

CONSULTATION DRAFT TRANSPORT STRATEGY FOR THE SOUTH EAST BY TfSE

1. RECOMMENDATION

- 1.1 That Cabinet supports the draft Transport Strategy for the South East as drafted by TfSE and request that the Portfolio Holder provides a detailed response on behalf of the Council.

2. THE PURPOSE OF THE REPORT

- 2.1 To advise Cabinet of the consultation on the Draft Transport Strategy for the South East and agree a response to the consultation as set out in more detail at <https://transportforthesoutheast.org.uk/transport-strategy/>

3. BACKGROUND

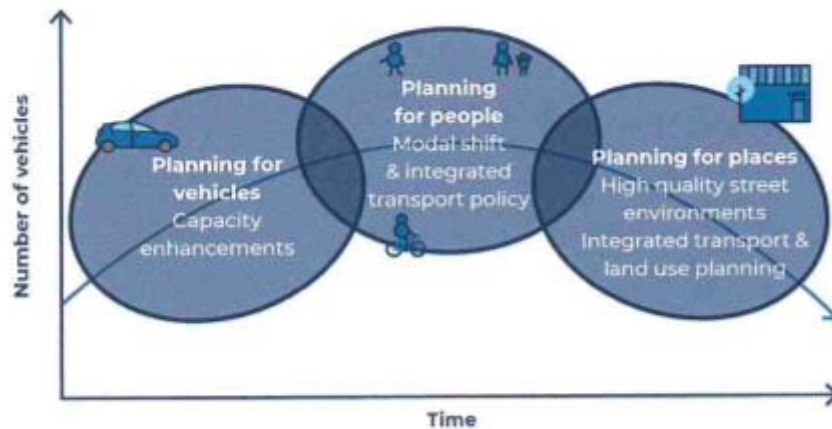
- 3.1 Transport for the South East (TfSE) was formed in 2017 as a partnership of 16 local transport authorities and 5 local enterprise partnerships and 46 district and borough authorities to speak with one voice on the South East's strategic transport needs, influencing where and when government money is spent on our major roads, railways and other transport infrastructure.



- 3.2 Transport for the South East has now published a draft Transport Strategy for the South East. The aims of the document are to set out the strategic goals and priorities that underpin a vision for the region and provide a framework for future decision making which will help create a more productive, healthier, happier and more sustainable South East.
- 3.3 Consultation on this draft document ends on 10th January 2020.

The Draft Strategy

- 3.4 The draft Strategy covers a 30-year period to 2050.
- 3.5 The draft Strategy aims to help the South East's economy to more than double over the next 30 years, providing new jobs, new homes and new opportunities, supported by a modern, integrated transport network. The strategy is clear that growth cannot be at any cost and new approaches are needed to achieve the vision. Transport is the single biggest contributor to UK greenhouse gas emissions and the majority come from private cars. Transport is the only sector where contributions continue to grow. The Strategy recognises that this needs to change.
- 3.6 The Strategy identifies that the first step is to make better use of what we already have. The road and rail networks in the South East are congested and in the short-term targeted investment must be made to relieve pinch points alongside new technology like digital railway signalling. The Strategy sets out that this approach is the best and most effective way to address short term capacity and connectivity challenges.
- 3.7 The Strategy is clear that catering for forecast road traffic growth in the long term is not sustainable. The Strategy focuses instead on large-scale investment in public transport and the need to ensure that new and emerging technology is used to its full potential to boost connectivity.
- 3.8 The Strategy identifies that the need for policy changes which enable more joined up planning, particularly between transport and housing, is needed to build more sustainable communities. Planning for successful places is an important element of the Strategy and it envisages a South East where villages, towns and cities thrive as successful places, where people can live and work with the highest quality of life. It recognises that for communities the big issues faced by communities are air quality, investing in better public transport, supporting the switch to green vehicles, encouraging active travel and more sustainable employment and housing growth.
- 3.9 The Strategy acknowledges that many of the changes needed will not happen overnight and, in some instances, there are policy challenges and other hurdles which stand in the way.



Funding and Financing

- 3.10 The Strategy underpins the development of a 'top ten' (short term) list of high-priority road improvement schemes that have been developed to cut congestion, speed up journeys and support economic growth across the South East these have been submitted to government as part of a £3.5bn, five-year investment programme. The schemes – which would each cost between £20m and £50m and be delivered by 2025 if funded – were agreed by Transport for the South East (TfSE).
- 3.11 Included as the third priority scheme is the Redbridge Causeway project, which also includes works to the A326. Details are set out at Appendix 2.

4. FINANCIAL IMPLICATIONS

- 4.1. There are no financial implications from consulting on the adoption of this Policy.

5. CRIME & DISORDER, ENVIRONMENTAL, DATA PROTECTION IMPLICATIONS

- 5.1. There are none.

6. EQUALITY & DIVERSITY IMPLICATIONS

- 6.1. A full assessment of equality and diversity implications would need to be carried out on a case by case basis.

7. PORTFOLIO HOLDER COMMENTS

- 7.1 The Portfolio Holder welcomes the consultation by TfSE on their Transport Strategy, their recognition of the priority of works to the Redbridge Causeway and looks forward to working with officers in the submission of a formal response.

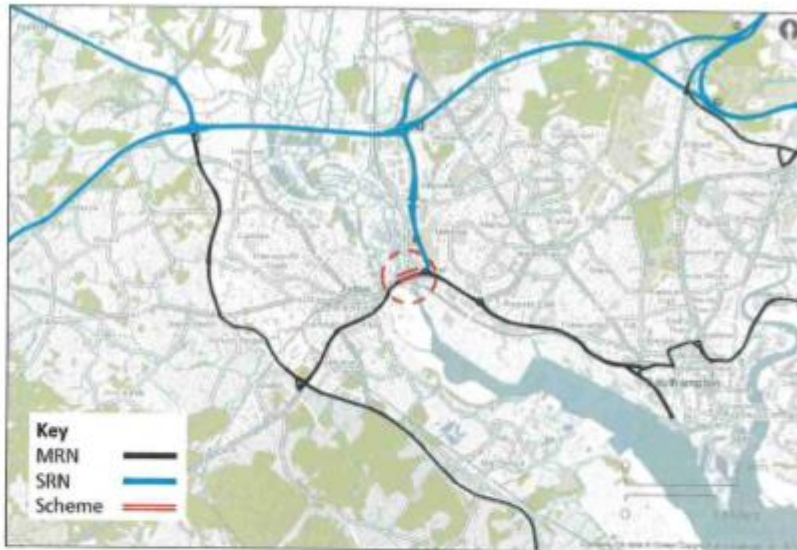
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Priority scheme summaries

- 1. Northam Rail Bridge Replacement and Enhancement**
Southampton City Council
- 2. A284 Lyminster Bypass**
West Sussex County Council
- 3. Redbridge Causeway**
Hampshire County Council
- 4. A249 at M2 Junction 5**
Kent County Council
- 5. A22 Corridor Package**
East Sussex County Council
- 6. A320 North Corridor**
Surrey County Council
- 7. A259 (King's Road) Seafront Highways Structures (Arches) Renewal Programme**
Brighton & Hove City Council
- 8. A28 Birchington, Acol and Westgate-on-Sea Relief Road**
Kent County Council
- 9. A259 Bognor Regis to Littlehampton Enhancement**
West Sussex County Council
- 10. A259 South Coast Road Corridor**
East Sussex County Council



The A35 dual carriageway over Redbridge Causeway (carrying approximately 60,000 vehicles a day) is a vital link between the New Forest waterside area and Southampton, a tactical diversion route for the SRN and connects key economic hubs with the SRN such as the Port of Southampton.

The scheme involves maintenance of the concrete causeway bridges to avoid inevitable closure that would have significant implications for the surrounding road network. The scheme also involves improvements to capacity and to pedestrian and cycling facilities.

This critical intervention will provide long-term network resilience, connectivity, safeguard jobs and support future economic development for south Hampshire.

The scheme will support MRN objectives through:

- Reducing congestion through avoiding structural failure that would result in significant network-wide disruption
- Supporting all road users as the causeway is part of a 'Cycle Core Corridor' identified in Southampton City Council's Cycle Plan. Improvements for pedestrians, cyclists and bus users, planned as part of Southampton's TCF scheme, could not be delivered if the bridges were closed.
- Supporting housing delivery by unlocking approximately 26,000 residential units that are planned in Southampton and along the A326 corridor.
- Supporting economic growth through sustaining the Port of Southampton as a key export hub.
- Supporting the SRN as up to 60,000 vehicles could be redirected onto the M27 if the scheme is not carried out necessitating works to increase capacity in the future.