

Railfuture response to Transport for the South East draft Strategic Investment Plan

SECTION 1: Background information

1 In what capacity are you completing this survey?

On behalf of a group, organisation or government body

2 Which category of organisation or group are you representing? (Please tick all of the boxes that apply)

Campaign group

Charity/voluntary sector group

Member of a TfSE stakeholder group

Transport user group

3 Please specify which member organisation of a TfSE stakeholder group you represent:

Railfuture Ltd

4 Please specify which organisation you represent:

Railfuture Ltd

5 How much do you know about TfSE:

My knowledge of Transport for the South East is:

Active Involvement

6 Have you reviewed the relevant SIP documentation?

Yes - I've read the SIP

SECTION 2: Investment Priorities

7 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 Systems ✓

East - West Connectivity ✓

Resilient Radial Corridors ✓

Global Gateways and Freight ✓

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

8 Do you have any further comments on the SIP's investment priorities?

One neglected strategic East-West Connectivity link is with the Medway Towns / Maidstone conurbation, with populations and station usage levels on a par with Brighton & Hove, to complete an inner orbital 'R25' economic corridor via Tonbridge and Redhill / Gatwick Airport with Guildford and Reading.

Selling the SIP's investment interventions - a menu of options for funders - to HM Treasury as the principal funder will depend on the successful alignment of TfSE's investment priorities with those of as many central government departments and agencies as possible, to maximise realisation of shared, cross-sectoral policy objectives. Advocacy of single-issue silo priorities is unlikely to harness the necessary political support at national as well as regional level compared with inclusive and holistic intervention packages.

SECTION 3: Packages of Interventions

Place Based Packages of Interventions

9 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.

- ~ 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 Hastings Area) ✓
- ~ Wessex Thames (Berkshire, Hampshire and Surrey) ✓
- ~ Kent, Medway and East Sussex (Kent, Medway, Hastings and Rother areas of East Sussex) ✓

10 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
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11 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

12 Do you have any further comments on the Packages of Interventions for the **Solent and Sussex Coast** area?

We continue to work extremely closely with Fareham BC and developer Buckland to support delivery of a new rail station on the Botley line to serve Welborne Garden Village.

13 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
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14 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

15 Do you have any further comments on the Packages of Interventions for the **London - Sussex Coast** area?

We particularly welcome recognition of the 'Resilient Radial Corridor' between the economic hubs of Brighton and Tunbridge Wells. We urge that the Rail Reinstatements Package be viewed in the context of 'A new approach to Lewes-Uckfield' from the 2017 London and South Coast Rail Corridor Study, which took an inclusive growth-based, not exclusive transport-based, approach and must for maximum effectiveness align with decisions about the location of long-term housing growth in the corridor especially between Lewes and Uckfield.

16 To what extent do you agree that the packages of interventions for the **Wessex Thames** 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
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17 Please select all of the packages for the **Wessex Thames** area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- ~ Wessex Thames Rail ✓

- ~ Wessex Thames Mass Transit & Active Travel ✓
- ~ Wessex Thames Highways

18 Do you have any further comments on the Packages of Interventions for the **Wessex Thames** area?

Unclear why Mass Transit and Active Travel are, uniquely, grouped together here, although if separated we would still support both.

19 To what extent do you agree that the packages of interventions for the **Kent, Medway and East Sussex** 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
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20 Please select all of the packages for the **Kent, Medway and East Sussex** area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

- ~ Kent, Medway, and East Sussex Classic Rail ✓
- ~ Kent, Medway, and East Sussex High Speed Rail (two Packages) ✓
- ~ Kent, Medway, and East Sussex Mass Transit ✓
- ~ Kent, Medway, and East Sussex Active Travel ✓
- ~ Lower Thames Crossing
- ~ Kent, Medway, and East Sussex Highways

21 Do you have any further comments on the Packages of Interventions for the **Kent, Medway and East Sussex** area?

We are especially supportive of efforts to restore passenger rail services for Hoo Peninsula as high-capacity sustainable transport for planned new homes and particularly urge a new chord to enable direct links with the Medway Towns, and with the Medway Valley for freight as well as passenger services.

Global Policy Package of Interventions

22 Which of the 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 ✓

23 Do you have any further comments on the SIP's Global Policy Interventions?

They are at one and the same time the most aspirational and important yet least susceptible, at least in the near-term, to direct TfSE influence. This is therefore the policy area where clarity is required on powers which TfSE wishes:-

- a. central government to exercise or acquire for national application in pursuit of specific global policies,
- b. central government to devolve to a new statutory sub-national transport body in order to deliver specified and agreed regional /sub-regional outcomes, and
- c. to develop itself in collaboration with its constituent authorities eg to issue strategic advice to local planning authorities on the planning for and management of new development above agreed thresholds in order to attain the holy grail of integrated transport and land use planning.

There is no overt reference to what might need to be espoused as a unifying if deeply challenging thread – attitudinal and behaviour change, and how to bring it about on the scale and within the timescales required. Whether it's called awareness-raising, education, creating different desires, non-physical interventions deploying financial and regulatory instruments are likely to play an increasingly vital role in shifting perceptions, priorities, expectations – and ultimately lifestyle choices.

The other and less tangible power which TfSE will exercise is soft power, as a broker and influencer.

SECTION 4: Benefits and Costs & Funding and Financing

24 Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately?

Not sure

25 Please explain your answer to the above question here.

Benefits and costs while important are among other metrics significant in decision-taking processes such as value-for-money and affordability, and multi-dimensional impact assessments.

26 Do you have any further comments on the funding and finance approach of the SIP?

Noteworthy as an omission is specific mention of Land Value Capture as a financing model specifically for new rail infrastructure, and as a place-shaping tool for the location of new rail-served development, as pioneered by E-Rail.

SECTION 5: Delivery of the SIP

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

To what extent do you agree that the approach towards delivering the SIP will achieve collective benefit for the South East?

Definitely agree	Somewhat agree ✓	Neither agree nor disagree	Somewhat disagree	Definitely disagree	I'm not sure
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SECTION 6: Integrated Sustainability Appraisal and Conclusion

28 Do you have any comments on the Integrated Sustainability Appraisal?

Perhaps inevitably, with a pre-ordained standard format for compliance, relatively high-level and broad-brush, and somewhat rigidly compartmentalised with the risk of a silo-ed analysis. True test of sustainability more likely to come, as should happen, on a specific intervention-by-intervention basis.

29 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
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