

CONSULTATION RESPONSE TO ‘A STRATEGIC INVESTMENT PLAN FOR THE SOUTH EAST’ (TFSE, TRANSPORT FOR SOUTH EAST ENGLAND)

1. INTRODUCTION

- 1.1 The purpose of this report is to agree a Council response to the consultation draft of Transport for the South East (TFSE) ‘A Strategic Investment Plan for the South East’.

2. BACKGROUND

- 2.1 TFSEs a partnership established in 2017 to determine what transport infrastructure is needed to boost the region’s economy, and to ensure close alignment between local and national government on the longer-term planning and delivery of transport infrastructure in the South East. The partnership is made up of local enterprise partnerships, representatives of local and protected area authorities and national delivery agencies. TfSE are working with partners, stakeholders and technical advisors to develop 24 coherent packages of complementary and multi modal interventions.

- 2.2 This plan provides a framework for delivering the Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- as set out in the legislation to establish sub-national transport bodies, this document is intended to provide advice to the Secretary of State for Transport;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines funding and financing options.

The plan seeks to presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors.

- 2.3 The strategic investment plan sets out £45bn of proposals for the period to 2050, in 24 regional packages, covering all key transport modes including mass/public transit, road and active travel including walking and cycling. Whilst most interventions focus on sustainable travel modes, there are also targeted interventions to deliver better east – west and radial highways corridors.

- 2.4 The packages addressed in the Plan identifies 8 investment priorities:

- Decarbonisation and environment
- Adapting to the new normal
- Levelling up left behind communities
- Regeneration and Growth
- World Class urban transport systems
- Transforming east-west connectivity
- Resilience radical corridors
- Global gateways and freight

- 2.5 It is stated that modelled potential delivery benefits across the Southeast could include:
- An additional £4bn GVA per annum with 21,000 additional jobs
 - Scope to reach net zero carbon by 2050 with 1.4m tonnes less CO₂ emissions
 - Weekday modal shift to 2m more rail and mass transit trips, and 4m less car trips.

3. PROPOSALS AFFECTING NFDC

3.1 Two of the regional investment packages affect the New Forest District area: the south Hampshire elements of the Solent and Sussex package, summarised below, and to a lesser extent the Isle of Wight package. Not all the projects are new, some are already in progress or under development.

3.2 South Hampshire proposals include:

Improvements to inter- and intra-urban rail travel frequency and capacity in the Solent, including:

- Waterside branch line reopening (separate NFDC consultation response)
- Timetable changes to maximise capacity at Southampton central
- Sidings at Totton and a solution to a level crossing constraint in this area.

Targeted highways improvements including:

- A326 capacity enhancement
- M27/M271 'smart motorway' and targeted junction enhancements including Southampton access
- A31 Ringwood improvements in progress

Mass transit systems (such as trams) centred on Southampton city region – which could take the form of a tram, ferries, and/or Bus Rapid Transit.

Unlocking opportunities for pedestrians and cyclists by freeing up more public space in town and city centres.

Longer term measures to improve capacity and potentially shorten journey times between Southampton and Portsmouth (and onward to the Brighton conurbation), and potentially to improve freight capacity to destinations outside the region

3.3 The modelled benefits for the South Hampshire package include:

- £6.45bn construction investment
- £765m per annum GVA increase
- An additional 4,600 FTE jobs compared to 'do nothing'
- A reduction by 2050 of 40m tonnes CO₂e.

3.4 The only element of the Isle of Wight package directly relevant to NFDC is proposals to improve the operating hours and frequency of ferry services from Lymington to Yarmouth.

3.5 Funding allocations for strategic connectivity interventions are generally provided to delivery authorities (such as Network Rail and National Highways) from consolidated government budgets. The majority of investment funding in rail and roads is expected to follow the established approach of five-yearly grant funding settlements with the government.

- 3.6 Scope for supplementary private funding in some areas is noted, as is potential for user charges. The consultation notes that mass transit project funding has tended to use a mix of sources, with a need to consider innovative approaches. Specific examples cited include partial use of Council Tax, Business Rates, developer contributions, parking charge levies and operator direct investment.
- 3.7 In terms of delivery, no single organisation will be solely responsible, and it would be a shared endeavour. In the short- to medium-term, it is assumed there will be no significant change in the current distribution of transport powers and funding mechanisms.

4. FINANCIAL IMPLICATIONS

- 4.1 At this stage the various transport projects are not at an advanced enough stage to understand how projects are going to be funded.

5. CRIME & DISORDER IMPLICATIONS

- 5.1 None.

6. CONCLUSIONS INCLUDING ENVIRONMENTAL IMPLICATIONS, EQUALITY & DIVERSITY IMPLICATIONS

- 6.1 Taking a strategic view the proposed transport packages could offer very significant public, economic, environmental and climate change benefits. They would collectively provide improved access to facilities, services and employment opportunities in the district and to and from the wider Solent area.

7. RECOMMENDATIONS

- 7.1 The Council is recommended to:
- a) Welcome and support in principle the transport investment proposals both within New Forest District and the rest of South Hampshire, including improved connectivity with the Isle of Wight.

8. PORTFOLIO HOLDER ENDORSEMENT

I have agreed to the recommendation of this report.

CLLR DIANE ANDREWS

Sign: Cllr Diane Andrews

Date: 8 September 2022

For further information contact:

Claire Upton-Brown
Executive Head Planning, Regeneration and
Economy
023 8028 5409
Claire.upton-brown@nfdc.gov.uk

Mark Williams
Local Plan Team Leader
mark.williams@NFDC.gov.uk

Background Papers:

Published documents - [Developing our
Strategic Investment Plan - Transport for
the South East](#)

Date on which notice given of this Decision – 8 September 2022
Last date for call in – 15 September 2022