

Transport for the South East draft Transport Strategy Public Consultation – for Organisations

Introduction

We are pleased to present the draft Transport Strategy for South East England, prepared by Transport for the South East (TfSE), the region's Sub-national Transport Body.

This strategy outlines a vision for the South East to be recognised globally for achieving sustainable prosperity and the highest quality of life.

You can view the full draft Transport Strategy and a summary document online or by requesting a paper copy. To view these documents online go to [LINK]

Please consider these documents before submitting your response.

In addition to the strategy, an Integrated Sustainability Appraisal has been conducted to assess the strategy's impact on sustainability goals, including biodiversity, health, and access equity. We are also asking for comments on this.

You can view all document online at [LINK]

Feedback received in this consultation will be incorporated as part of the development of the final Transport Strategy which will be published in 2025.

You can complete this survey online at:

<https://tfse.engage-360.co.uk/>

You can also return a paper copy to us at the address below by **7 March 2025**:

Transport for the South East
County Hall
St. Anne's Crescent
Lewes
BN7 1UE

This survey should take around 20 minutes to complete.

Our privacy notice is provided at the end of this survey so you can see how we use your data.

Thank you for talking the time to complete this survey.

About your Organisation

Q What is the name of your organisation?

Hampshire County Council

Q What type of organisation do you represent?

- | | |
|-------------------------|-------------------------------------|
| Local authority | <input checked="" type="checkbox"/> |
| Business | <input type="checkbox"/> |
| Charity of third sector | <input type="checkbox"/> |
| Transport operator | <input type="checkbox"/> |
| National partner | <input type="checkbox"/> |
| Town or Parish Council | <input type="checkbox"/> |
| Airport or Port | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

If you answered 'other' above please tell us the type of organisation you represent

N/A

Q I confirm that I am authorised to respond to this consultation on behalf of my organisation

- Yes Approved by Executive Member for 2050 and Corporate Services on 6 March 2025
- No

Q What is your name?

Dominic McGrath

Q What is your job title?

Strategic Transport Manager

Q Please tell us your email address

dominic.mcgrath@hants.gov.uk

Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 6 of the draft Transport Strategy summary document, and from page 25 of the full draft Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

- | | |
|---------------------------|-------------------------------------|
| Strongly agree | <input type="checkbox"/> |
| Agree | <input checked="" type="checkbox"/> |
| Neither agree or disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> |
| Strongly disagree | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Do you think there are any other challenges we should consider?

In general, the right challenges have been identified. HCC considers that greatest prominence should be given to decarbonisation of the transport sector, climate adaptation and extreme events. There should also be greater emphasis on worsening public health and the contribution that transport can make to improving this, particularly through facilitating the use of active modes of transport.

Q Are there any other comments you would like to make on the challenges?

Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 7 of the draft Transport Strategy summary document, and page 35 of the full draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

- | | |
|-----------------------------------|-------------------------------------|
| Strongly support | <input checked="" type="checkbox"/> |
| Support | <input type="checkbox"/> |
| Neither support or do not support | <input type="checkbox"/> |
| Oppose | <input type="checkbox"/> |
| Strongly oppose | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Do you have any further comments on the vision or the goals?

Reflecting the comment above, there should also be specific reference to improved public health.

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE’s focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 10 of the draft Transport Strategy summary document, and page 44 of the full draft Transport Strategy document.

Strategic Connectivity Mission

We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.

We will have succeeded when:

- ▶ The connectivity of all the South East’s strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.
- ▶ Key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

Short-Term Priorities

We will improve the existing network to better serve passengers and freight by:

- ▶ Enhancing incentives for long-distance public transport through optimised fares, flexible ticketing, and improved amenities.
- ▶ Refining timetables to cater to leisure travel demand and minimising disruption from maintenance schedules.
- ▶ Advancing key connectivity projects to improve regional transport links.
- ▶ Restoring international rail services from Ebbsfleet and Ashford to ease pressure at St Pancras.
- ▶ Expanding rail capacity to support growth at Gatwick and Southampton airports.
- ▶ Safeguarding critical areas and aligning policies to enable long-term transport improvements.

Long-Term Priorities

We will focus on major upgrades and expansions to improve connectivity by:

- ▶ Upgrading the roads and railways serving the Brighton–Southampton coastal corridor to strengthen economic ties between the regions two largest built-up areas..
- ▶ Cutting journey times between London and less well-connected coastal communities.
- ▶ Improving ferry services to islands, including the Isle of Wight.
- ▶ Strengthening freight links from Southampton and the Channel Ports to the Midlands and North.
- ▶ Expanding rail connections to international gateways, including Heathrow and Gatwick.
- ▶ Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.



Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

- Strongly support
- Support
- Neither support or do not support
- Oppose
- Strongly oppose
- Don’t know

Q How important are the key outcomes of the strategic connectivity mission to your organisation?

- | | | | | | |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|
| Very important | Important | Neither important or not important | Not very important | Not important at all | Don’t know |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|

Journey time and reliability on strategic corridors is comparable to those serving London

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Key towns, cities and international gateways are as accessible by public transport as they are by car

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Rail freight is as competitive as road freight

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Short-term and long-term priorities are shown at the top of this page.

- | | |
|-----------------------------------|-------------------------------------|
| Strongly support | <input type="checkbox"/> |
| Support | <input checked="" type="checkbox"/> |
| Neither support or do not support | <input type="checkbox"/> |
| Oppose | <input type="checkbox"/> |
| Strongly oppose | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

The priorities, while supported, do not fully reflect the importance of local connectivity, particularly to major employment and population centres as part of the overall accessibility mix.

The importance of the A326, providing access to the Solent Freeport, the outputs from the Solent Rail study and bringing the A34 to motorway standard should all be referenced.

Resilience Mission

The resilience of the South East’s transport network is vital to the region’s economic, social, and environmental well-being.

You can find full details of our resilience mission on page 12 of the draft Transport Strategy summary document, and page 52 of the full draft Transport Strategy document.

Resilience Mission

We will safeguard the South East’s connectivity and enhance the reliability and resilience of our transport systems for future generations.

We will have succeeded when:

- ▶ The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.
- ▶ The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

Short-Term Priorities

We will strengthen the current network’s resilience by:

- ▶ Assessing road disruption impacts and securing sustainable funding for maintenance.
- ▶ Establishing long-term funding pipelines for infrastructure renewals.
- ▶ Strategically planning for future risks to enhance network adaptability.
- ▶ Advocating for consistent funding for maintenance and prevention projects.
- ▶ Coordinating with utility providers to minimise disruption from roadworks.

Long-Term Priorities

We will focus on major upgrades and expansions to strengthen resilience by:

- ▶ Tackling rail bottlenecks in areas like Croydon and Woking to boost reliability on key corridors.
- ▶ Creating alternative routes, such as the Uckfield–Lewes line, to maintain connectivity during disruptions.
- ▶ Implementing the Kent Bifurcation Strategy to ease pressure on the Thames crossings and strengthen links between Channel and M25 – including improving Operation Brock and Stack.
- ▶ Resolving highway pinch points to improve flow for all users, including buses, boosting resilience to future risks.



Q How strongly do you support the resilience mission in the draft Transport Strategy?

- Strongly support
- Support
- Neither support or do not support
- Oppose
- Strongly oppose
- Don’t know

Q How important are the key outcomes of the resilience mission to your organisation?

- | | | | | | |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|
| Very important | Important | Neither important or not important | Not very important | Not important at all | Don’t know |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|

The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The transport network has the agility to manage and absorb disruptions quickly

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Q How strongly do you support the priorities which will enable us to improve resilience?

Short-term and long-term priorities are shown at the top of this page.

- | | |
|-----------------------------------|-------------------------------------|
| Strongly support | <input checked="" type="checkbox"/> |
| Support | <input type="checkbox"/> |
| Neither support or do not support | <input type="checkbox"/> |
| Oppose | <input type="checkbox"/> |
| Strongly oppose | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Securing sustainable funding for maintenance.

Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE’s engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 14 of the draft Transport Strategy summary document, and page 60 of the full draft Transport Strategy document.



Inclusion & Integration Mission

We will create an inclusive, affordable, and integrated transport network across the South East, providing safe and seamless door-to-door connectivity for everyone.

<p>We will have succeeded when:</p> <ul style="list-style-type: none"> ▶ Everyone can affordably travel where they need to go when they need to go. ▶ Customer satisfaction with all aspects of the transport network is high across all sections of society. 	<p>Infrastructure Priorities</p> <p>We will target infrastructure upgrades by:</p> <ul style="list-style-type: none"> ▶ Designing inclusive infrastructure to improve accessibility for socially excluded groups. ▶ Enhancing connectivity in North and East Kent and East Sussex coastal areas to reduce social exclusion. ▶ Upgrading interchanges and providing step-free access at transport hubs for seamless connections. 	<p>Service Priorities</p> <p>We will improve affordability and accessibility by:</p> <ul style="list-style-type: none"> ▶ Offering affordable fares and concessions for vulnerable groups to improve accessibility. ▶ Simplifying fares with unified ticketing to lower costs and streamline journeys. ▶ Providing socially necessary transport to connect isolated communities with essential services. ▶ Implementing Bus Service Improvement Plans and exploring franchising models to better serve communities. ▶ Enhancing connectivity to islands and peninsulas, focusing on the Solent and Medway.
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Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

- Strongly support
- Support
- Neither support or do not support
- Oppose
- Strongly oppose
- Don't know

Q How important are the key outcomes of the inclusion and integration mission to your organisation?

	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when						

	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Customer satisfaction with the transport network is high across all sections of society	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Infrastructure and service priorities are shown at the top of this page.

Strongly support	<input type="checkbox"/>
Support	<input checked="" type="checkbox"/>
Neither support or do not support	<input type="checkbox"/>
Oppose	<input type="checkbox"/>
Strongly oppose	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Designing inclusive infrastructure - although this should be extended to cover service design and removal of barriers.

The reference to enhancing connectivity to excluded communities in coastal areas should also reference Gosport and Leigh Park in Hampshire.

We have not exceeded our carbon budgets by 2025	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The South East is seen as a world leader in decarbonising transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Short-term and long-term priorities are shown at the top of this page.

Strongly support	<input checked="" type="checkbox"/>
Support	<input type="checkbox"/>
Neither support or do not support	<input type="checkbox"/>
Oppose	<input type="checkbox"/>
Strongly oppose	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Promoting integrated land use and transport planning to minimise unnecessary car travel.

References should be to Low Emission Vehicles rather than being solely focused on Electric Vehicles.

There should be cross reference to the sustainable growth mission, given the key importance of allocating development in the right location to securing carbon reduction.

Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government’s first mission, to “kick start economic growth”.

You can find full details of our strategic growth mission on page 18 of the draft Transport Strategy summary document, and page 76 of the full draft Transport Strategy document.

Sustainable Growth Mission



We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

We will have succeeded when:

- ▶ Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,
- ▶ The South East has created well-connected communities with easy access to key services and employment opportunities.

Policy Enablers

We will promote integrated land use and transport planning and enablers by:

- ▶ Concentrating development in areas with strong transport infrastructure.
- ▶ Coordinating housing and transport planning across authorities.
- ▶ Leveraging value capture and other mechanisms to forward-fund transport.
- ▶ Using demand management measures to improve air quality and fund services.
- ▶ Strengthening local planning capacity.

Transport Intervention Priorities

We will prioritise essential transport projects to support sustainable growth by:

- ▶ Expanding concessionary schemes to make sustainable travel more affordable.
- ▶ Developing mass transit systems in high-density areas to improve access and reduce congestion.
- ▶ Enhancing Sussex Coast and Solent suburban rail services to compete with road travel.
- ▶ Delivering Local Cycling Walking Improvement Plans and embedding active travel in all new developments..



Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

- Strongly support
- Support
- Neither support or do not support
- Oppose
- Strongly oppose
- Don't know

Q How important are the key outcomes of the sustainable growth mission to your organisation?

- | | | | | | |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|
| Very important | Important | Neither important or not important | Not very important | Not important at all | Don't know |
|----------------|-----------|------------------------------------|--------------------|----------------------|------------|

Population growth and economic development is underpinned by sustainable transport and infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The South East has well connected communities with easy access services and employment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Transport Intervention priorities are shown at the top of this page.

- Strongly support
- Support
- Neither support or do not support
- Oppose
- Strongly oppose
- Don't know

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Coordinating housing and transport between authorities.

Q Do you have any further comments on any of the five missions?

Comments specific to individual missions are annotated above.

The Government is consulting on a National Transport Strategy and the missions should be sufficiently flexible to accommodate and respond to the emerging content of that.

From a transport & health perspective the strategy needs further development, with public health mentioned only once. There's no mention of public health strategies in the local policies/strategies sections and no reference to the public health duties of upper tier/unitary authorities. The significant role of transport as an enabler and inhibitor of health improvement is under-represented, as is the potential for the strategy, the STB, LTAs and partners to influence & control the impacts of transport on health and health inequalities.

The key priorities diagram (page 75) should show the Blackwater Valley MRT and reflect the fact that the Basingstoke Mass Transit proposals do not extend to nearby settlements.

Global Policy Interventions

You can find full details of our global policy intervention on page 84 of the full draft Transport Strategy document.

Q How strongly do you agree that the global policy interventions are needed?

- | | |
|---------------------------|-------------------------------------|
| Strongly agree | <input checked="" type="checkbox"/> |
| Agree | <input type="checkbox"/> |
| Neither agree or disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> |
| Strongly disagree | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Are there any other global policy interventions you think should feature in the Transport Strategy?

Actions on improving public health, either stand alone or incorporated into existing headings.

Delivery

The following tables outline the key actions TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

You can find full details of TfSE's roles as part of our delivery plan from page 91 of the full draft Transport Strategy document.

Q How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

- | | |
|---------------------------|-------------------------------------|
| Strongly agree | <input type="checkbox"/> |
| Agree | <input type="checkbox"/> |
| Neither agree or disagree | <input checked="" type="checkbox"/> |
| Disagree | <input type="checkbox"/> |
| Strongly disagree | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q If you disagree or strongly disagree please tell us more about this?

As noted in the draft document, LTAs are key to delivery of the strategy. However, in current financial circumstances, most or all will not have the resources to develop schemes contained in the SIP. There needs to be a sustainable and ongoing revenue funding programme to underpin such work.

While the proposals cover off delivery of existing proposals they arguably do not reflect the scope or ambition of the Vision, Goals or Missions. The evidence and conclusions drawn from TfSE's transport decarbonisation tools (e.g. Surface Transport Baseline Emission Dashboard), do not appear to be reflected within the strategy generally or Delivery Plan specifically.

Indicators

There are a number of indicators we propose to use to measure the progress of the strategy.

You can view the full table of indicators on page 95 of the full draft Transport Strategy document.

Q Are the indicators that we have identified the right ones to measure?

- Yes
- No
- Don't know

Q If you have answered 'no' above, please tell us more

We think there is merit in developing a combined, co-ordinated monitoring framework and would like to explore this concept further with TfSE officers.

Indicators on public health are required.

Integrated Sustainability Appraisal

Q To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a through assessment of the draft Transport Strategy?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree
- Don't know

Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

- | | |
|---------------------------|-------------------------------------|
| Strongly agree | <input type="checkbox"/> |
| Agree | <input checked="" type="checkbox"/> |
| Neither agree or disagree | <input type="checkbox"/> |
| Disagree | <input type="checkbox"/> |
| Strongly disagree | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> |

Q Are there any additional comments you would like to make on the draft Transport Strategy?

The final document needs to have sufficient focus to identify the added value that TfSE and to ensure that there is concentration on areas where real change can be achieved (or at least initiated, where longer term).

There needs to be greater clarity over TfSE's views on potential demand management measures and how key they are to delivery of the strategy.