

Transport for the South East Draft Transport Strategy: consultation questionnaire

Have your say

We are interested in your views on our draft Transport Strategy. Please read the draft Transport Strategy, which is available from our [website](#), before completing the questionnaire.

Our consultation is open from 7 October 2019 to 10 January 2020. You can submit your views in the following ways:

- Complete the questionnaire online via transportforthesoutheast.org.uk/transport-strategy
- Complete this form and return by email to tfse@eastsussex.gov.uk
- Complete this form and return by post to **Freepost TRANSPORT FOR THE SOUTH EAST**

Please submit your views by **11:59pm on 10 January 2020**.

If you are returning this form by email or by post, and do not have enough space in the following text boxes, you are welcome to include separate sheets. If so, please specify which question(s) you are responding to.

Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the development of Transport for the South East's Transport Strategy and to keep you updated on our work. Responses will be shared with our suppliers responsible for the consultation analysis and reporting, though your information will never be sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Once the Transport Strategy has been completed in 2020, your records will be retained for no more than two years following that date. Our full privacy notice is available from transportforthesoutheast.org.uk/privacy

A summary of responses to this consultation will be published on the TfSE website at transportforthesoutheast.org.uk. The summary will include a list of organisations that responded but not personal names, addresses or other contact details. If you do not wish for your organisation's name to be included in the analysis of responses, please tick the box below:

I want my organisation's details to remain confidential in any published analysis

If you would like to be added to our email database to receive regular updates from Transport for the South East, please tick the box below and supply your email address.

I would like to receive news and updates from Transport for the South East by email

Email address: _____

Further information

If you have any questions about the consultation, you can contact us by email at tfse@eastsussex.gov.uk or call us on **0300 3309474**.

About you

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

1. Are you providing your own response or responding on behalf of an organisation/group? *Please tick one of the boxes below.*

- Providing my own response (please respond to Question 2)
- Responding on behalf of organisation/group (please respond to Questions 3 and 4)

2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 5.

Name: _____

Postcode: _____

3. If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: Hampshire County Council

Your name: Andrew Wilson

Your role: Integrated Transport Manager

Please turn over.

4. Which category of organisation or group are you representing?

(Please tick all the boxes that apply)

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPs)
- Campaign group
- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Professional body/representative group
- Statutory body
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Think tank
- Transport user group
- Prefer not to say
- Other *(please tick box and specify below)*:

5. Please confirm that you have read the draft Transport Strategy before completing this questionnaire? Please tick as appropriate

- I have read the full [draft Transport Strategy](#)
- I have read the [draft Transport Strategy executive summary](#), but not the full document
- I have not read either the full draft Transport Strategy nor the executive summary

Our Approach

6. Rather than the traditional transport planning approach of ‘predict and provide’ based on responding to trends and forecasts, we have adopted a ‘decide and provide’ approach to identify a preferred future for the South East in 2050. *Please see Paragraphs 1.16 to 1.20 of the draft Transport Strategy for further information.*

To what extent do you agree or disagree with the use of this ‘decide and provide’ approach?

Please tick one box.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. The draft Transport Strategy advocates the evolution of transport policy away from one based on ‘planning for vehicles’ to one based on ‘planning for people’ and ‘planning for places’ *Please see Paragraphs 1.21 to 1.25, and Figure 1.3, of the draft Transport Strategy for further information.*

To what extent do you agree or disagree that transport policy across the South East should evolve in this way? *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: ‘Sustainable Route to Growth’.

How important do you feel the key features of our ‘Sustainable Route to Growth’ scenario are for the future of the South East? *Please tick one box for each feature.*

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
The South East is less reliant on London and has developed its own successful economic hubs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The benefits of emerging technology are being harnessed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land-use and transport planning are better integrated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
A shift away from private cars towards more sustainable travel modes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The transport system delivers a cleaner, safer environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Do you have any additional comments about our approach to developing the draft Transport Strategy? *Please describe these below.*

Hampshire County Council supports the principle of TfSE providing a strong voice that will maximise transport investment in the South East. We are supportive of the development of a strong evidence base that will underpin the regional transport strategy. The strategy follows a clear methodology which sets out a vision, strategic goals and priorities. The methodology is strong and logical.

Our Area

10. Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East.

To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East's transport system? *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included.

The draft strategy creates a positive and wide ranging policy framework (environment, society and economy), through which priorities can be assessed and compared resulting in well-evidenced investment decisions. The six journey types of movement used are a sound means of illustrating the transport challenges faced by the South East and how the investment plan resulting from the strategy will help to tackle these challenges.

Our Vision, Goals and Priorities

12. Our vision is that: ‘By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

‘A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.’

To what extent do you support or oppose our vision for the South East?

Please tick one box.

Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. Do you have any further comments on our vision? *Please provide these below.*

Hampshire County Council supports the vision as proposed in the draft strategy. It is clear, ambitious and deliverable with the appropriate level of investment and collaborative working. However, it is important that the vision is bought into by the region's transport operators, planning authorities, infrastructure providers and Government who will all need to play a fundamental role in delivering TfSE's aspirations for significant increases in rail and bus journeys.

14. The draft Transport Strategy sets out three strategic goals that underpin our vision. These goals will help to translate the vision into more targeted and tangible actions (*please see Paragraphs 3.3 to 3.7 for more details on our vision and goals.*)

To what extent do you agree or disagree with the goals set out within the draft Transport Strategy?

Please tick one box for each goal.

Goal	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Improve productivity and attract investment to grow our economy and better compete in the global marketplace	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in *Paragraphs 3.8 to 3.10 of the draft Transport Strategy*.

To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve? Please tick one box for each row.

Priority	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic priorities						
Better connectivity between our major economic hubs, international gateways and their markets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More reliable journeys between the South East's major economic hubs and international gateways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A more resilient transport network to incidents, extreme weather and the impacts of a changing climate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helping our partners meet future housing, employment and regeneration needs sustainably	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of digital technology to manage transport demand, encourage shared and efficient use of transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social priorities						
A network that promotes active travel and active lifestyles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved air quality through initiatives to reduce congestion and encourage shifts to public transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A seamless, integrated transport network with passengers at its heart	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A safely planned, delivered and operated transport network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Priority	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Environmental priorities						
A reduction in carbon emissions to net zero by 2050	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A reduction in the need to travel, particularly by private car	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A transport network that protects and enhances our natural, built and historic environments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of the principle of 'biodiversity net gain' in all transport initiatives	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimisation of transport's consumption of resources and energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.

The strategy needs to be cognisant of how transport policies can link to healthy lifestyles. As the strategy work develops, close links with the Health sector must be maintained to ensure consistency of message and joined-up approaches across the sectors, which can encourage people to make transport choices that have a positive impact on healthy lifestyles.

17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information).

To what extent do you support or oppose these principles? Please tick one box for each principle.

Principle	Strongly support	Tend to support	Neither support / oppose	Tend to oppose	Strongly oppose	Don't know
Supporting sustainable economic growth, but not at any cost	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Achieving environmental sustainability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning for successful places	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Putting the user at the heart of the transport system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning regionally for the short, medium and long-term	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Our Strategy

18. Six key journey types are identified within Chapter 4 of the draft Transport Strategy. We identify the key challenges and opportunities for each of the six journey types, and indicate the types of schemes and policy responses that will be needed to address these challenges. Subsequent area studies will be used to identify comprehensive packages of initiatives. **We are not seeking detailed feedback on individual schemes at this stage**, but we want to make sure we have identified the key challenges and the broad types of responses that will be needed for each of the movement types.

To what extent do you agree or disagree that the key challenges relating to each of the journey types have been correctly identified? Please tick one box for each journey type.

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orbital and coastal journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19. Please use the space below to make any additional comments on the key challenges that have been identified, or to explain any additional challenges that you think need to be addressed.

Please specify which movement type(s) your comments relate to.

The six journey types identified provide a clear basis to illustrate the transport challenges faced by the South East and how the strategy can help to resolve these challenges. There is scope to expand the journey types to accommodate investment in and around major economic hubs - see the following comments box.

20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type? Please tick one box for each journey type.

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Orbital and coastal journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Do you have any additional comments on the journey types which form part of our draft Strategy, including any of the initiatives we have identified for each of the journey types? *Please provide details below, making clear where applicable which initiative(s) you are referring to.*

The concept of identifying journeys by type is sound. However, the corridor or 'spoke' approach to investment focused on economic hubs that will ensue needs to also take into account investment in packages of complementary interventions at economic hub locations, which is a key feature of the current funding environment e.g. Transforming Cities Fund packages being delivered. A possible way forward could be to classify hubs as regionally or locally significant, and to potentially include the concept of hubs as an additional 'journey type', or include with the 'gateways' movement type.

Implementation

22. In Chapter 5 of the draft Transport Strategy, a number of performance indicators are set out that will be used to monitor progress of the Strategy.

To what extent do you agree or disagree with these performance indicators?

Please select one box for each performance indicator group.

Performance indicator group	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental performance indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East’s role and future funding challenges.

Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or the future funding challenges?

Please describe these below.

In terms of the role that TfSE needs to play, the strategy ventures into areas of activity where local transport governance is best placed to deliver. Examples include active transport delivered through local walking and cycling plans, or bus subsidy which is funded by local highway authorities. Going forward, the strategy should focus TfSE’s efforts on where it can add most value to the region, e.g. by tackling the bigger issues that local authorities on their own have been unable to resolve individually. A specific example would be lobbying for better rail and bus integrated ticketing systems, as opposed to setting up and managing regional ticketing schemes that would be best delivered in local travel to work areas. In this respect, the strategy would benefit from a clear set of core principles identifying when TfSE has a role and when it does not.

In respect of funding challenges, the strategy needs to identify the different pathways that could be followed to secure transport investment in the region across all modes of transport, from both the public and private sectors. This should include a review of existing options and investigation of innovative funding methods and case studies of where new approaches have been successful in levering in new funding, e.g. Workplace Parking Levy.

It is important that delivery of the strategy priorities is monitored closely. The key performance indicators proposed in the draft strategy are comprehensive.

Integrated Sustainability Appraisal

Alongside the draft Transport Strategy, we have also completed an Integrated Sustainability Appraisal, which has looked into the potential impacts that the Transport Strategy could have on a range of sustainable development indicators. This includes (but is not limited to) impacts on the environment, health, equality of access to opportunities, and community safety. You can [view this document](#) as part of the public consultation. The following questions are about the independent Integrated Sustainability Appraisal. Please therefore read the Integrated Sustainability Appraisal document before answering the following questions.

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

Please tick one box only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Do you have any additional comments regarding the Integrated Sustainability Appraisal?

Please describe these below.

Overall views

26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment.

Please tick one box only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East?

Please describe these below.

In respect of prioritising future interventions, Hampshire County Council believes that future funding is likely to be restricted and that prioritisation will become difficult due to the wide ranging focus of the strategy. It will consequently become necessary to focus on a small number of specific initiatives. The strategy does not seek to do this at this time but we suggest that this process could be started by weighting or putting a value on the fifteen strategic priorities. We also recommend that a regional prioritisation tool is developed.

In light of the strong signals the new Government has made of its intention to prioritise investment in central and northern England, TfSE should support the national agenda by prioritising transport investments that improve connectivity with the wider country, particularly in terms of improving access from the north to export gateways in the south. As part of this it will be vital to prioritise rail and road links between Southampton and the Midlands, such as the rail line between Basingstoke and Reading, and the A34 road corridor.

In terms of how major economic/population hubs are represented, we are pleased to see that the ports of Portsmouth and Southampton along with Heathrow and Gatwick airports are considered important gateways. However, how they are dealt with in the strategy needs to be reconsidered. There are 30+ major economic hubs identified but there is little to distinguish those of a higher scale an impact on the regional economy. It is in the larger hub locations which may also serve as gateways, that investment is most likely to be sustainable and represent the highest value.

Moving to the economic evidence base, this defines an area's importance with regard to the proportion of jobs held in a specific priority sector. A more appropriate way of doing this would be to represent the actual rather than proportionate figures within the analysis and the proposed future area/corridor studies. This would avoid smaller economies with relatively high proportions but low absolute numbers being over-represented in the analysis and in future prioritisation.

Thank you for taking the time to complete this questionnaire.