any further comments on our vision? Please provide these below.

We support the Vision, but it must be realistic with respect to how it will be achieved and implemented. A strategy of road improvements for the next 5-10 years and then starting to provide investment in walking and cycling infrastructure and public transport will not be sufficient. Significant investment in public transport and walking and cycling infrastructure must be made now in order to ensure that these modes of travel increase and reliance on the private car reduces.

It is also noted that there is no representative for public health on the TfSE board, and this would be of benefit, to add a perspective on the impacts of transport on air quality, asthma, obesity and other public health issues.

14. The draft Transport Strategy sets out three strategic goals that underpin our vision. These goals will help to translate the vision into more targeted and tangible actions (please see Paragraphs 3.3 to 3.7 for more details on our vision and goals.)

To what extent do you agree or disagree with the goals set out within the draft Transport Strategy? Please tick one box for each goal.

Goal

Improve productivity and attract investment to grow our economy and better compete in the global marketplace - **Tend to agree**

Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone - **Strongly agree**

Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together - **Strongly agree**

15. Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in Paragraphs 3.8 to 3.10 of the draft Transport Strategy.

To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve? Please tick one box for each row.

Economic priorities

Better connectivity between our major economic hubs, international gateways and their markets - **Strongly agree**

More reliable journeys between the South East's major economic hubs and international gateways - **Strongly agree**

A more resilient transport network to incidents, extreme weather and the impacts of a changing climate - **Strongly agree**

Helping our partners meet future housing, employment and regeneration needs sustainably - **Strongly agree**

Use of digital technology to manage transport demand, encourage shared and efficient use of transport - **Strongly agree**

Social priorities

A network that promotes active travel and active lifestyles - **Strongly agree**

Improved air quality through initiatives to reduce congestion and encourage shifts to public transport - **Strongly agree**

An affordable, accessible transport network for all that promotes social inclusion and reduces barriers - **Strongly agree**

A seamless, integrated transport network with passengers at its heart - **Strongly agree**

A safely planned, delivered and operated transport network - **Strongly agree**

Environmental priorities

A reduction in carbon emissions to net zero by 2050 - **Strongly agree**

A reduction in the need to travel, particularly by private car - **Strongly agree**

A transport network that protects and enhances our natural, built and historic environments - **Strongly agree**

Use of the principle of 'biodiversity net gain' in all transport initiatives - **Strongly agree**

Minimisation of transport's consumption of resources and energy - **Strongly agree**

16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.

Social priorities should include "Vision Zero", a policy to minimise road injury and death.

Accessibility and inclusiveness for all is very important.

There should be harmonisation of schemes across County Council boundaries, such as schemes for school transport, discounts for young people on public transport etc to ensure equality of access to schemes across County Council boundaries.

17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information).

To what extent do you support or oppose these principles? Please tick one box for each principle.

Principle

Supporting sustainable economic growth, but not at any cost - **Strongly support**

Achieving environmental sustainability - **Strongly support**

Planning for successful places - **Strongly support**

Putting the user at the heart of the transport system - **Strongly support**

Planning regionally for the short, medium and long-term - **Strongly support**

Our Strategy

18. Six key journey types are identified within Chapter 4 of the draft Transport Strategy. We identify the key challenges and opportunities for each of the six journey types, and indicate the types of schemes and policy responses that will be needed to address these challenges. Subsequent area studies will be used to identify comprehensive packages of initiatives. We are not seeking detailed feedback on individual schemes at this stage, but we want to make sure we have identified the key challenges and the broad types of responses that will be needed for each of the movement types.

To what extent do you agree or disagree that the key challenges relating to each of the journey types have been correctly identified? Please tick one box for each journey type.

Radial journeys – **Tend to agree**

Orbital and coastal journeys - **Tend to disagree**

Inter-urban journeys - **Tend to agree**

Local journeys - **Tend to agree**

International gateways and freight journeys - **Tend to agree**

Future journeys - **Tend to agree**

19. Please use the space below to make any additional comments on the key challenges that have been identified, or to explain any additional challenges that you think need to be addressed. Please specify which movement type(s) your comments relate to.

Orbital and coastal journeys - The A27 around Chichester is not addressed as an issue and has significant existing congestion issues requiring investment as soon as possible.

20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type? Please tick one box for each journey type.

Journey type

Radial journeys - **Tend to agree**

Orbital and coastal journeys - **Tend to agree**

Inter-urban journeys - **Tend to agree**

Local journeys - **Tend to agree**

International Gateways - **Tend to agree**

Future journeys - **Tend to agree**

21. Do you have any additional comments on the journey types which form part of our draft Strategy, including any of the initiatives we have identified for each of the journey types? Please provide details below, making clear where applicable which initiative(s) you are referring to.

Orbital and Coastal Journeys – There should be an express bus system eg Portsmouth to Brighton, which stops only once in each centre.

International Gateways – There should be excellent public transport links between Gatwick and Heathrow. In respect of demand management policies, please see Q9, significant investment in public transport, walking and cycling must come first, and any pay as you go fee should be linked to income to ensure it is not effectively a tax on the poor or an obstacle to travelling for those necessarily reliant on a private car whilst being no deterrent to the rich.

Future Journeys – Consideration should be given to goods consolidation centres with last mile deliveries by electric vehicle.

Implementation

22. In Chapter 5 of the draft Transport Strategy, a number of performance indicators are set out that will be used to monitor progress of the Strategy.

To what extent do you agree or disagree with these performance indicators? Please select one box for each performance indicator group.

Economic performance indicators - **strongly agree**

Social performance indicators - **strongly agree**

Environmental performance indicators – **strongly agree**

23. Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East's role and future funding challenges.

Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or the future funding challenges? Please describe these below.

The Strategy must be deliverable and have time-targets and funding, otherwise it will not be implemented and will remain an aspiration.

Integrated Sustainability Appraisal

Alongside the draft Transport Strategy, we have also completed an Integrated Sustainability Appraisal, which has looked into the potential impacts that the Transport Strategy could have on a range of sustainable development indicators. This includes (but is not limited to) impacts on the environment, health, equality of access to opportunities, and community safety. You can view this document as part of the public consultation. The following questions are about the independent Integrated Sustainability Appraisal. Please therefore read the Integrated Sustainability Appraisal document before answering the following questions.

24. To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy? Please tick one box only.

Strongly agree

25. Do you have any additional comments regarding the Integrated Sustainability Appraisal? Please describe these below.

None

Overall views

26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment. Please tick one box only.

Tend to disagree

27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East? Please describe these below.

The Strategy does not show clear timetabled actions which will implement the Vision. There must be investment in public transport and cycle/pedestrian infrastructure now, not in 5-10 years.