

Transport for the South East consultation on draft Transport Strategy 2050

Draft Transport Strategy: consultation questionnaire

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

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 our [website](#).

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**.

Download the consultation questions

If you would like to consider your responses to the online survey before completing it, we have compiled a list of the [consultation questions](#) for you to download and/or print off.

A summary of responses to this consultation will be published on the TfSE website at www.tfse.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
Please provide your email: roger.blake@railfuture.org.uk

2. 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 select one of the options 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

Your name

Your role

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

Please select 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 specify):

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

*Please select 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

3. 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 select one option.

Strongly agree

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 select one option.

Strongly agree

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 select one option for each feature.

The South East is less reliant on London and has developed its own successful economic hubs
Very important

The benefits of emerging technology are being harnessed
Very important

Land-use and transport planning are better integrated
Very important

A shift away from private cars towards more sustainable travel modes
Very important

Targeted demand management measures, with more mobility being consumed on a ‘pay as you go basis’
Very important

The transport system delivers a cleaner, safer environment
Very important

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

Railfuture welcomes the explicit commitment in Sustainable Route to Growth to mode shift, resulting in the greatest increase in rail demand of 108% by 2050 compared to a business as usual approach.

4. 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 select one option.

Strongly agree

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.

Please describe these below.

Railfuture welcomes the draft Transport Strategy "focus on multi-modal strategic transport corridors". We observe that those identified largely reflect established corridors, and over the Strategy's 30-year time-span it is quite possible that new corridors will, or even should, emerge and evolve in response to organic change or direct intervention. Examples would be where currently weak/'shadow' corridors between economic centres are relatively undeveloped and under-used as journeys are perceived or actually experienced as too difficult and time-consuming, thereby acting as a deterrent to potentially productive socio-economic interactions. Additionally, currently unrecognised corridors may develop in response to decisions on the location of new communities to meet housing growth needs, the fourth Economic Strategic Priority.

Two examples of currently relatively weak transport corridors which might evolve or consciously be developed as economic corridors are:

~ Medway Towns/Maidstone – Redhill/Gatwick via Tonbridge, linking with Redhill-Guildford-Reading/Oxford and Redhill-Gatwick-Brighton, and

~ Brighton – Tunbridge Wells via Uckfield. In this case its pro-active role in enabling parts of both Brighton's and also Eastbourne's Objectively Assessed Housing Needs to be met in a sustainable way, supported by new rail transport, merits closer examination.

5. 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 give our residents and visitors the highest quality of life.'

To what extent do you support or oppose our vision for the South East? Please select one option.

Tend to support

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

As transport is a means and not an end in itself, a transport strategy needs to justify itself by envisioning an end for which it is articulating and facilitating those means; a transport vision is only as good as its over-arching 'place' vision. The current transport vision is not whole while it lacks a unifying spatial expression. It might for example become 'By 2050 the South East of England will be a more attractive and successful place to live, work and visit by becoming a leading global region

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 select one option for each goal.

Improve productivity and attract investment to grow our economy and better compete in the global marketplace

Strongly agree

Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone

Strongly agree

Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together

Strongly agree

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 select one option for each row.

Better connectivity between our major economic hubs, international gateways and their markets

Strongly agree

More reliable journeys between the South East's major economic hubs and international gateways

Strongly agree

A more resilient transport network to incidents, extreme weather and the impacts of a changing climate

Strongly agree

Helping our partners meet future housing, employment and regeneration needs sustainably

Strongly agree

Use of digital technology to manage transport demand, encourage shared and efficient use of transport
Strongly agree

A network that promotes active travel and active lifestyles
Strongly agree

Improved air quality through initiatives to reduce congestion and encourage shifts to public transport
Strongly agree

An affordable, accessible transport network for all that promotes social inclusion and reduces barriers
Strongly agree

A seamless, integrated transport network with passengers at its heart
Strongly agree

A safely planned, delivered and operated transport network
Strongly agree

A reduction in carbon emissions to net zero by 2050
Strongly agree

A reduction in the need to travel, particularly by private car
Strongly agree

A transport network that protects and enhances our natural, built and historic environments
Strongly agree

Use of the principle of 'biodiversity net gain' in all transport initiatives
Strongly agree

Minimisation of transport's consumption of resources and energy
Strongly agree

**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.**

As 'transport' by whichever mode occurs in the public realm, a 'mediation of space/making of place' approach overtly in favour of the more environmentally and socially benign modes deserves explicit recognition as a priority if 'planning for people' and 'planning for places' are to become genuine.

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.**

Supporting sustainable economic growth, but not at any cost
Strongly support

Achieving environmental sustainability
Strongly support

Planning for successful places
Strongly support

Putting the user at the heart of the transport system
Strongly support

Planning regionally for the short, medium and long-term
Strongly support

6. 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 select one option for each journey type.

Radial journeys
Strongly agree

Orbital and coastal journeys
Strongly agree

Inter-urban journeys
Strongly agree

Local journeys
Strongly agree

International gateways and freight journeys
Strongly agree

Future journeys
Strongly agree

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

Radial journeys:

Challenge 1 - We must caution against assumptions that travel on radial routes is necessarily all radial journeys, and that such travel is exclusively focussed on London. In the example given of the Isle of Grain, it is quite possible that detailed analysis will point to at least as great a need for a new rail link with the Medway Towns as upgrading the existing link towards Gravesend and beyond.

Challenge 2 - TfSE faces a presentational challenge in convincing government departments that 'left behind' is not just a phenomenon found in the Midlands and the North. Hastings and other coastal communities around the TfSE area exhibit many similar characteristics, and are no less deserving of infrastructure investment to support their 'levelling-up' just because they are in the South East.

Challenge 3 - Just as Crossrail 2 is a response to challenge 5 by creating a new high-capacity rail route avoiding a central London terminus, so in the 30-year time-scale for the Transport Strategy 'Thameslink 2' is a response to sustained long-term pressure on the Brighton Main Line, given Sustainable Route to Growth's 'decide and provide' for 108% overall increase in rail trips, by similarly creating a new high-capacity cross-London rail route avoiding south London termini and widening connectivity via Docklands and Stratford with its own onward links. Thameslink 2 also has the potential to add capacity and connectivity to some Kent routes (Tonbridge/Sevenoaks, Maidstone, Medway Towns, Gravesend) via Lewisham.

Challenge 6 - Heathrow Southern Access by rail, to complement the planned Western Rail Link, must both be seen as essential regardless of any airport expansion. Although seen as radial, a southern route merges with potential orbital journeys using the North Downs Line at Guildford.

Orbital and coastal journeys:

Challenge 2 - This is perhaps one amongst all the journey types, and embracing the other four orbital/coastal challenges, with the greatest opportunities for rail to make a disproportionately large contribution to realising the ambitions of Sustainable Route to Growth. In addition to traction technology changes, all three current rail franchises face new contracts in the early years of the Transport Strategy, thereby affording TfSE the chance to press for transformative service patterns. West Coastway, East Coastway/MarshLink, and the North Downs Line – a potential **R25** corridor of over-lapping services between Medway Towns/Maidstone-Tonbridge-Redhill/Gatwick-Guildford/Heathrow-Reading/Oxford including new integrated transport hubs at eg Dorking – all require their full potential to be developed and exploited. The rail connectivity gap between Kent and Gatwick should in Railfuture's view focus on the Medway Towns/Maidstone catchment, which is of similar size to the Brighton conurbation, rather than Ashford which is no bigger than Hastings.

Inter-urban journeys:

Reinstating a rail link between Lewes and Uckfield, as part of an inter-urban economic corridor between Brighton and Tunbridge Wells as mentioned in response to Q11, may be the only obvious example of creating new rail infrastructure to meet the demands of this journey-type. Railfuture has developed a position which currently anticipates the requirement for such a link to add value to meeting the totality of the various pressures and demands in the area, not least the City of Brighton's and also the Borough of Eastbourne's Objectively Assessed Housing Needs which cannot all be accommodated within their own boundaries. Railfuture therefore foresees the need for Lewes and Wealden Districts to plan for more than their own local housing requirements and identify an area for a new garden community of about the same size as one of the two already rail-served market towns somewhere between them in such a way as to be served in both directions on such a new rail link. This is a potential case study in pro-active transport planning leading rather than responding to sustainable development locational decisions.

Elsewhere inter-urban journeys are more likely to be catered for through the development of services, and supporting infrastructure, on existing orbital routes. East Coastway has since the May 2018 timetable changes achieved a small measure of market segmentation between all-stations and limited-stop services, as is already seen in a very limited way on the North Downs line. Current work by Network Rail on West Coastway is leaning more in that direction, with a twin role for TfSE in both driving the appropriate specification for faster and more frequent services in any new train service operating contract and also ensuring that any rail infrastructure enhancements necessary to support that timetable specification are embedded in the DfT's new Rail Network Enhancements Pipeline. The same approach will be required for MarshLink, and for the orbital **R25** referred to above.

Local journeys:

While these journeys in themselves are most unlikely to be undertaken by rail to any significant extent, it is important nonetheless for local authorities – unitary, borough, district – to recognise in a pro-active way the significance and contribution of pleasant 'first mile/last mile' journeys and ensure that routes to and from rail stations are designed and delivered to be as attractive and convenient as possible for rail users. This is the most practical test-bed of where 'planning for places' and 'planning for people' becomes reality, for pedestrians of all levels of personal mobility, cyclists, and bus users, as well as taxis and private cars fulfilling pick-up/drop-off journeys and, for stations with car parks, park-and-ride. Complementing, the rail industry has constantly to enhance stations, and adjacent railway land, as the gateways to its network with comprehensive and quality station facilities and services to attract new users.

International gateways and freight journeys:

Railfuture is clear, as expressed in response to Q19, that Heathrow Southern Access and Western Rail Link must not be seen as responding only to planned airport expansion but to broader objectives around increased mode share for surface access by rail, and for airport workers as well as travellers, regardless of the future scale of the airport's operations. The same considerations apply to Gatwick airport in relation to the Brighton Main Line and the North Downs Line/**R25**. Mode shift is no less important for freight as well as for passenger journeys and the future capacity and capability of the rail network has to take account of the growing demands of the construction sector for more sustainable operation, including the requirements of the rail industry itself for its own programmes of renewal and enhancements projects.

Future journeys:

The 30-year time-span of TfSE's Transport Strategy will add 14% to the longevity of rail passenger transport in Britain since the first passenger-carrying railway was opened by the Swansea and Mumbles railway at Oystermouth in 1807. Rail is evidently a tried and tested mode of mass transit, and for freight, and if the concept of 'peak road' is entertained either as current fact or as policy choice for the future then contrastingly rail still has, with appropriate and sustained investment, the scope to absorb both travel demand growth and travel choice change through mode shift. A central challenge for all parts of the rail industry will be to at least match if not better the application and availability of new and emerging technologies as passengers and freight users increasingly take for granted as digital consumers in other facets of daily life. Due regard must be had however to issues of socio-economic equity and unintended consequences in terms of negative travel behaviours.

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 select one option for each journey type.

Radial journeys
Strongly agree

Orbital and coastal journeys
Strongly agree

Inter-urban journeys
Strongly agree

Local journeys
Strongly agree

International gateways and freight journeys
Strongly agree

Future journeys
Strongly agree

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.

In the context of mode shift, 'future journeys' should also be seen as journey types which may be discouraged, as well as facilitated, by emerging technology. As rail has long-since used the price mechanism to manage variations between peak and non-peak periods of demand on its network, it is probably only a matter of time before demand for use of the other principal transport network, the highway network, is managed by something more sophisticated than just the weight of congestion. Some form of road pricing would not only be an additional tool of travel demand management, enabling more direct comparisons between 'pay-as-you-go' travel by rail (or by bus or indeed by cycling or walking) or by road, and enable weighting according to various environmental factors.

As Railfuture noted in responding to the consultation on TfSE's proposal to government to become a statutory body, generating its own revenue stream – through road pricing – would also be a vital enabler of TfSE borrowing to support other sources of project finance. This will be decisive in TfSE's ability to influence and support Network Rail in taking forward enhancements to the rail network through the DfT's new Rail Network Enhancements Pipeline. Such a game-changing benefit for the TfSE area is the prize of road pricing, and what devolution to a sub-national transport body should, in the view of Railfuture, meaningfully look like.

7. 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 option for each performance indicator group.

Economic performance indicators

Strongly agree

Social performance indicators

Strongly agree

Environmental performance indicators

Strongly agree

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 future funding challenges?

Please describe these below.

Priorities for interventions

It is welcome, and necessary, that railway schemes are a high priority across all timelines. Railfuture notes that not all such schemes can be of equal priority however and looks to the Area Studies and Thematic Studies to help identify how they will be differentiated for TfSE's Strategic Investment Plan and the DfT's Rail Network Enhancements Pipeline.

Funding and financing

Railfuture notes, in the context of our comments above in response to Q21, the significance of chapter 4 and in particular the final sentences of paras. 4.34 and 4.35 in the 'Funding and financing options' report. The success or otherwise of TfSE's ability to deliver or be party to the delivery of schemes will in our view be the ultimate test 'in the court of public opinion' of TfSE's legitimacy.

Monitoring and evaluation

The indicators given are almost exclusively quantitative. Qualitative indicators are also available and should be used, one example being the National Rail Passenger Survey of satisfaction.

Transport for the South East's role – powers and functions

Railfuture reiterates the comment made in our response to the consultation on TfSE's proposal to government to become a statutory body that TfSE must have the same status in relation to the DfT's new Rail Network Enhancements Pipeline as it will for rail franchises (or other contractual model) and for the DfT's High Level Output Specification.

Transport for the South East's role – governance

Railfuture notes an apparent imbalance between transport authorities and economic bodies in the Partnership Board, given the centrality of improved economic outcomes as one of the underlying purposes of improved transport. It is especially noted that the interests of all five Local Enterprise Partnerships are represented by just two, and that the South East LEP alone covers two of the five counties as well as a unitary authority. The Partnership Board may therefore wish to reconsider the representation of economic stakeholders.

Taking forward Railfuture's proposed revised Vision – 'By 2050 the South East of England will be a more attractive and successful place to live, work and visit...' and the declared policy shift to 'planning for people/planning for places' together point also to a need for consideration to be given to inclusion of representation of the place-making/urban design professions, complementary to protected rural landscapes.

8. 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 select one option only.

Tend to agree

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

Please describe these below.

Whilst Railfuture welcomes the 108% increase in rail trips (and the even greater percentage increase in bus trips) of the Sustainable Route to Growth scenario, we are concerned that it also anticipates a 7% reduction in the active modes of cycling and walking, which is very much at odds with the new 'planning for people/planning for places' emphasis and with adverse implications for personal health, in stark contrast to a 17% increase in the active modes anticipated in the Sustainable Future scenario.

9. 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 select one option only.

Tend to agree

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.

Railfuture finds itself as the leading independent advocate for one of the most-favoured transport modes where perhaps all stakeholders want more of it, as well as wanting it to be better qualitatively too! Our focus therefore inclines towards how to align all progressive influences to advance the changes sought and to deliver a bigger better railway for the TfSE area. Our pragmatic as well as principled approach will see us continuing to engage with TfSE and other stakeholders to that end.