

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 27 JULY 2022

REPORT

SUBJECT: Transport for the South East Strategic Investment Plan Consultation

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EXTN: x37857

AREA: Planning

EXECUTIVE SUMMARY:

Transport for the South East (TfSE) are undertaking a public consultation on a Strategic Investment Plan (SIP) with a vision to 2050. The £45 billion Strategic Investment Plan will provide a framework for delivering sustainable, integrated transport investment, levelling up, housing and economic growth, carbon reduction and adaption to climate change. The headline topics and issues officers identify will be contained in the Council's draft response, which will be circulated before the meeting.

RECOMMENDATIONS:

That the Planning Policy Committee consider and endorse the proposed consultation response to the Transport for the South East Strategic Investment Plan.

1. BACKGROUND:

- 1.1 Transport for the South East (TfSE) is the Sub-national Transport Body for the South East of England which was established in 2017 to determine what transport infrastructure is needed to boost the region's economy. The role is to add strategic value to local and national decision making and project delivery by making sure funding and strategy decisions about transport in the South East are informed by local knowledge and priorities. As a partnership, they also ensure there is close alignment – a 'golden thread' – between local and national government in both the development of relevant policy and delivery of projects. For example, between local transport plans and national rail investment strategies.
- 1.2 A draft Strategic Investment Plan (SIP) for South East England has been prepared and published for consultation (20 June - 12 September). The SIP describes the framework required for delivering TfSE's vision and objectives to achieve a modern, integrated and sustainable transport network for the South East. It provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy

initiatives should be implemented to achieve the vision for 2050.

Packages of Interventions

- 1.3 TfSE has worked with partners, stakeholders and technical advisors to develop 24 packages of investment opportunities across the key modes or infrastructure networks of rail, mass transit (e.g., buses, ferries), active travel (e.g., walking, cycling horse-riding) and highways. Within each package are a collection of interventions that seek to address the key investment priorities for the South East and, in doing so, support wider local, regional and national policy and priorities. The packages broadly split into two groups.
- 1.4 **GROUP 1: Global policy interventions** – This consists of what the SIP describes as “national regulatory and policy activity and local action”. These are designed to address the challenges and opportunities that affect the whole of the South East and the wider UK and include existential challenges such as global warming and opportunities such as new mobility technologies. The key global policy interventions that would help deliver the investment priorities of the South East are:
- **Decarbonisation:** aspire to deliver a faster trajectory towards net-zero than current trends, including rapid adoption of zero emission technologies, to avoid the worst effects of human-induced climate change.
 - **Public Transport Fares:** A wish to reverse the real terms increase in the cost of public transport compared to motoring.
 - **New Mobility:** To see great potential for new mobility (e.g. electric bikes and scooters) to boost active travel in the South East.
 - **Road User Charging:** To encourage the UK government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures.
 - **Virtual Access:** The past two decades, amplified by the global Covid pandemic have shown how virtual working can help reduce demand for transport services.
 - **Integration:** We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing and accessibility.
- 1.5 **GROUP 2:** This consists of twenty-four place-based packages of interventions presented at a sub-regional level, with many being multimodal or mode-agnostic. The two sub-regional areas of relevance for this authority are: Solent and Sussex Coast & London to Sussex Coast. These two sub-regional areas shall be discussed further below.
- 1.6 **Solent and Sussex Coast** - The Solent and Sussex Coast area includes the two largest conurbations in the South East – South Hampshire (Southampton, Portsmouth and surrounding built-up areas) and what TfSE terms the “Sussex Coast Conurbation” (Littlehampton – Worthing – Brighton). It spans from the New Forest in the west to Hastings in the east. It also includes the Isle of Wight. TfSE has developed nine packages of interventions for this area with a total expected capital investment of £11.8 billion by 2050. Of relevance to this authority are:

- **Sussex Coast Rail:** Network Rail has worked with Local Transport Authorities to develop a package of improvements in the West Coastway Strategic Study. This will support faster inter-urban and long-distance journeys between Brighton & Hove and Southampton. Two other key benefits of this package are potentially more frequent longer distance services and additional capacity between Worthing and Brighton for shorter journeys. The result would be 10,000 additional rail trips each weekday.
- *Sussex Coast Active Travel:* All three Local Transport Authorities on the Sussex Coast have ambitious plans to improve cycling and walking in their areas, and this package aims to help these authorities realise this ambition. It is noted that the SIP identifies that several smaller scale highways interventions are also included to support housing growth along the Sussex Coast. Most of these interventions include public transport and active travel elements.

A separate study has been commissioned by this authority and already presented to members on 1 June 2021 (Arun Local Plan Update – Active Travel Study). This study identifies an approach to improve active travel networks in the district, connect missing links and make links where there is an identified deficit.

- *Solent and Sussex Coast Highways:* the consultation document identifies that this consists of targeted interventions to deliver high-quality east – west connections, with the greatest benefit being when supporting, and supported by, public transport improvements.

These interventions will include those that deliver safer highways, notably in urban areas, and support access to international gateways, housing/regeneration/growth areas, and placemaking (e.g. unlocking public spaces). This package has been refined to minimise carbon emissions and the impact of these interventions on the wider environment. A point of note is that the SIP identifies that they aim to deliver modest improvements to the Strategic Road Network (SRN) that focus on segregating strategic and regional traffic rather than materially lifting capacity along the whole corridor. Further mitigation will be needed as these schemes are developed, and they will also be complimented by the Global Policy interventions, which will accelerate the decarbonisation of road vehicles and mitigate the adverse impacts of this package. The interventions for this authority to note are:

National Highways led interventions on the Strategic Road Network: Existing and committed programmes:

- I3 A27 Arundel Bypass – Identified as part of the Road Investment Strategy 2 schemes
- I8 A27 Chichester Improvements - identified as part of the Road Investment Strategy 3 Pipeline schemes
- I14 A259 Bognor Regis to Littlehampton Enhancement – identified as part of the Major Road Network (MRN) Schemes
- I16 A259 Chichester to Bognor Regis Enhancement– identified as part of

the Major Road Network (MRN) Pipeline

The Bognor Regis to Littlehampton Enhancement works are a West Sussex County Council (WSCC) project bid to the Department for Transport (Dft) in the form of a business case and will accrue a percentage of developer funding. The proposed highways improvements have already been identified through a separate consultation which was organised by the County Council, and for which a committee report has already been presented to this committee (June 2021).

Place based packages of interventions:

- I20 A27 Tangmere Junction Enhancements – pre-strategic outline business case. A feasibility study is required next
- I21 A27 Fontwell Junction Enhancements – pre-strategic outline business case. A feasibility study is required next
- I22 A27 Worthing (Long Term Solution) – pre-strategic outline business case. A feasibility study is required next
- I18 A29 Realignment including combined Cycleway and Footway – at Full Business case stage, with ongoing delivery identified as the next stage
- *Sussex Coast Mass Transit:* the SIP states that such a system would deliver a “world class” mass transit system with significant mode shift from car to bus services and provide an attractive and sustainable option for east – west local journeys along the South East coast. Such an approach would also reduce carbon and potentially boost GVA by over £100m each year. It would be based on a public transport system currently being developed for Brighton Seafront. The details of that system are to be finalised, but the topology of the city lends itself strongly to bus rapid transit (e.g., more frequent “turn up and go” and faster services on dedicated bus lanes and other priority infrastructure). The consultation document identifies that TfSE and its partners have carefully considered whether this system could also serve East and West Sussex, and that at this stage, extending to East Sussex appears to be more feasible than West Sussex. However, it is considered that this proposal is still worthy of note here.

1.7 London to Sussex Coast - The London to Sussex Coast area covers the key corridors between London and the Sussex Coast conurbation (from Chichester to Eastbourne). It focusses on interventions in East Surrey, West Sussex and East Sussex (excluding the Hastings area). TfSE has developed five packages of interventions for this area with a total expected capital investment of £3.6 billion and £0.6 billion in additional economic value each year by 2050. The interventions to note are:

- London – Sussex Coast Mass Transit: This package builds on the success of the Fastway bus rapid transit system in Crawley/Gatwick and will be supported by improvements to local buses and Strategic Mobility Hubs at Falmer and Three Bridges. It is identified that the interventions in this package will bring significant modal shift from car to bus through better interchange and journey experiences with improvements in the speed, frequency and connectivity of

mass transit services. The consultation document identifies “L12 A29 Corridor Rural Bus Service Enhancements”.

- London – Sussex Coast Rail: This package addresses key bottlenecks on the Brighton Main Line, enabling faster, more reliable services and increases in decarbonised capacity across rail operations in the region. Of note for Arun is reference to “J5 Arun Valley Line - Faster Services”.
- London – Sussex Coast Active Travel: This package expands on current ambitious plans by all four Local Transport Authorities in the area to improve cycling and walking by delivering improvements to the National Cycle Network routes and continued rollout of regional cycleways with consistent branding and wayfinding. Of note to Arun is a reference to “M10 West Sussex Inter-Urban Cycleways”.

Funding & Financing

1.8 The SIP’s principal financial challenge will relate to funding both in terms of capital (for construction, maintenance and renewals) and resource (for operations). It should also be noted that TfSE is not a delivery body with revenue raising and borrowing powers.

1.9 The SIP identifies that the continued existence of a centralised funding regime for most types of strategic connectivity interventions suggests that many of the programmes will continue to be funded, at least in part, from what it describes as central sources.

Delivery

1.10 TfSE will work closely with partners to deliver the packages of interventions. No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour with the following key agencies that the SIP expects to be involved: Central Government, Network Rail and Great British Railways, National Highways, Local Transport Authorities, private sector and third parties, and Local Planning Authorities.

Timing and phasing

1.11 In general, the vast majority of interventions included in the packages will be delivered through existing frameworks and investment cycles, in line with the Treasury Green Book and Department for Transport’s appraisal guidance.

1.12 A small number of particularly complex and/or large-scale interventions may require bespoke procurement and delivery arrangements. The SIP identifies those lessons should be captured from similar UK projects (e.g., Crossrail, HS2 etc.) to inform the approach for the delivery of these types of projects.

Consultation		
1.13 A period of consultation is currently running on the draft of the plan from 20 June to 12 September and everyone that it affects is able to read the draft and respond.		
1.14 Due to the short amount of time between the commencement of the consultation and the committee deadline for submitting reports, the draft consultation response for Arun will be circulated separately before the meeting. Links to the consultation documents are available below. A copy of the draft response will also be placed on the relevant council web pages.		
1. PROPOSAL(S):		
That the consultation response to the Transport for the South East Strategic Investment Plan is agreed.		
2. OPTIONS:		
Two options are noted:		
1 To approve the consultation response as drafted		
2 Not to approve the consultation response as drafted.		
4. CONSULTATION:		
Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		x
Relevant District Ward Councillors		x
Other groups/persons (please specify) Chairman and vice Chairman of Planning Policy Committee.	x	
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial		x
Legal		x
Human Rights/Equality Impact Assessment		x
Community Safety including Section 17 of Crime & Disorder Act		x
Sustainability	x	
Asset Management/Property/Land		x
Technology		x
Other (please explain)		X

6. IMPLICATIONS:

The consultation response allows the District Council to partake in a formal period of consultation organised by Transport for South East. The results of the consultation will help to shape the final version of the Strategic Investment Plan, the contents of which will impact upon the transport infrastructure in this administrative area.

7. REASON FOR THE DECISION:

To ensure that the council provides a response to Transport for South East on their Strategic Investment Plan, the contents of which include proposals which cover the Arun Local Planning Authority Area.

8. BACKGROUND PAPERS:

Consultation documents

A Strategic Investment Plan for the South East (main consultation draft) – accessible via [TfSE-consultation-draft-full-SIP-Jun-22.pdf](https://transportforthesoutheast.org.uk/TfSE-consultation-draft-full-SIP-Jun-22.pdf) (transportforthesoutheast.org.uk)

SIP FAQs and key messages - accessible via [SIP-FAQs-and-key-messages-May-22.pdf](https://transportforthesoutheast.org.uk/SIP-FAQs-and-key-messages-May-22.pdf) (transportforthesoutheast.org.uk)

Strategic Investment Plan evidence base) – accessible via [DRAFT Strategic Investment Plan for the South East - Transport for the South East](#)

Other reports/ documents identified within the committee report

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 20 JULY 2021:
A259 Corridor Improvements Consultation – accessible via [AGENDA ITEM NO](#) (arun.gov.uk)

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 1 JUNE 2021:
Arun Local Plan Update – Active Travel Study – accessible via [AGENDA ITEM NO](#) (arun.gov.uk)