

**Arun District Council Proposed Response: Transport for the South East (TfSE)
– Strategic Investment Plan Consultation Survey**

SECTION 1: Background information

1. In what capacity are you completing this survey?

<input type="checkbox"/>	Resident
<input checked="" type="checkbox"/>	On behalf of a group, organisation or government body
<input type="checkbox"/>	Business owner or operator
<input type="checkbox"/>	Visitor to the region
<input type="checkbox"/>	Member of Parliament
<input type="checkbox"/>	Other (please specify)

2. How much do you know about TfSE?

	Active Involvement	Good knowledge	Some knowledge	Limited knowledge	No knowledge
My knowledge of Transport for the South East is:	My knowledge of Transport for the South East is: Active Involvement <input type="radio"/>	My knowledge of Transport for the South East is: Good knowledge <input checked="" type="radio"/>	My knowledge of Transport for the South East is: Some knowledge <input type="radio"/>	My knowledge of Transport for the South East is: Limited knowledge <input type="radio"/>	My knowledge of Transport for the South East is: No knowledge <input type="radio"/>

3. Have you reviewed the relevant SIP documentation?

<input checked="" type="checkbox"/>	Yes - I've read the SIP
<input type="checkbox"/>	Yes - I've read the SIP summary
<input type="checkbox"/>	No
<input type="checkbox"/>	I'm not sure

Section 2: Investment Priorities

This section of the survey relates to the Investment Priorities of the SIP (p23 - 25), click [here](#) to view.

Investment Priorities

The Packages detailed in this Plan address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional, national, and international policy context with which both are aligned.

Decarbonisation & Environment - Accelerate decarbonisation of the South East, enabling the UK to achieve net zero by 2050 or sooner, and delivering a transport network better able to protect and enhance our natural, built, and historic environments.

Adapting to a New Normal - Enable the South East's economy and transport systems to adapt sustainably to changing travel patterns and new ways of working and living in a post pandemic and Brexit world.

Levelling up Left Behind Communities - Deliver a more affordable and accessible transport network for the South East that promotes social inclusion, improves health and wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all communities.

Regeneration and Growth - Attract investment to grow our economy, better compete in the global marketplace, and unlock regeneration and growth opportunities where this has been held back by inadequate infrastructure or poor integration between land use and transport planning.

World Class Urban Transit Systems - Deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the South East's largest conurbations, to enable residents, businesses, and visitors to travel easily and sustainably within and between built up areas.

East - West Connectivity - Enhance our east – west corridors to same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and rail terminals) and their markets.

Resilient Radial Corridors - Deliver an increasingly reliable transport network that is smarter at managing transport demand, and more resilient to incidents, extreme weather, and the impacts of a changing climate.

Global Gateways and Freight - Enhance the capacity and contribution of the freight and logistics sector to the South East's economy through improved connectivity to Global Gateways and adapt to changing patterns of freight demand and trade.

4. Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply)

Decarbonisation & Environment	✓
Adapting to a New Normal	✓
Levelling Up Left Behind Communities	✓
Regeneration and Growth	✓
World Class Urban Transit System	✓
East – West Connectivity	✓
Resilient Radial Corridors	✓
Global Gateways and Freight	

5. Do you have any further comments on the SIP’s investment priorities? Please limit your response to 250 words.

Support the identified priorities which are logical and relevant to the Arun District. In particular:-

- Improving public transport systems and connectivity for sustainable travel through the region, and Arun district
- Carbon neutrality and reduce emissions throughout the transport systems is attained as soon as possible (like many other authorities, Arun District Council has declared a climate change emergency).
- Prioritise sustainable modes of transport (e.g. eVehicles) while also ensuring congestion and demand is managed, to achieve the benefits of pollution reduction, environmental amenity, including opportunities for health and wellbeing (e.g. through active travel).
- Invest to make transport networks more inclusive (affordable and accessible)
- Support regeneration and growth, which is important for Arun District through linking up existing and proposed regeneration schemes for local residents and businesses through coordinating the SIP with local interventions – however, there should also be a priority for ‘placemaking’ and building new communities through supporting Development Plans.
- Improving east-west connectivity is also important for regeneration but should also include all branch lines.
- A more reliable transport network should ensure that it is resilient to accidents and climate/weather incidents which currently have a significant negative impact on the limited roads networks in the district.

Section 3: Packages of Interventions

This section of the survey relates to the Packages of Interventions section of the SIP (p32 - 73), click [here](#) to view.

6. For the purposes of data gathering and analysis, the TfSE region has been split into four geographies. Which of the following geographic areas are you most interested in? Please be aware that some local authority areas appear in more than one of the geographies and you may need to select more than one of the geographies if this is the case for your specific area of interest. Choose all that apply.

- Solent and Sussex Coast (Hampshire, Southampton, Portsmouth, Littlehampton, Worthing, Brighton, Isle of Wight)
- London – Sussex Coast (Chichester to Eastbourne, Surrey, West Sussex and East Sussex excluding the Hasting Area)

Solent and Sussex Coast:

7. To what extent do you agree that the packages of interventions for the Solent and Sussex Coast area will deliver on the priorities of the SIP?

Definitely agree	
Somewhat agree	✓
Neither agree nor disagree	
Somewhat disagree	
Definitely disagree	
I'm not sure	

8. Please select all of the packages for the Solent & Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

South Hampshire Rail (Core)	
South Hampshire Rail (Enhanced)	
South Hampshire Mass Transit	
Isle of Wight (two Packages)	
Sussex Coast Rail	✓
Sussex Coast Mass Transit	
Sussex Coast Active Travel	✓
Solent and Sussex Coast Highways	✓

9. Do you have any further comments on the Packages of Interventions for the Solent and Sussex Coast area? Please limit your response to 250 words.

Support the identified Solent and Sussex Coast packages and interventions which are logical and relevant to the Arun District. In particular:-

- Packages of intervention that are located within, or close to the district will help to achieve the SIP priorities such as ‘Regeneration and Growth’ & ‘East-West Connectivity, however, they need to be integrated to address potential conflicts associated with improving infrastructure e.g. new or improved highways potentially generating carbon, pollution emissions and adverse environmental impact (e.g. land take affecting biodiversity, landscape quality).
- The Sussex Coast Rail improvements must also benefit the branch lines of Bognor Regis and Littlehampton (as opposed to just main line stations) to address regeneration and levelling up of disadvantaged communities e.g. support for the potential benefits of an ‘Arundel Chord’ connecting the Arun Valley Railway line with east-west South Coast rail journeys serving Greater London (i.e. the value for money business case should look at the Worthing to Horsham benefits and not just Brighton to Horsham benefits).
- It is also unclear why additional capacity is only to be introduced between Worthing and Brighton given the extensive conurbation of Portsmouth and Southampton which is also strategically important for Arun’s connected towns and villages.
- It is therefore, unfortunate that the Sussex Coast Mass Transit proposal being developed, will focus on East Sussex as opposed to both East and West Sussex.
- Support positive highway schemes in the ‘pipeline’, such as the A27 bypass at Arundel but there needs to be locally supported additional ‘*Place based packages of interventions*’ (see Arun’s proposed response 5th bullet Q5.).
- There is a need to coordinate the improvement options for the A27 at Chichester, Worthing and Arundel to deliver optimum solutions for this stretch of a regionally important road.

London – Sussex Coast:

10. To what extent do you agree that the packages of interventions for the London – Sussex Coast area will deliver on the priorities of the SIP?

Definitely agree	
Somewhat agree	✓
Neither agree nor disagree	
Somewhat disagree	
Definitely disagree	
I’m not sure	

11. Please select all the packages for the London - Sussex Coast area that you feel are important in achieving the priorities of the SIP. Tick all that apply

London - Sussex Coast Rail (2 Packages)	✓
London - Sussex Coast Mass Transit	✓
London - Sussex Coast Active Travel	✓
London - Sussex Coast Highways	

12. Do you have any further comments on the Packages of Interventions for the London - Sussex Coast area? Please limit your response to 250 words.

Support the identified Packages of interventions for the London – Sussex Coast. In particular:-

- The three (ticked) proposals are positive seeking to improve public transport and active travel, to become more attractive to local residents, reducing the number of car trips, carbon and pollutants released. Of particular interest to the council is “L12 A29 Corridor Rural Bus Service Enhancements”.
- The positive reference to “J5 Arun Valley Line - Faster Services” helping to improve connectivity between the coast and the capitol (however, see Arun’s proposed response 2nd bullet Q9).
- However, there is not enough information within the consultation document to fully understand them, and the potential impact upon Arun district. For instance, what is planned for the “M10 West Sussex Inter-Urban Cycleways”.

Global Policy Package of Interventions

The Global Policy Interventions are designed to address the challenges and opportunities that affect the whole of the South East. These include challenges beyond the TfSE boundaries such as climate change and opportunities such as new mobility technologies.

The key Global Policy Interventions would help deliver the investment priorities of the South East are:

Decarbonisation - We aspire to deliver a faster trajectory towards net-zero than current trends are expected to yield or from investment in sustainable transport alone.

Public Transport Fares - We wish to reverse the real terms increase in the cost of public transport compared to motoring.

New Mobility - We see great potential for new mobility (e.g. electric bikes and scooters) to boost active travel in the South East.

Road User Charging - We 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, has shown how virtual working and virtual/remote access to services 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, as well as better integration between transport and land use planning.

13. Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

Decarbonisation	✓
Public Transport Fares	✓
New Mobility	✓
Road User Charging	
Virtual Access	✓
Integration	✓

14. Do you have any further comments on the SIP's Global Policy Interventions? Please limit your response to 250 words.

Support the Global policy interventions and in particular:-

- the positive interventions would deliver very significant reductions in carbon emissions.
- However, many are co-dependent needing to be implemented concurrently e.g. increased virtual working may potentially reduce overall demand but road pricing will still play a role to manage demand for private vehicles and resultant congestion, by making lower-carbon transport options more attractive or use of 'new mobility options' and public transport through a substantial reduction in fares.
- Affordability of public transport is a key issue for Arun, especially in our deprived wards. However, it is also not clear if reducing fares of public transport is achievable as is dependent upon national policies and intervention.
- New mobility options must also be supported by managing demand to reduce congestion.
- Improvements in integration across, and between, all modes of transport in terms of infrastructure, services, ticketing, and accessibility is also very important, especially in a district such as Arun, where there are quite remote areas in terms of access to public transport. This is not just the case in the smaller villages, but also some parts of the urban areas. This, along with the cost of public transport are two of the reasons for the high car usage.

Section 4: Benefits and Costs

This section of the survey relates to the Benefits and Costs and the Funding and Financing sections of the SIP (p74-106), click [here](#) and [here](#) to view.

15. Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately? Choose any one option.

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>
I'm not sure	<input type="checkbox"/>

16. Please explain your answer to the above question here. Please limit your response to 250 words.

Broadly support that the SIP does capture the benefits and costs. However: -

- it is not fully clear if the costs have been assessed taking into account inflation /indexing and contingency looking ahead between SIP publication and the works actually being implemented e.g. – see the rising costs involved with HS2 and other road-based improvements such as the A27.
- It is evident in Arun that at a strategic level, the assessment of COBA (Cost Benefit analysis) and NPV/VFM (Net present Value or Value for money) for strategic transport schemes may be undertaken using different methodologies, depending on the relevant agency e.g. National Highways and the Local Highway Authority i.e. traffic assessments for the A27. This undermines confidence and consistency and may be a role for the TfSE SIP to play in helping to ensure that methodology aligns between agencies and authorities.

17. Do you have any further comments on the funding and finance approach of the SIP? (Please limit your response to 250 words)

The key issues Arun would wish to raise with the SIP are that:-

- The majority of the SIP funding is linked to new road improvements, and the most important schemes are already committed with funding in place.
- The SIP suggests some potential innovative approaches but clearly states that for the time being, reliance is based on current funding methods. The SIP should, therefore, focus on these for at least the first 5 years but keep innovative approaches under review, identifying appropriate action to lobby government to inform the next review of the SIP.
- While the future quantum of government funding allocated to future transport infrastructure (beyond current spending plans) is unknown, given the Climate Change emergency, it is suggested that reliance on historical trends to predict future SIP spending requirements is extremely questionable.

Section 5: Delivery of the SIP

This section of the survey relates to the Delivery section of the SIP (p107 - 123), click [here](#) to view.

18. To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

Definitely agree	
Somewhat agree	✓
Neither agree nor disagree	
Somewhat disagree	
Definitely disagree	
I'm not sure	

Only collectively will the packages deliver on the priorities. Success is dependent upon them all being delivered in an integrated way. Failure to deliver some of the packages would mean that some of the priorities might not be delivered.

As it the SIP has made clear, the implementation of the packages is entirely dependent upon other organisations, and central government funding and not TfSE. As a result, there is always the risk for some of the interventions to not be implemented.

Section 6: Integrated Sustainability Appraisal and Conclusion

19. Do you have any comments on the Integrated Sustainability Appraisal?

A number of objectives are to protect and enhance, whereas ISA 3 states “To protect and minimise harm to the historic environment, and to maximise opportunities for enhancement”. It is suggested that it is more effective to state “To “protect/preserve or enhance”.

20. Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

Definitely agree	
Somewhat agree	✓
Neither agree nor disagree	
Somewhat disagree	
Definitely disagree	
I'm not sure	