



**Transport for the South East:
Driving sustainable economic growth across the region
and nationwide**

21 March 2019



Transport for the South East: Driving sustainable economic growth across the region and nationwide

Our thanks to:



Transport for the South East:

Driving sustainable economic growth across the region and nationwide

Welcome and Introductions:

Martin Tugwell -

Senior Vice President, CIHT

Join the conversation
#drivingeconomicgrowth



@TransportfSE



transport-for-the-south-east

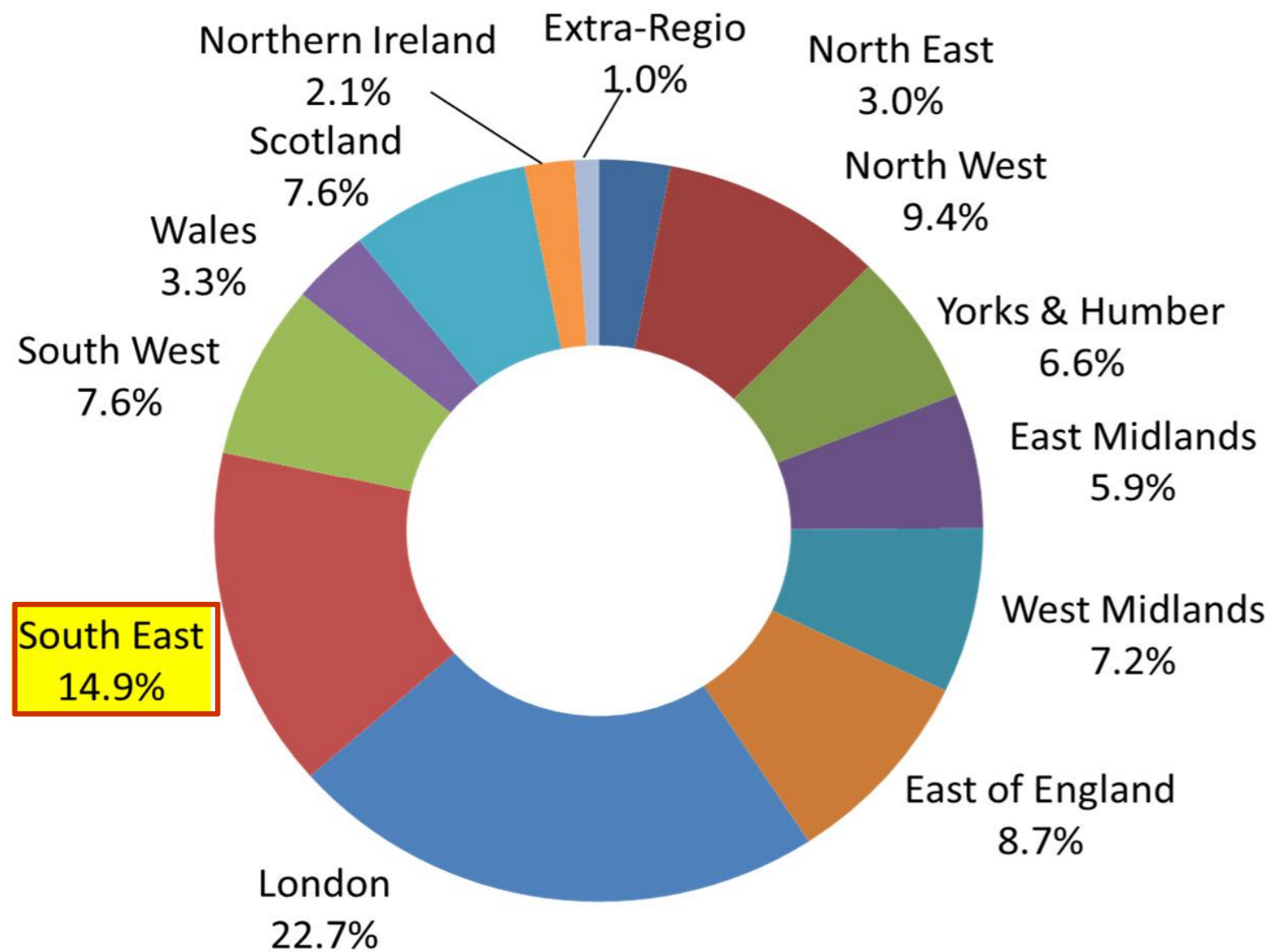


Why do we need a sub-national transport body for the South East?

Rupert Clubb
Chief Officer

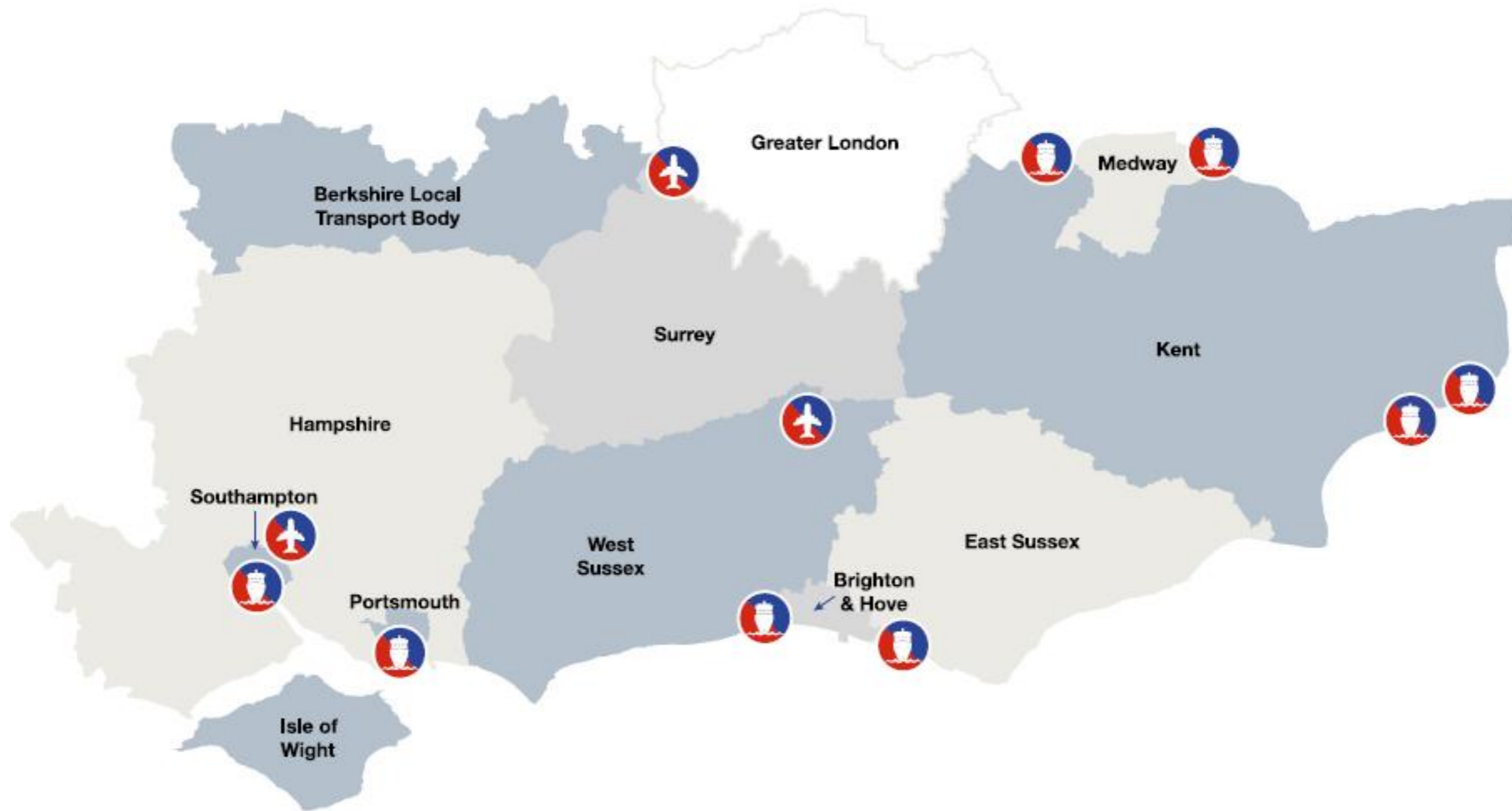


A major contributor to the UK economy

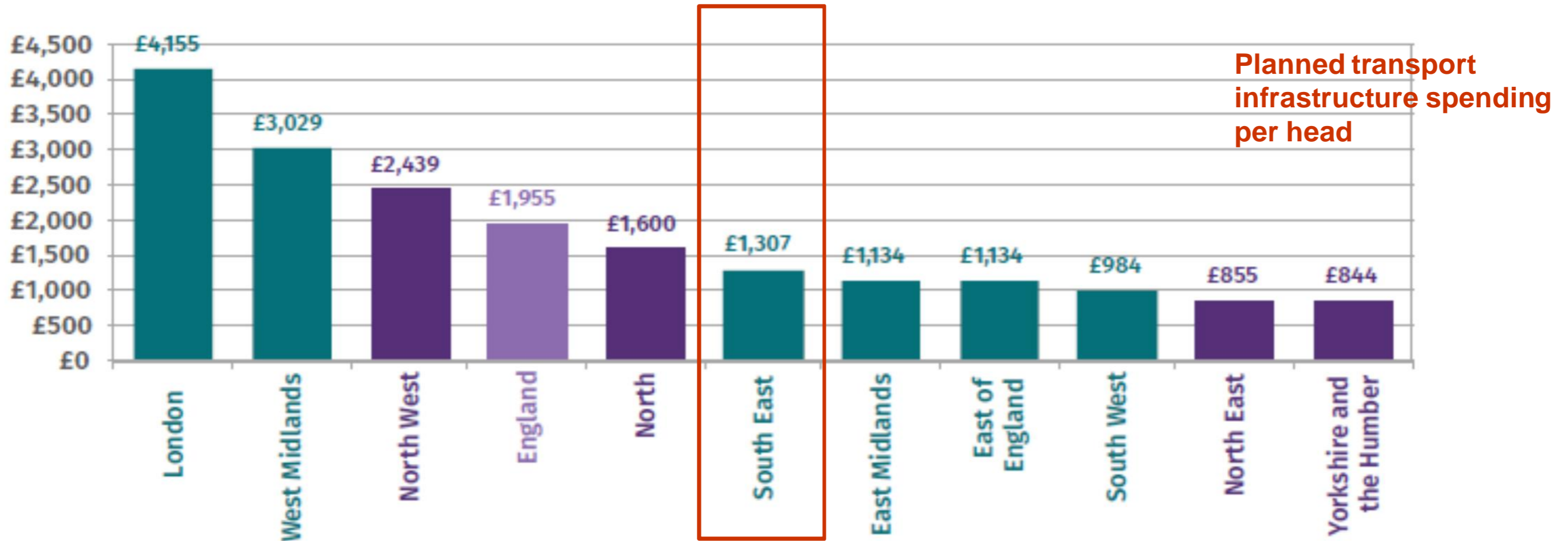


Percentage share of UK GVA (2015)

Economic motor and international gateway



Infrastructure funding



Source: IPPR North analysis of HM Treasury and the IPA 2017a

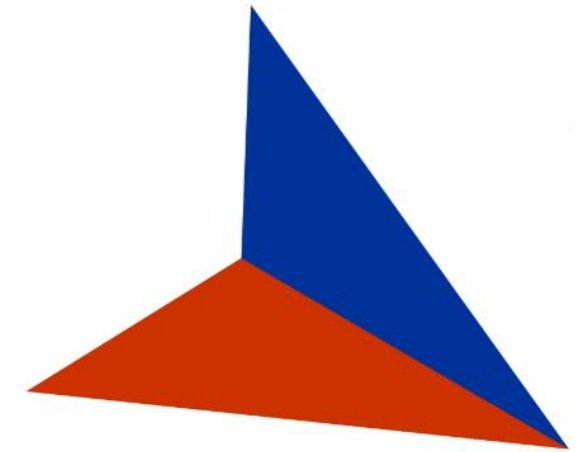
*IPPR North analysis of planned central and local public/private transport infrastructure spending per capita 2017/18 onwards (real terms 2016/17 prices)

“

The South East is crucial to the UK economy and is the nation's major international gateway for people and businesses.

We will grow the South East's economy by facilitating the development of a high quality, integrated transport system that makes the region more productive and competitive, improves the quality of life for all and protects the environment, while ensuring value for money.

”

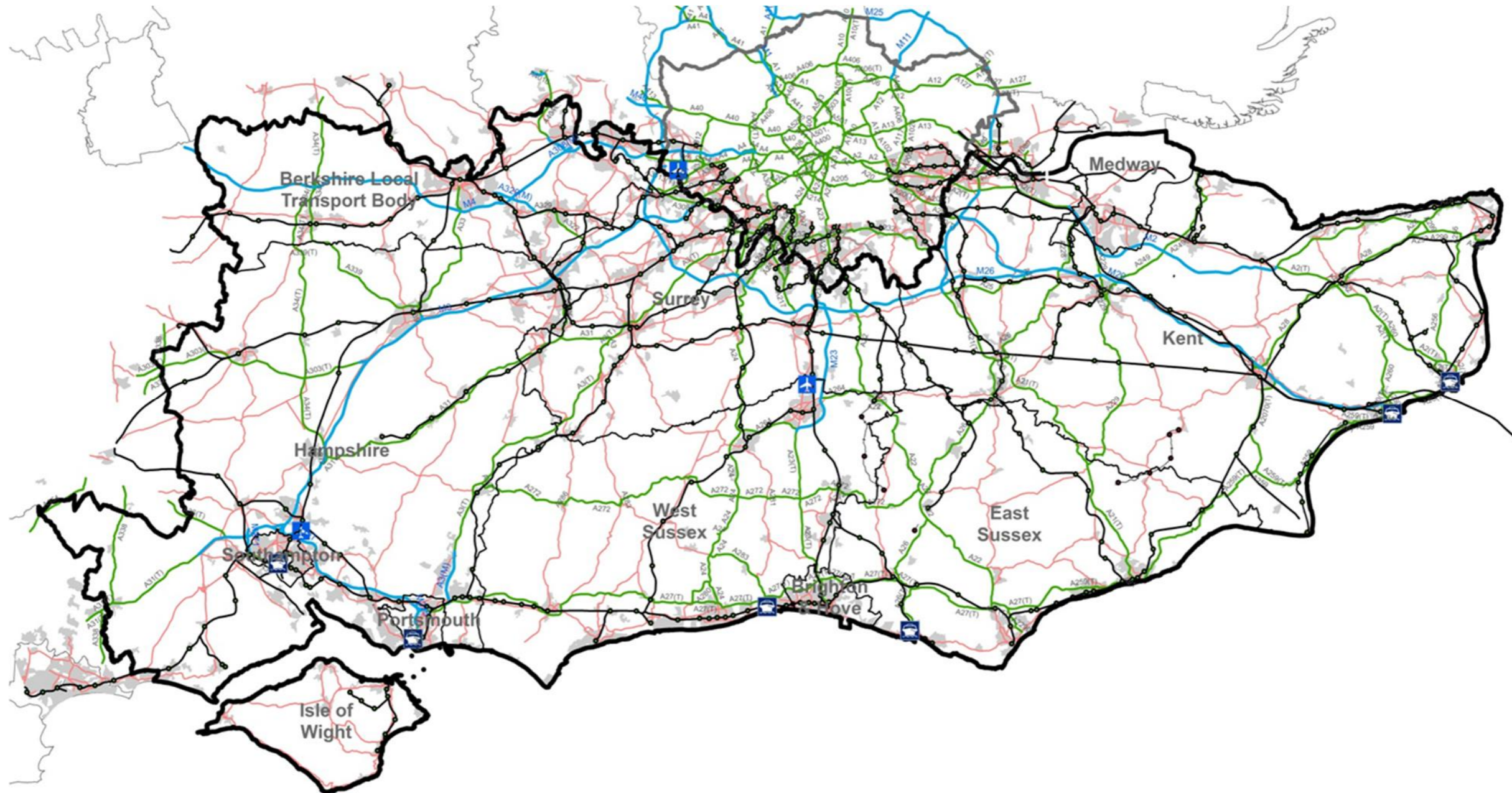


Strategic principles

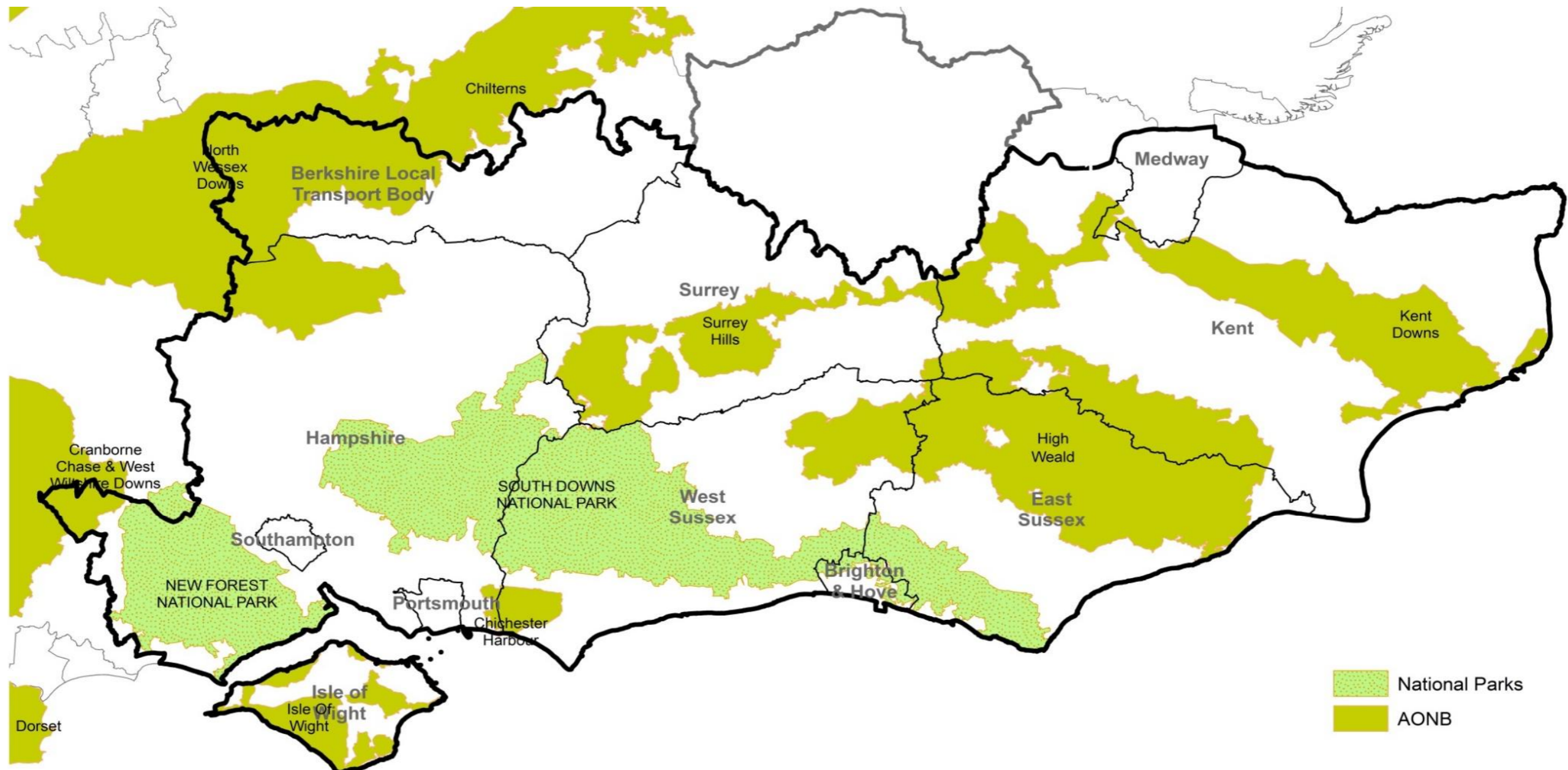
Facilitate the development of a high-quality, sustainable and integrated transport system that:

1. Improves productivity to grow our economy and compete in the global marketplace
2. Works to improve safety, quality of life and access to opportunities for all
3. Protects and enhances the South East's unique natural and historic environment

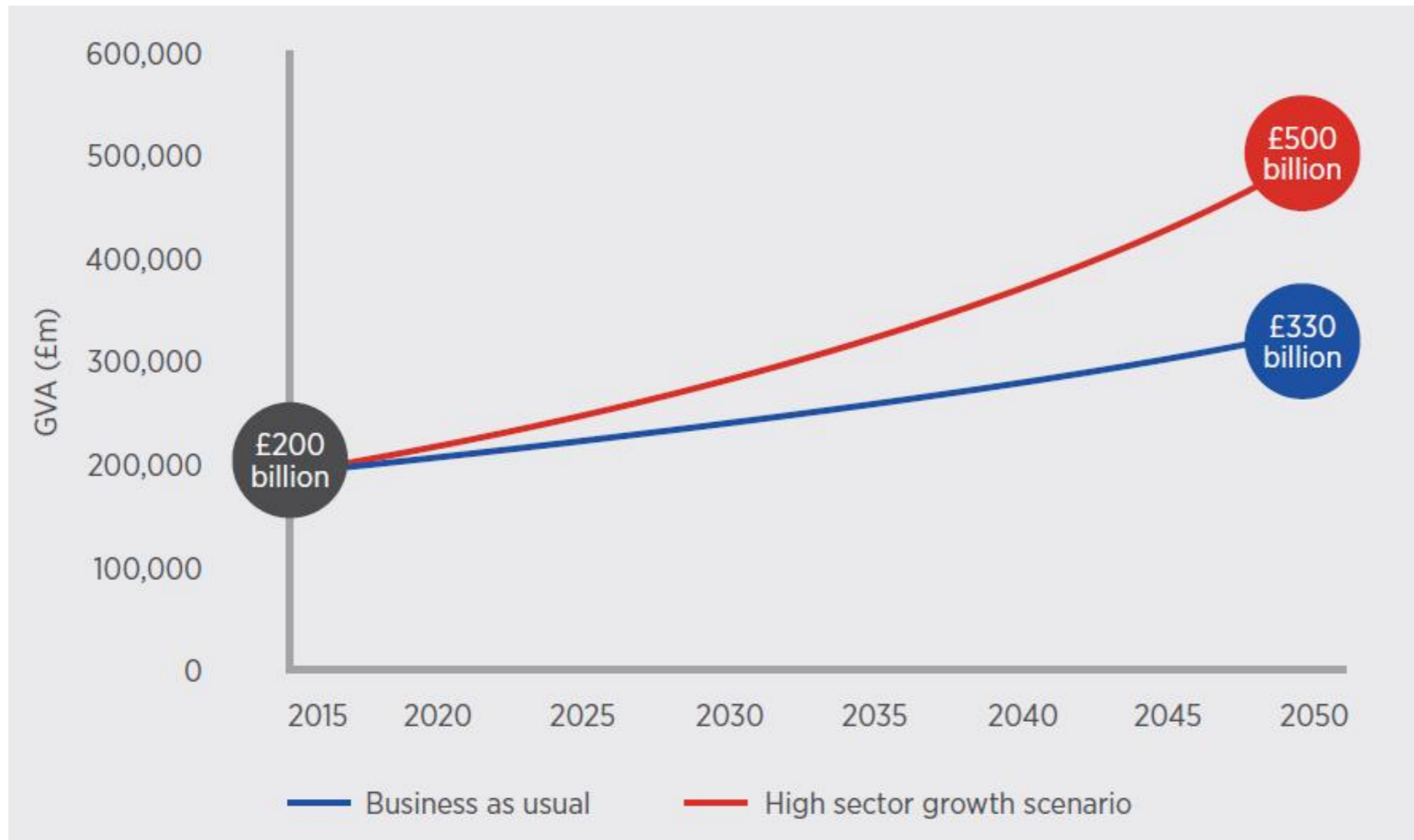
Our transport network



Protected landscapes



The size of the prize: 50% boost to GVA



Economic Connectivity Review

- Study Area
- Major Urban Area



Transport Strategy

Adrian Hames, WSP
Edmund Cassidy, Steer



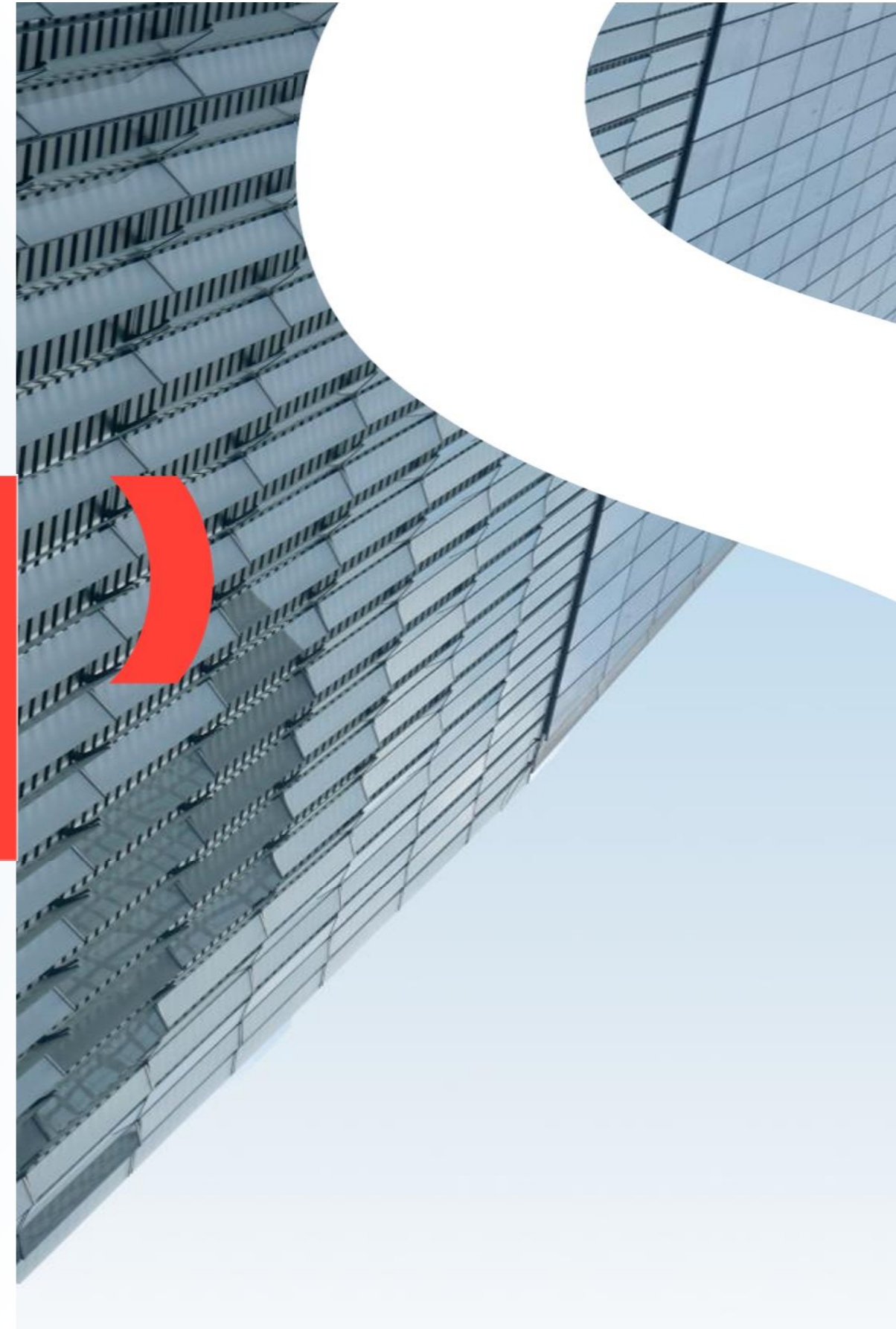
March 21, 2019

Adrian Hames

Director

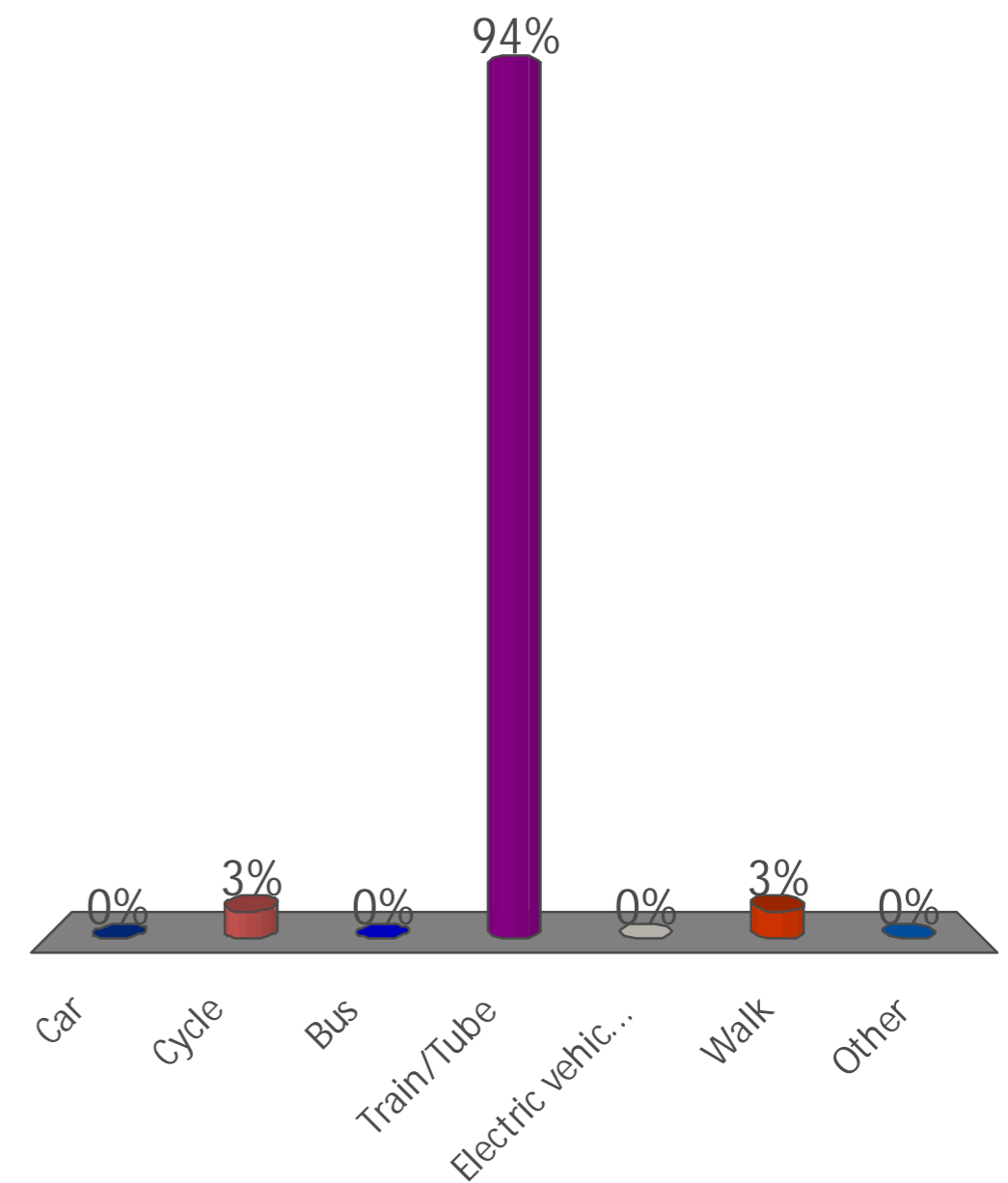


Views on the Development of the Transport Strategy



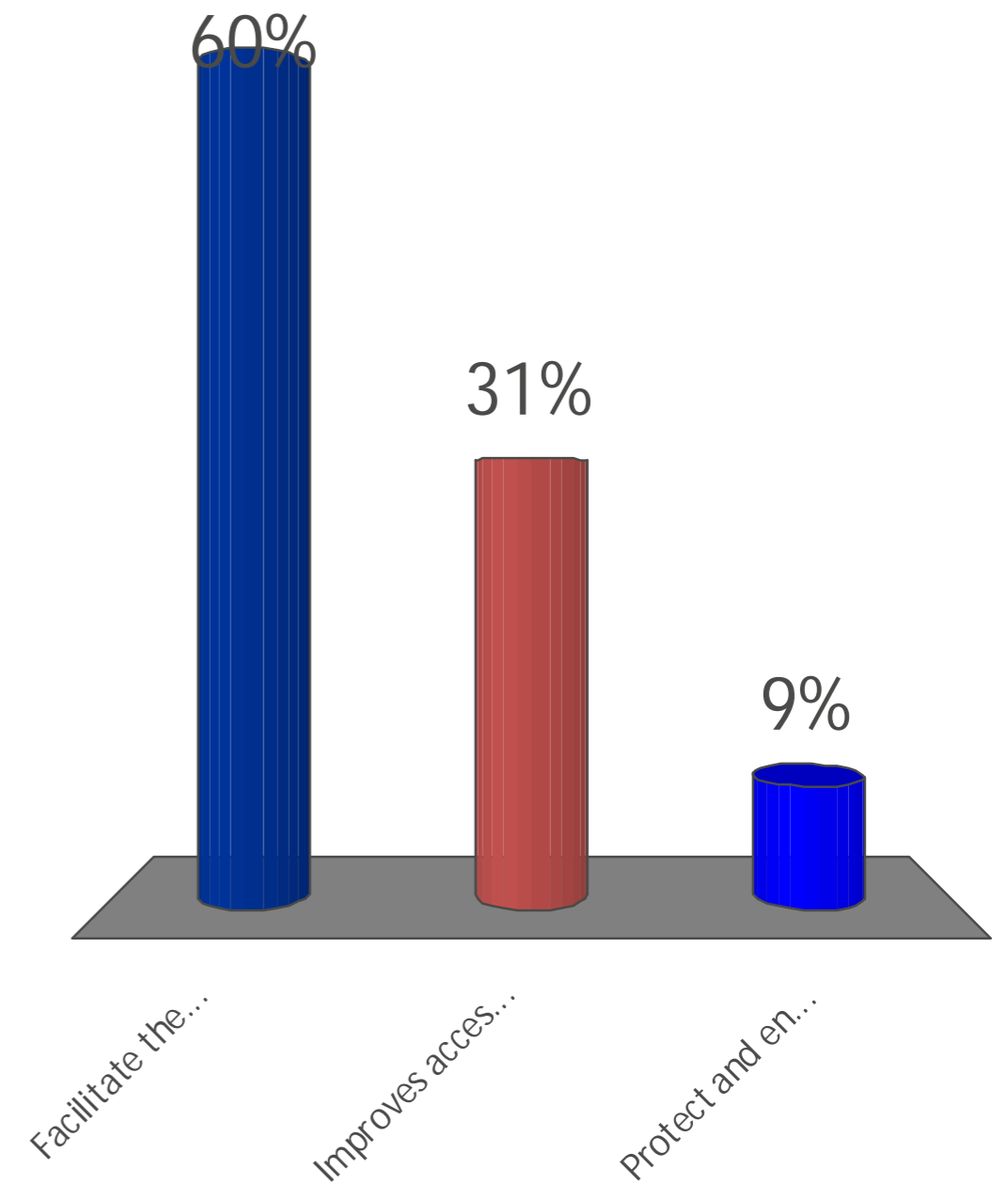
How did you get here today?

1. Car
2. Cycle
3. Bus
4. Train/Tube
5. Electric vehicle
6. Walk
7. Other



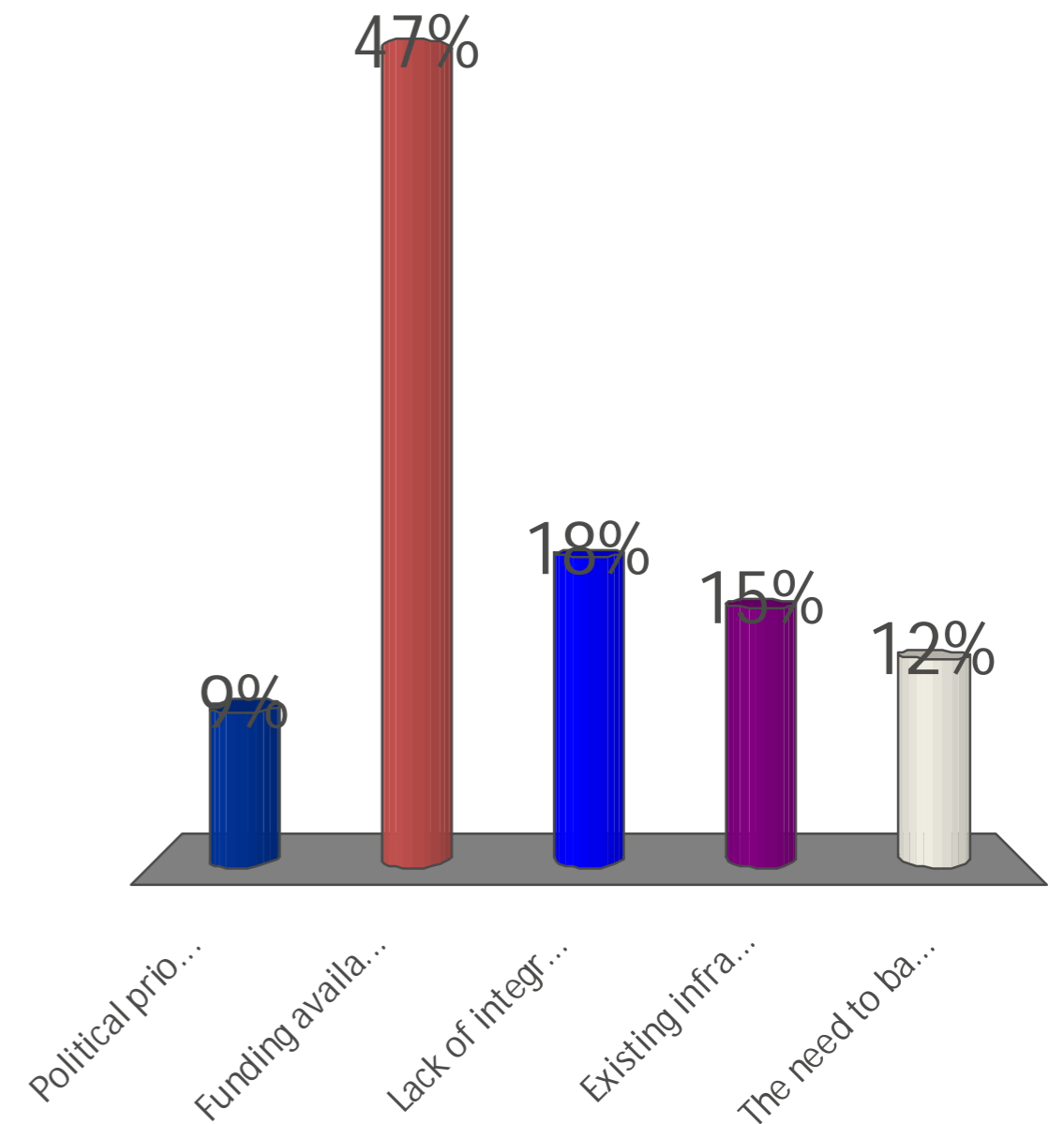
Which aspect of the TfSE vision to grow the South East's economy is most important?

1. Facilitate the development of a reliable, high-quality, integrated transport system that makes the region more productive and competitive
2. Improves access to opportunities for all;
3. Protect and enhance the environment



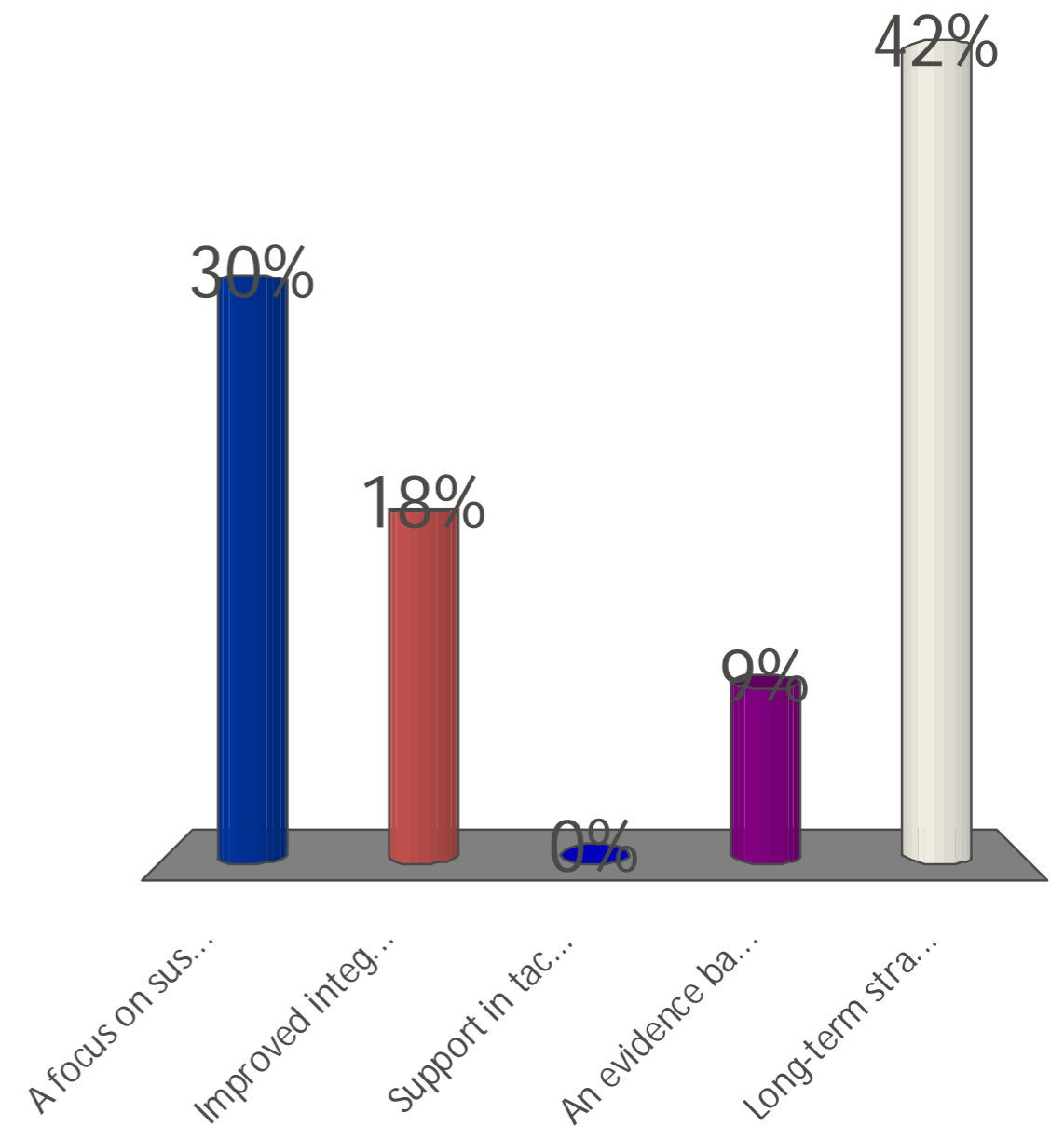
What do you think is the biggest challenge for the Transport Strategy?

1. Political priorities/ buy-in and the wider national policy context
2. Funding availability and certainty
3. Lack of integration/co-ordination between planning and transport policy
4. Existing infrastructure doesn't allow full benefits of technology to be realised
5. The need to balance strategic and local interests



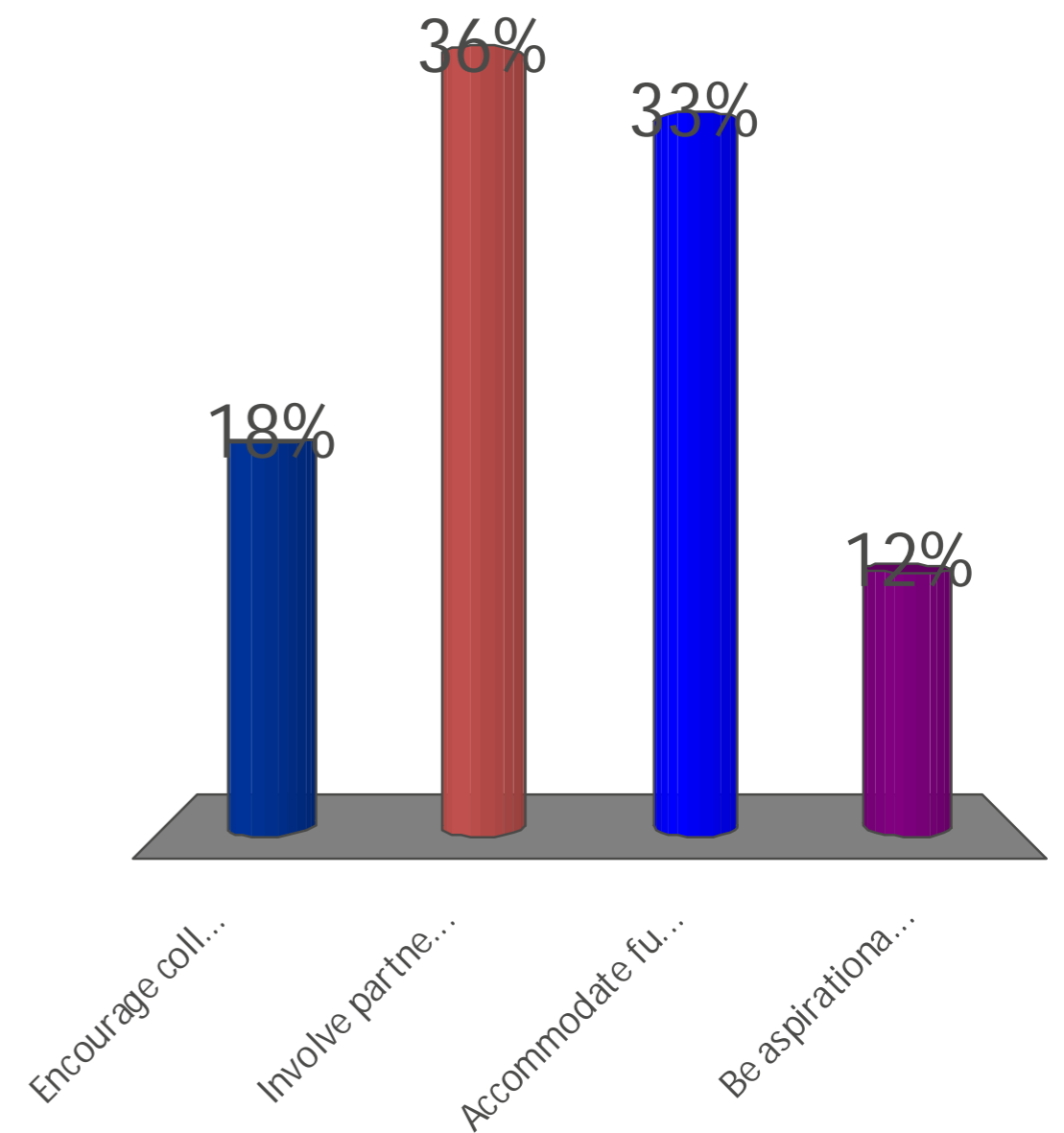
What do you want from a transport strategy?

1. A focus on sustainable transport solutions
2. Improved integration between planning and transport infrastructure decision-making
3. Support in tackling social inequality
4. An evidence based, clear, compelling case for delivery
5. Long-term strategic planning and investment



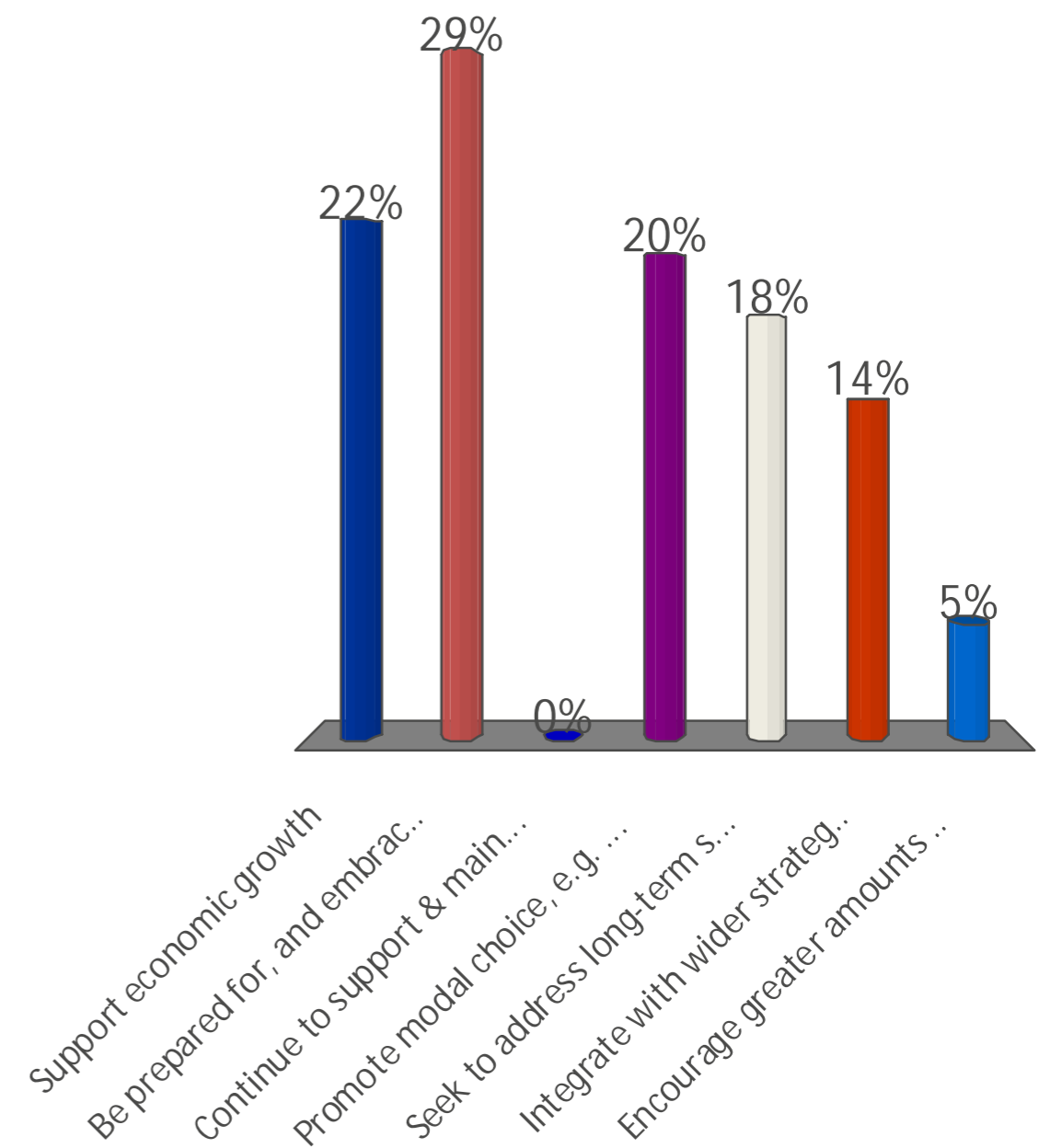
How do you think the transport strategy should deliver these priorities?

1. Encourage collaboration and co-ordination
2. Involve partners in transport planning and delivery
3. Accommodate future economic, social and environmental challenges
4. Be aspirational, but deliverable



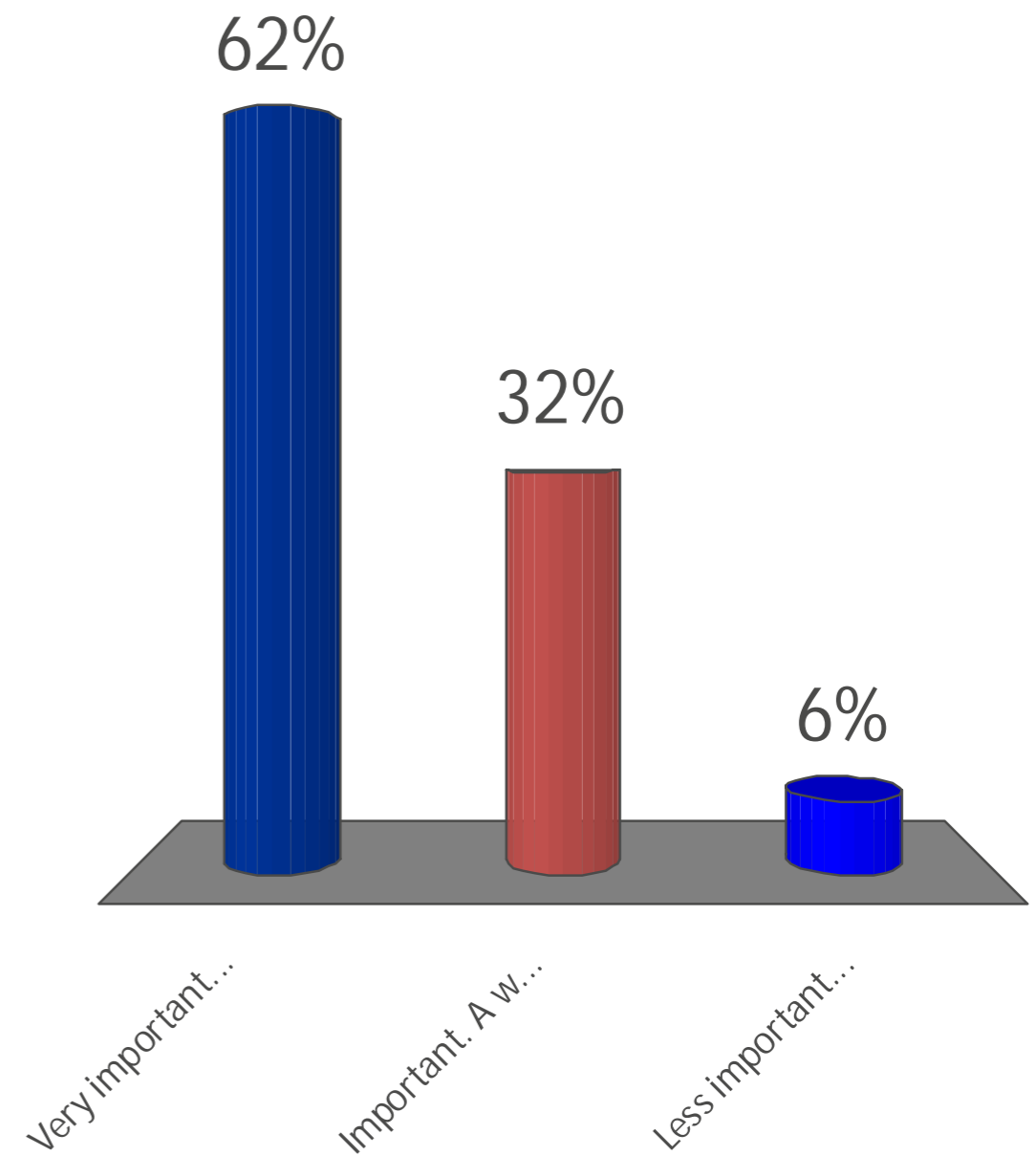
What should be the objectives of the Transport Strategy, pick 3 in priority order

1. Support economic growth
2. Be prepared for, and embrace, future transport technology and mobility trends
3. Continue to support & maintain the current “traditional” car based transport system
4. Promote modal choice, e.g. seek a reduction in private car use through greater use of sustainable modes
5. Seek to address long-term society and climate change trends (e.g. ageing population, social inclusion, focus on improvements to Air Quality)
6. Integrate with wider strategic transport schemes (e.g. strategic/major road and rail projects)
7. Encourage greater amounts of cycling and walking



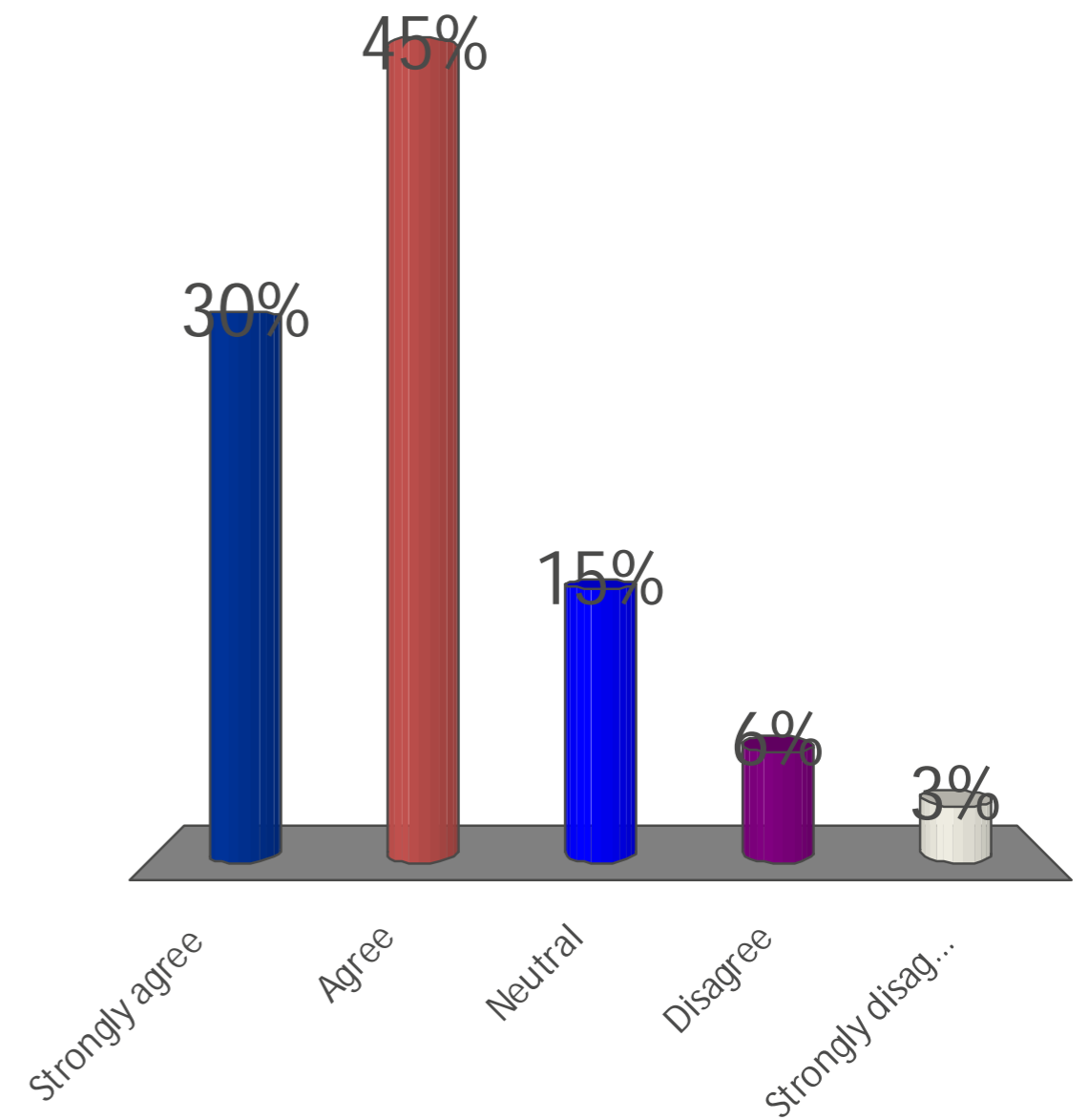
How important is the TfSE area relationship to London?

1. Very important. Need to work together in terms of a joined up economic geography
2. Important. A well-functioning TfSE complements London economy
3. Less important. TfSE can operate in isolation



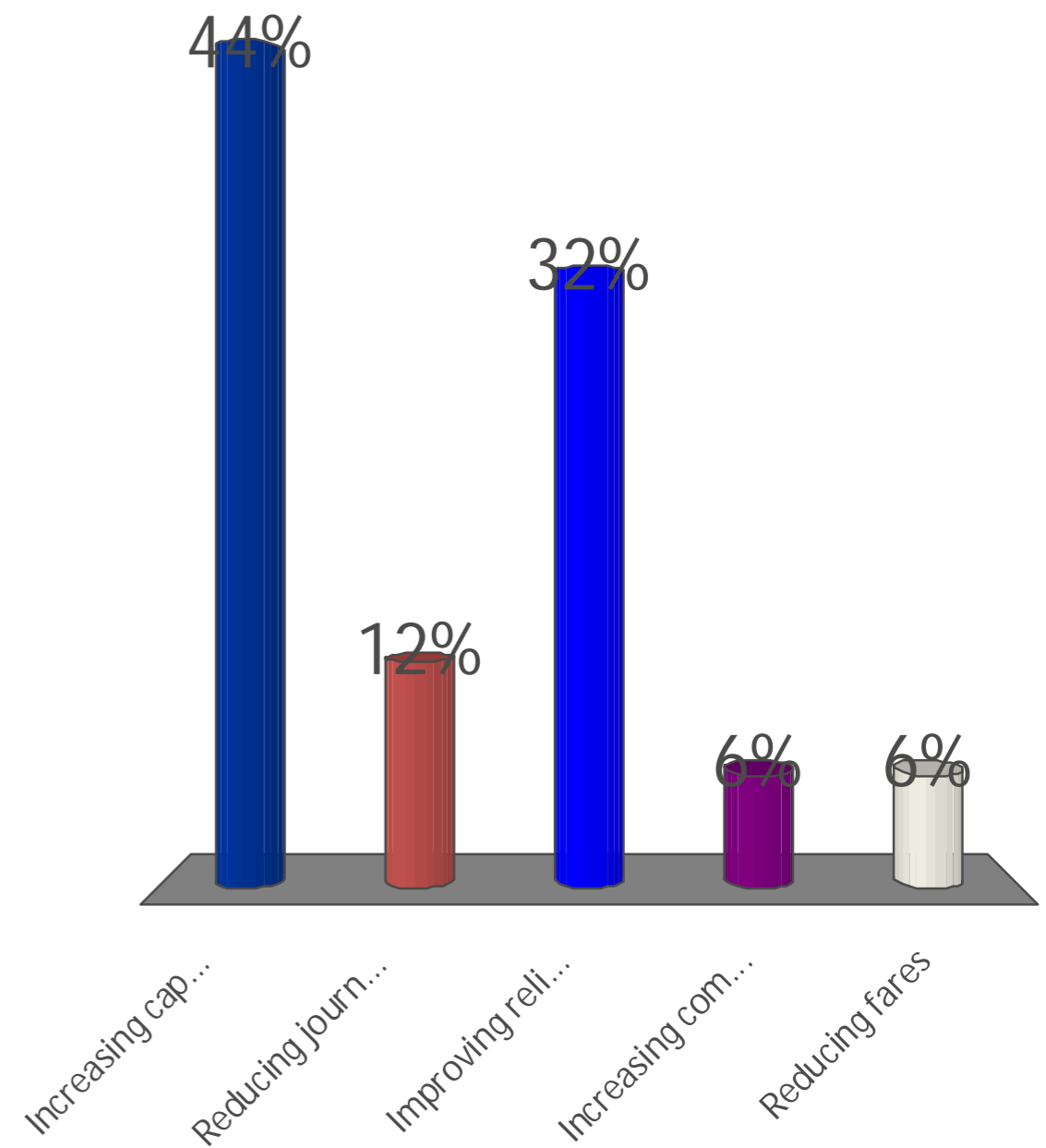
The focus of autonomous vehicle technology and policy should be on shared transport rather than private cars.....

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



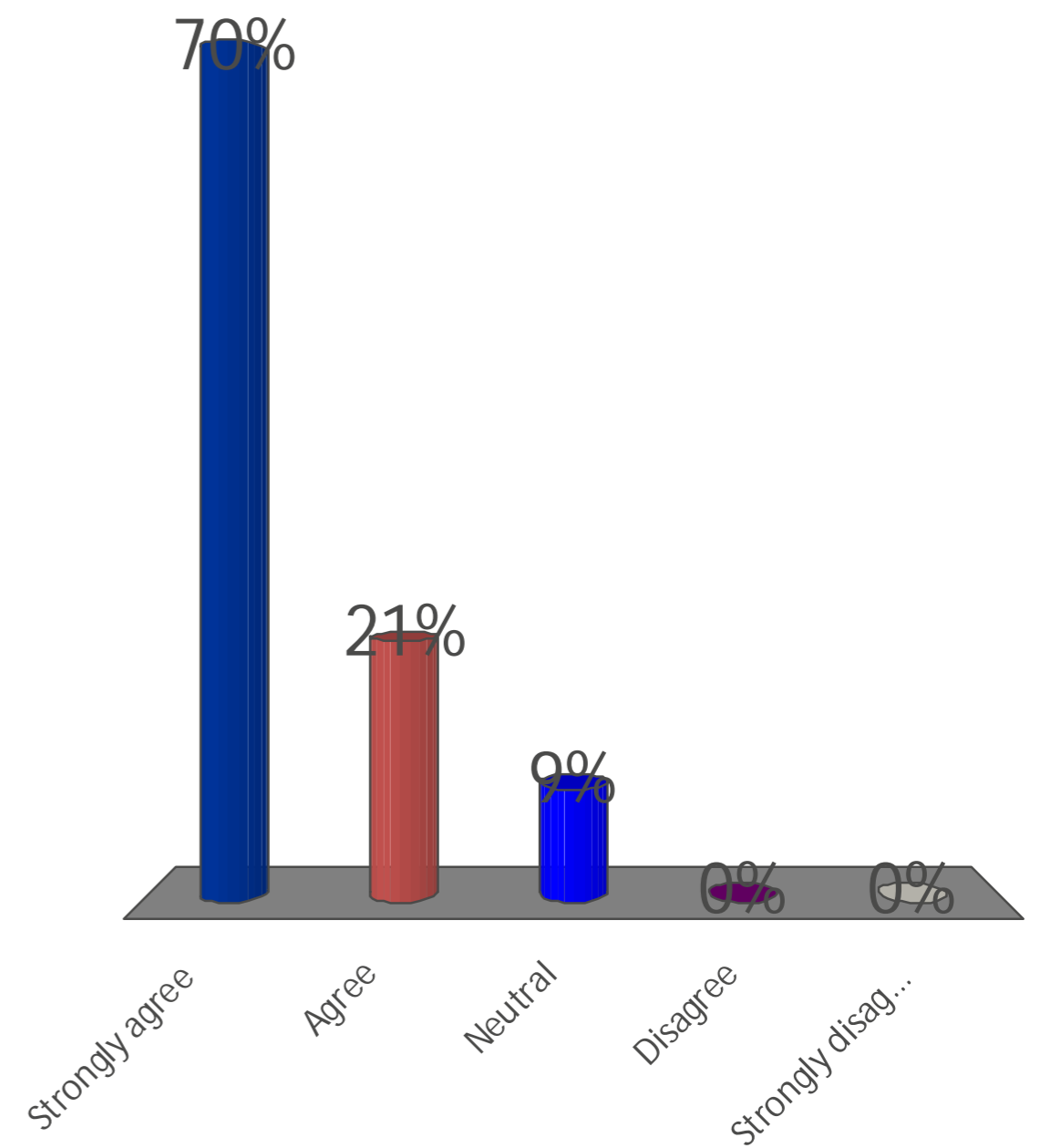
Between now and 2050, priorities for rail investment should be.....

1. Increasing capacity
2. Reducing journey times
3. Improving reliability
4. Increasing comfort
5. Reducing fares



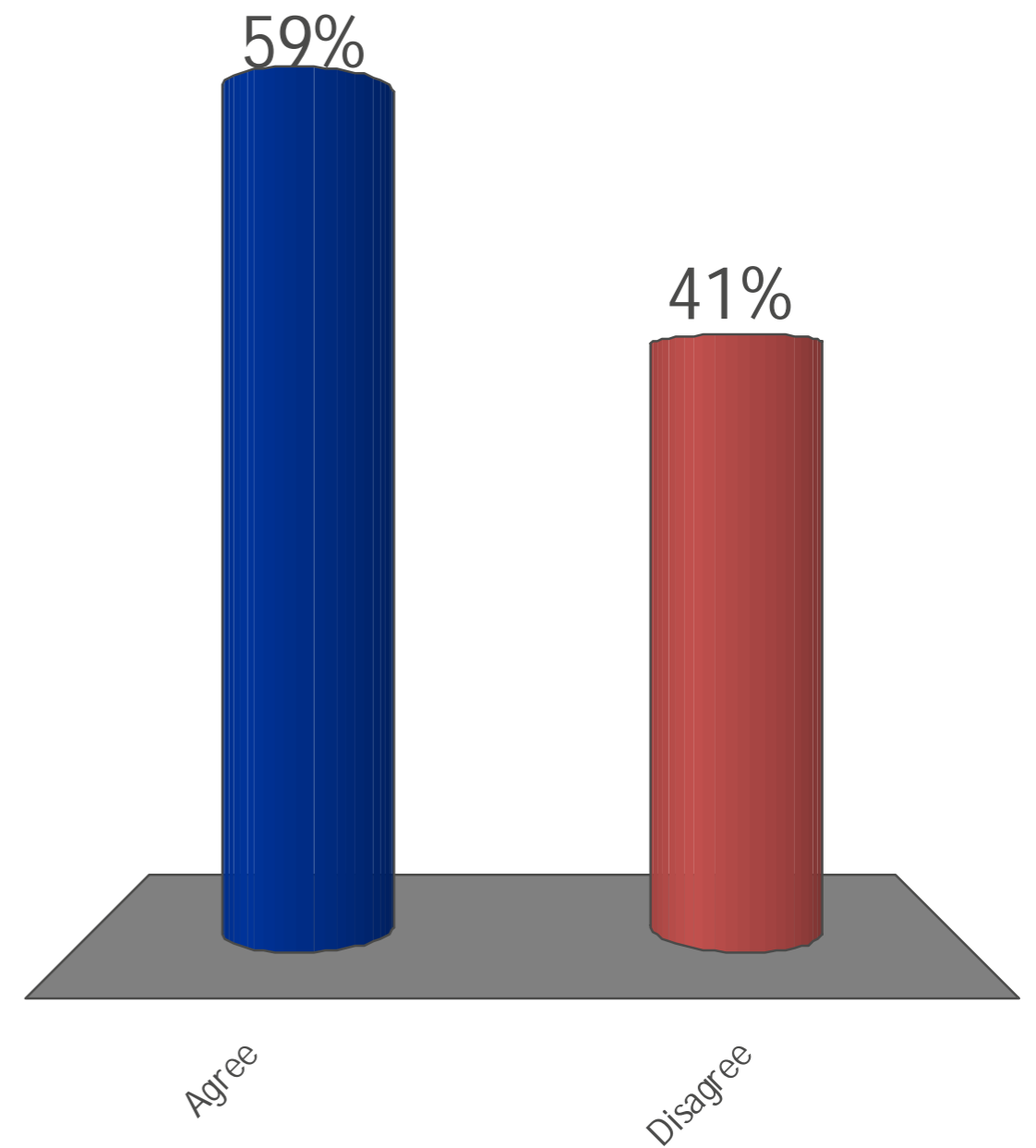
In our towns and cities, the priority for investment should be on sustainable transport rather than highway capacity for cars.....

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



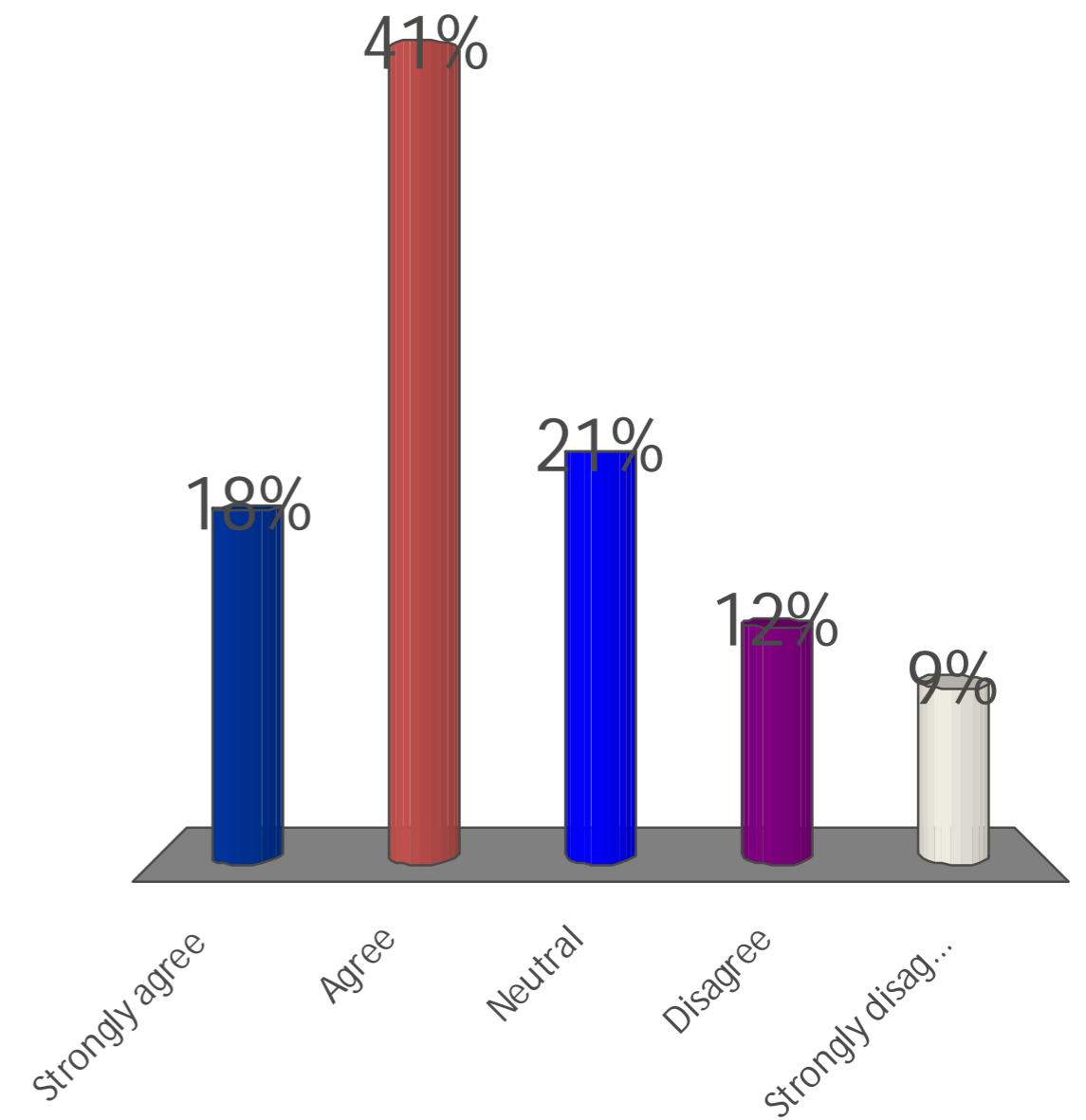
The green belt and rural areas around our towns and cities should be off-limits to developers....

1. Agree
2. Disagree



The South East needs enhanced capacity at all of its airports (Heathrow, Gatwick and Southampton)....

1. Strongly agree
2. Agree
3. Neutral
4. Disagree
5. Strongly disagree



The Transport Strategy for the South East



21 March 2018

Chartered Institution of Highways and
Transportation, London

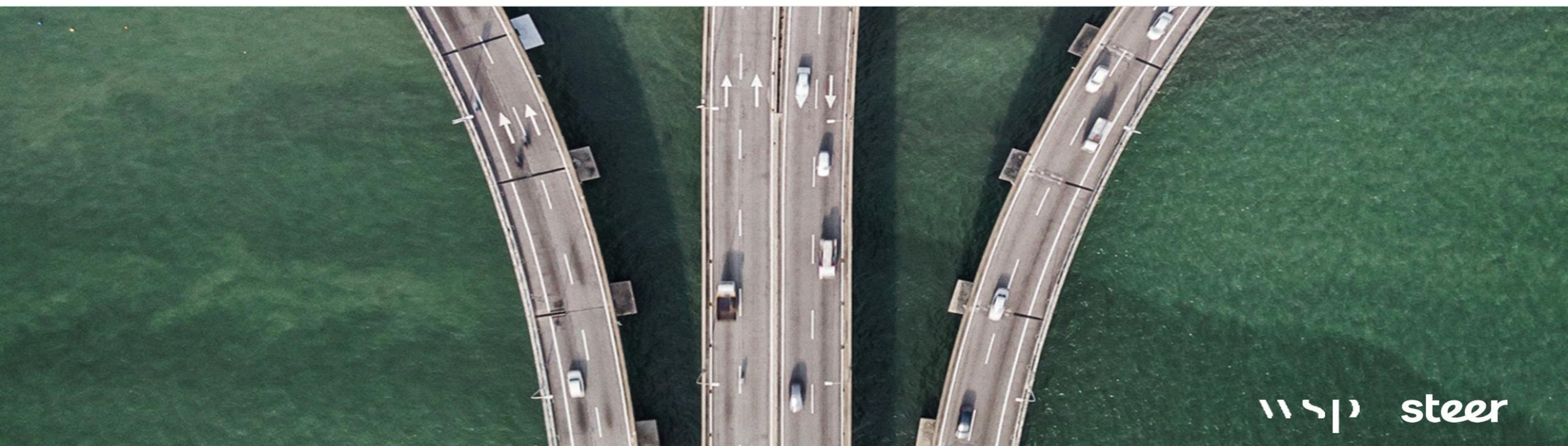


Content



1. Transport for South East Economic Connectivity Review
2. Transport Strategy development so far
3. What come next?

Economic Connectivity Review



Economic Connectivity Review – Aims and Objectives



- Take a strategic view and identify the economic priorities for transport in the South East
- Make the case for investment in transport to increase productivity in the South East
- Continue to build the evidence base and focus for the next stages of the Transport for South East programme
- Develop a final document for use with key stakeholders – businesses, politicians, and other policy and investment decision makers
- ...it was not to identify a programme of transport schemes

ECONOMIC OUTCOMES OF TRANSPORT CONNECTIVITY



Connect business



Expand workforce



Enable development



Access gateways



Support deprived communities



THE SOUTH EAST

HIGHEST PRODUCTIVITY
in the UK outside London



7.5 m people



4 m jobs



0.3 m businesses

£200 bn
GVA per year

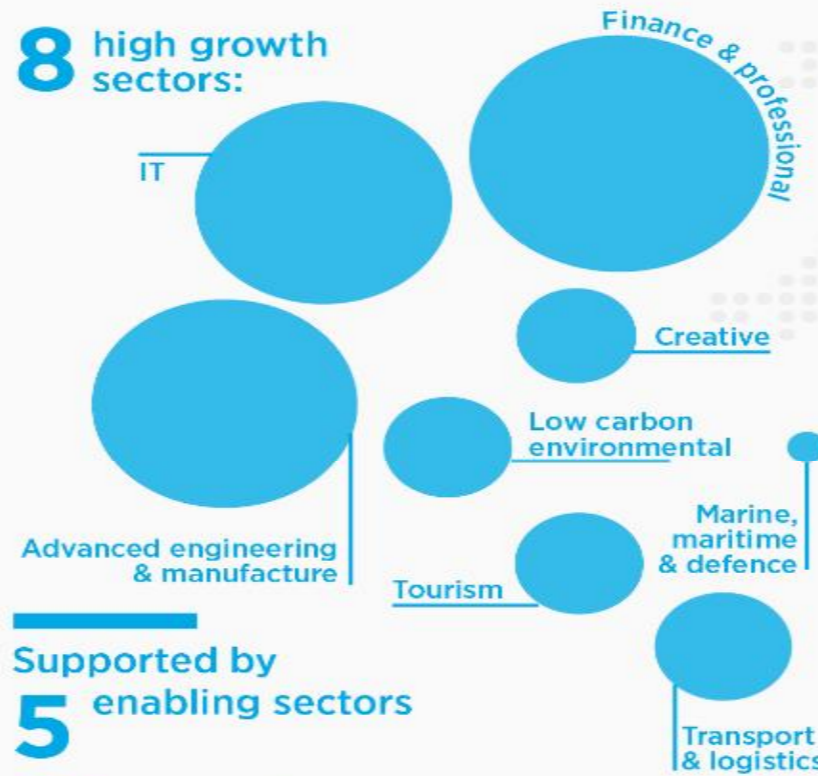


AND IT'S FORECAST TO

GROW

HIGH GROWTH

8 high growth sectors:

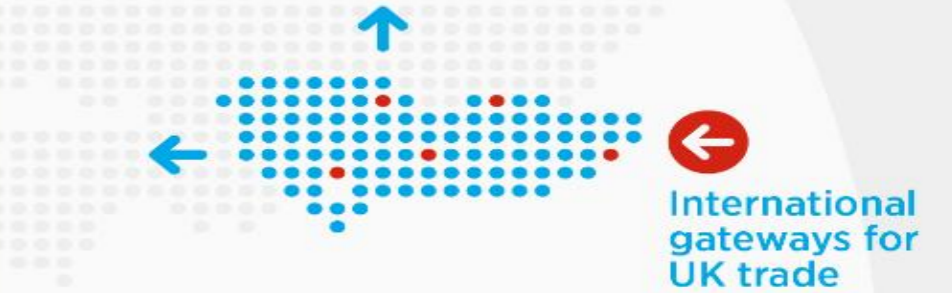


Supported by
5 enabling sectors

- Business support
- Construction
- Education
- Health
- Retail

BACKING HIGH GROWTH SECTORS COULD DELIVER:
6.8m Jobs
£500bn GVA

DRIVES THE UK ECONOMY



0.8 m homes by 2030s
just **1/2** of what could be realised by 2050

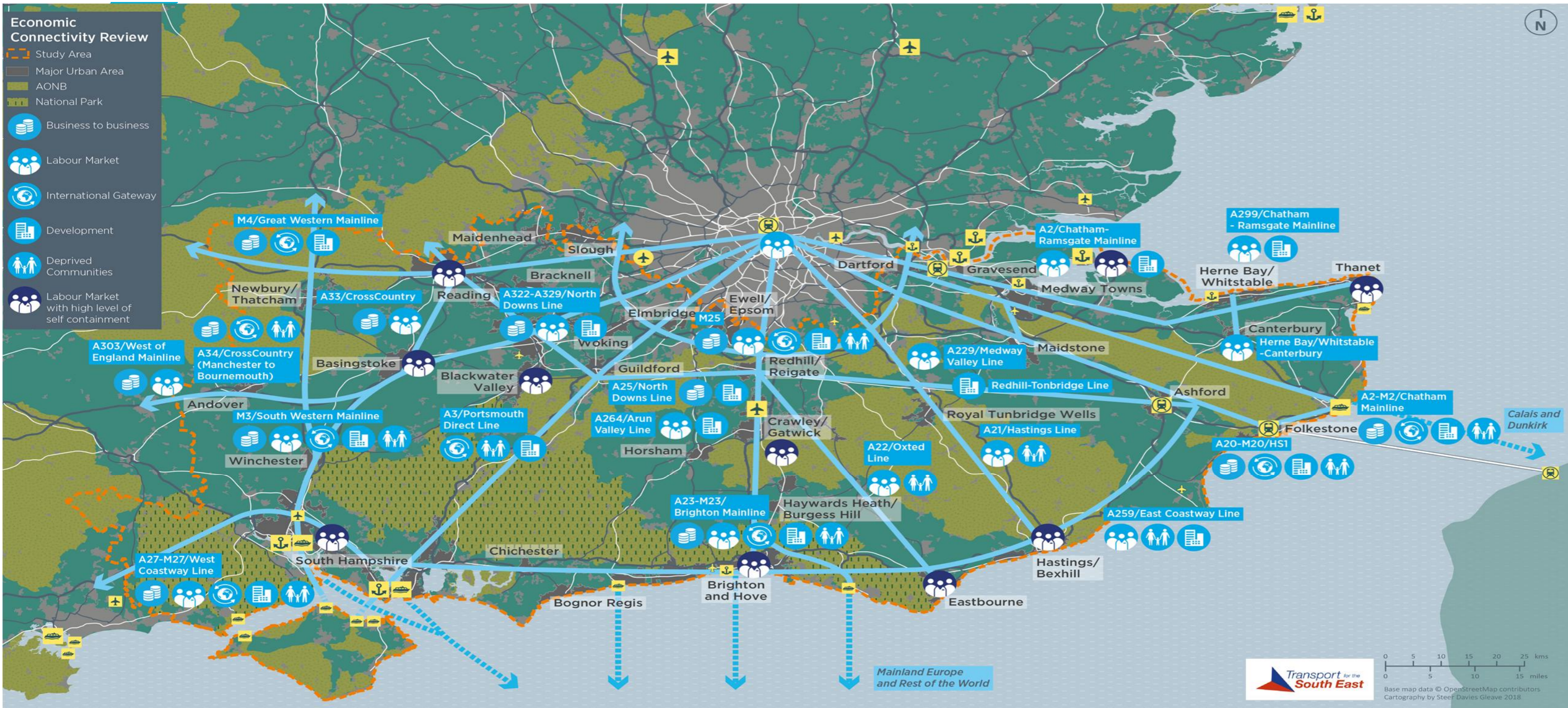
1 minute journey time saving on key corridors adds **4.5m** to the economy

BUSINESS MUST BE ABLE TO TRADE EFFECTIVELY TO SUPPORT

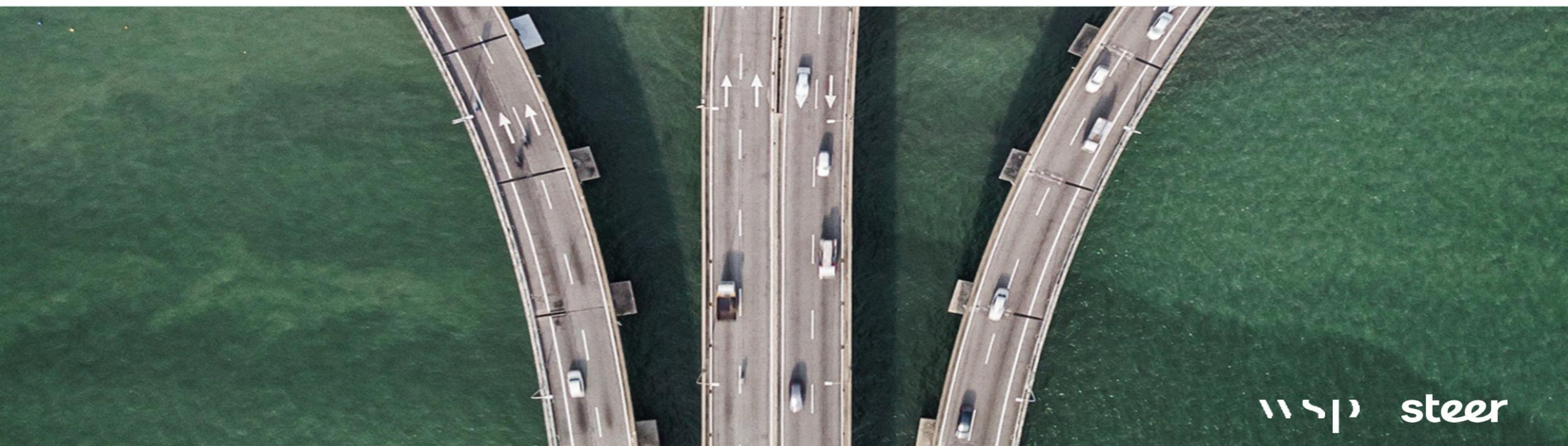


a buoyant economy

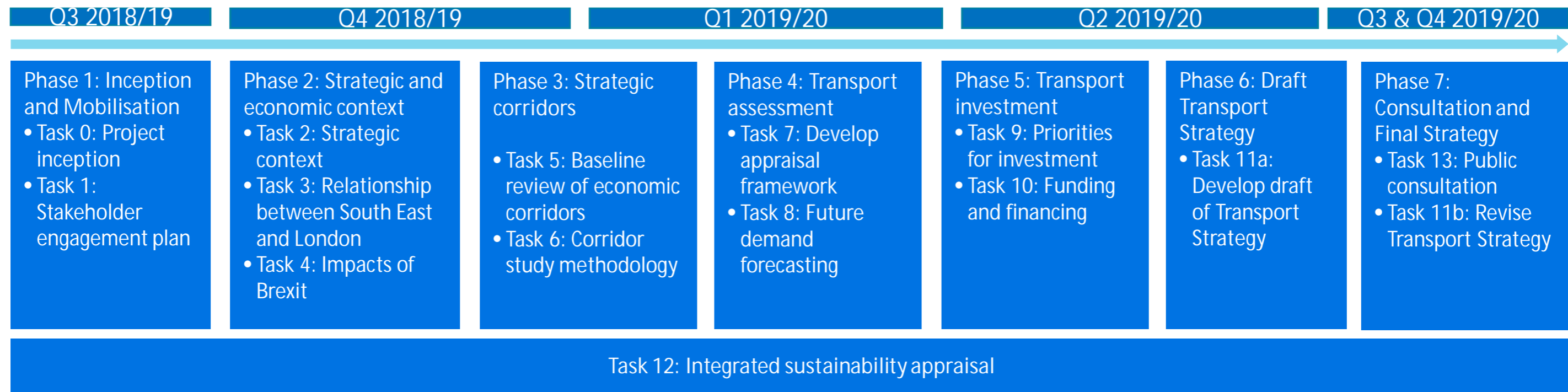
Economic Connectivity Review – Priority corridors



Transport Strategy development



Transport Strategy development - Programme



Transport Strategy development – Strategic context



- Review of policy and strategy documents which impact current and future transport in the South East
- Assessment alignment of strategic context with TfSE's Vision and Strategic Principles
- Consideration of the implications of the policy review on the development of the Transport Strategy

National context

- Department for Transport's Transport Investment Strategy
- Highways England's Road Investment Strategy
- Network Rail's Rail Enhancement Pipeline and Strategic Business Plan
- National Planning Policy Statement for Ports, Airports and National Networks
- UK Industrial Strategy and Clean Growth Strategy
- DEFRA's 25 Year Environmental Plan, Air Quality Plan and Clean Air Strategy
- Department for Transport's Road to Zero Strategy
- MHCLG's Housing White Paper

Regional context

- Economic Connectivity Review
- Highways England Route Strategies
- Network Rail Market and Route Studies
- LEP Strategic Economic Plans

Local context

- Local Transport Plans from the 16 Local Transport Authorities
- Local Plan housing and commercial development allocations

Transport Strategy development – Strategic context

- The policies developed and enacted by national, regional and local bodies are targeted at the promotion of sustainable economic development.
- The TfSE vision and strategic principles embody this triple lock of sustainability aspiring to deliver a transport network which:
 - supports growth of the economy
 - facilitate access to opportunities for all
 - protect and enhance the natural and historic environment of the South East
- The policy focus is shifting with a particular emphasis on ensuring that transport planning and investment:
 - have a focus on housing and placemaking;
 - support improvements in health and wellbeing through increasing social inclusion and reducing transport's impact on air quality; and
 - contribute to environmental net gain.

- These principles will shape development Transport Strategy.

Transport Strategy development -Relationship between South East and London

- Analysis of current and future transport and spatial planning data as well planned policies and schemes affecting transport between the South East and London
- Assessment of the significance of transport flow between the South East and London, the impact of future demand growth and distribution of that impact
- Consideration of the implications of this analysis on the development of the Transport Strategy

Evidence of the current situation



- Commuter flows into and out of London
- Rail and road demand
- Crowding on the rail network and delay on the road network

Evidence of the future situation



- Forecast rail and road demand
- Congestion on the transport network
- Location of planned housing and commercial development in the South East.

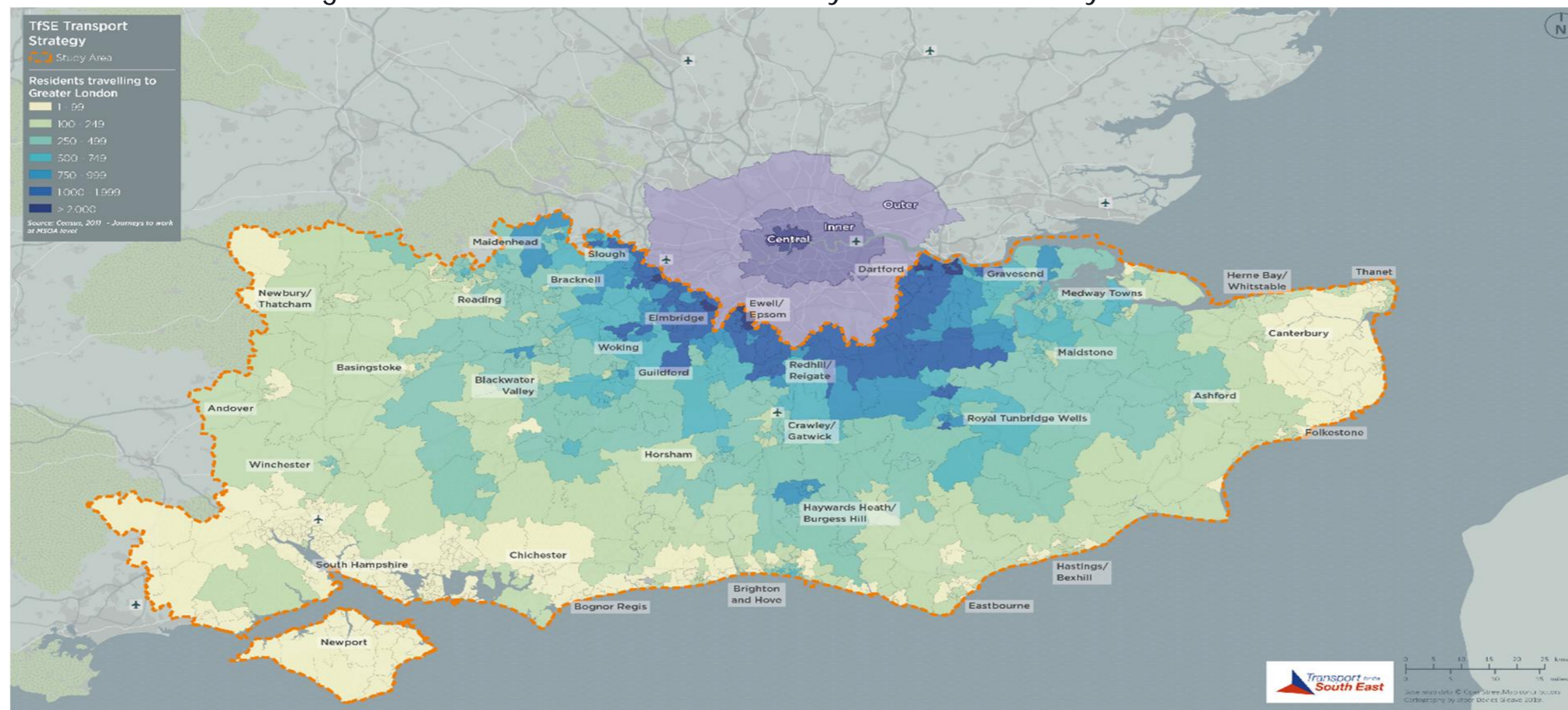
Policies, and schemes



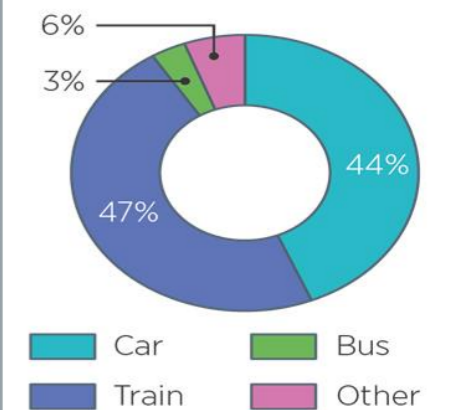
- London Plan
- Mayor's Transport Strategy
- Local Transport Plans
- Crossrail 2
- Lower Thames Crossing
- Heathrow Third Runway

Transport Strategy development -Relationship between South East and London

- The majority of transport demand into London is from near the border with Greater London
- 84% of commuter trips from the TfSE area are to the TfSE, 13% is to London, and 3% to other regions
- 44% of commuting from the TfSE area to London is by car and 47% is by rail – 90% to Central London

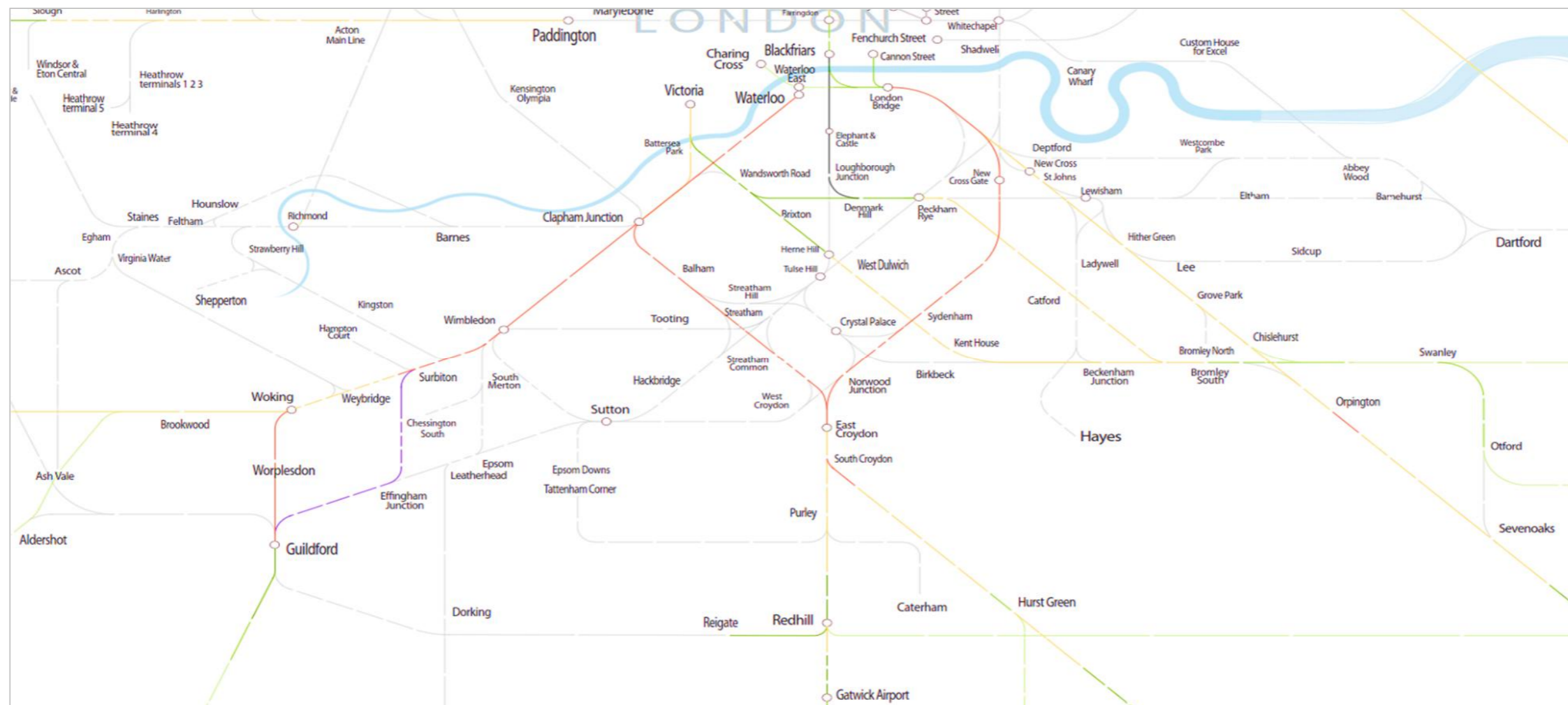


Residents travelling to Greater London - mode share



Transport Strategy development -Relationship between South East and London

- Large increase in demand resulting from housing and employment growth in London and the South East
- By 2026, it is forecast that some passengers will have to stand from the following stations into London - Guildford, Woking, Redhill, Slough and Sevenoaks
- The Great Western Mainline and South Western Mainline will see the highest level of crowding



Transport Strategy development -Relationship between South East and London

- By 2041 there will be almost no sections of the arterial road corridors into London as well as the M25 where there is capacity for growth in demand
- The majority of sections will be subject to delays of more than ten minutes per kilometre



Transport Strategy development – Impacts of Brexit

- Review of current policy context around Brexit and the impact on the transport network of the South East
- Consideration of the potential impact on international gateways and preparation that is underway
- Assessment of impact on the South East of the different potential Brexit scenarios

Current policy context



- Department for Transport contingency planning
- Potential designation of Free Ports
- of transport operating standards

International gateways



- Planning for replacement of Operation Stack
- Redistribution of cross channel demand to other South East ports
- Impact on airports and international rail

Assessment by scenario



- Withdrawal agreement
- No Brexit
- Soft Brexit
- Norway Plus
- A 'no deal' scenario

Transport Strategy development – Impacts of Brexit

Direct transport impacts

- Changing customs arrangements are likely to pose a challenge to the movement of goods from and to the major ports on the road networks. Particular impact will be felt on the A2-M2 and A20-M20.
- Passenger travel trends may also be impacted if costs of travel and/or barriers to travel are implemented.

Indirect economic impacts

- A reduction in journey time reliability of importing and exporting goods is likely to negatively impact priority industrial sectors which rely on efficient trade and supply chain operation with EU partners.
- These include
 - advanced engineering and manufacture
 - transport and logistics
 - low carbon environmental
 - marine, maritime and defence
- Increased travel times and delays at ports and airports and possible increases in the cost of travel due to higher operating costs may also negatively impact the number of international tourists visiting the UK, but may boost domestic tourism.
- The outcome of Brexit may bring an increase in the number of job opportunities due to there being less competition for employment as a likely result of fewer non UK EU nationals in the UK labour market.
- However, there may be fewer job opportunities due to a general downward economic trend resulting from reduced international and domestic trade.

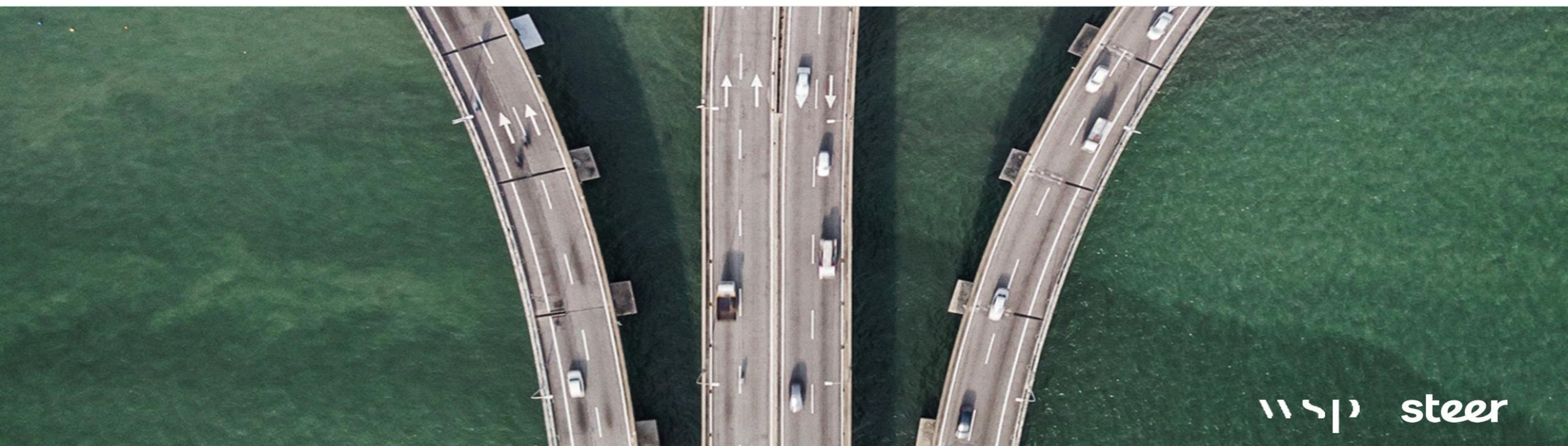
Transport Strategy development – Future economic scenarios

- Through workshops we bring together the views of stakeholders about the economic drivers and dimensions that should be explored for example:
 - Housing growth
 - International gateways
 - Working practice preferences
- These stakeholder views are developed into fully formed qualitative economic scenarios
- An economic forecasting model is then used to quantify these scenarios in terms of future GVA and employment growth.

Transport Strategy development – Future economic scenarios

	The London Hub	Sustainable Futures	Digital Future	Scenario Four (TBC)
Economy and employment	<ul style="list-style-type: none"> Focussed on London Growth Local employment serves the local population Low local productivity High wages Local employment in enabling sectors – construction, retail, education and health 	<ul style="list-style-type: none"> Ethical economy Thriving local businesses Reasonable productivity Local employment in enabling sectors – strong retail sector, tourism 	<ul style="list-style-type: none"> Highly productive Efficient Short term labour market disruption Low short term employment Inequality – haves & have nots 	<ul style="list-style-type: none"> Growth concentrated in large Urban Areas Specialised economy Service based – IT, Finance and professional Export-led growth
Health & Environment	<ul style="list-style-type: none"> Quality of life is key consideration Making the South East attractive to London's high paid workers Rising health inequality 	<ul style="list-style-type: none"> Protect & enhance the environment Reduce carbon footprint Improve health outcomes 	<ul style="list-style-type: none"> Environment is not priority, but fares well from technology advancements Ageing society grows Health inequality 	<ul style="list-style-type: none"> Developed Urban areas with protected natural landscape
Technology	<ul style="list-style-type: none"> Business focussed technology solutions Digital connectivity improves 	<ul style="list-style-type: none"> Environmentally focussed technology solutions Clean-tech Agri-tech Using data and smart technologies in a citizen-centred manner 	<ul style="list-style-type: none"> Industry 4.0 Very fast adoption of technology Technology focussed solutions Convenience driven technology 	<ul style="list-style-type: none"> Growing Tech Sector Steady adoption of new technologies
Transport Policy	<ul style="list-style-type: none"> Radial travel Improved infrastructure 	<ul style="list-style-type: none"> Extreme road pricing Active modes Sustainable transport 	<ul style="list-style-type: none"> CAV's Demand responsive 	<ul style="list-style-type: none"> International Gateways Improved regional connectivity

What comes next?



What comes next?

Q1 2019/20 - Prioritisation of corridors, schemes and initiatives

Baseline review of key corridors including MRN

- Developing an evidence base which shows the economic, social and environmental impact of priority corridors.
- Assessment and prioritisation of corridors on the basis of their impact.
- Development of the Regional Evidence Base to support bids for National Roads Funding.

Future demand forecasting

- development of a model to forecast the economic impact of different future scenarios.
- outputs refine and reinforce the strategic narrative for transport investment by explaining the mechanisms by which economic performance improves over time.

Five year investment plan

- Development of a multi-criteria framework for assessing schemes and initiatives already planned or in the pipeline for delivery in the TfSE area.
- Assessment and sequencing of these schemes and initiatives identifying the short term priority interventions for TfSE.

What comes next?

- Q2 2019/20 – Drafting the Transport Strategy
- Q3 2019/20 – Public Consultation
- Q4 2019/20 – Final Transport Strategy publication

Contact information



For further details, please contact:

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What's in it for me?

Mark Valleley, Technical Manager
Rachel Ford, Programme Manager

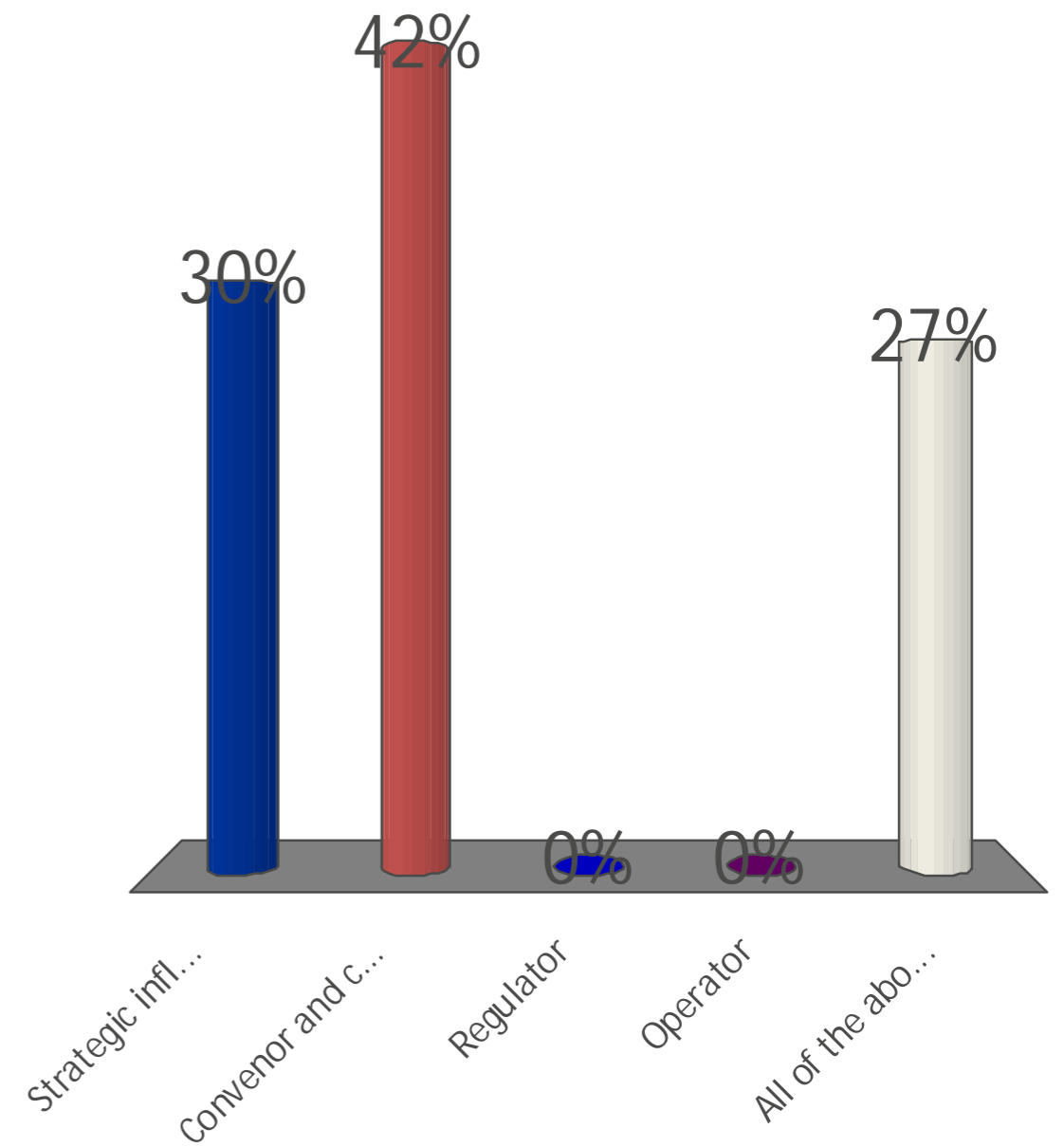


| A statutory body with powers to deliver growth

- One voice for strategic infrastructure
- Transport Strategy – a blueprint for growth
- Supporting accelerated delivery for complex, strategic schemes
- Innovative solutions
- Address the funding challenge

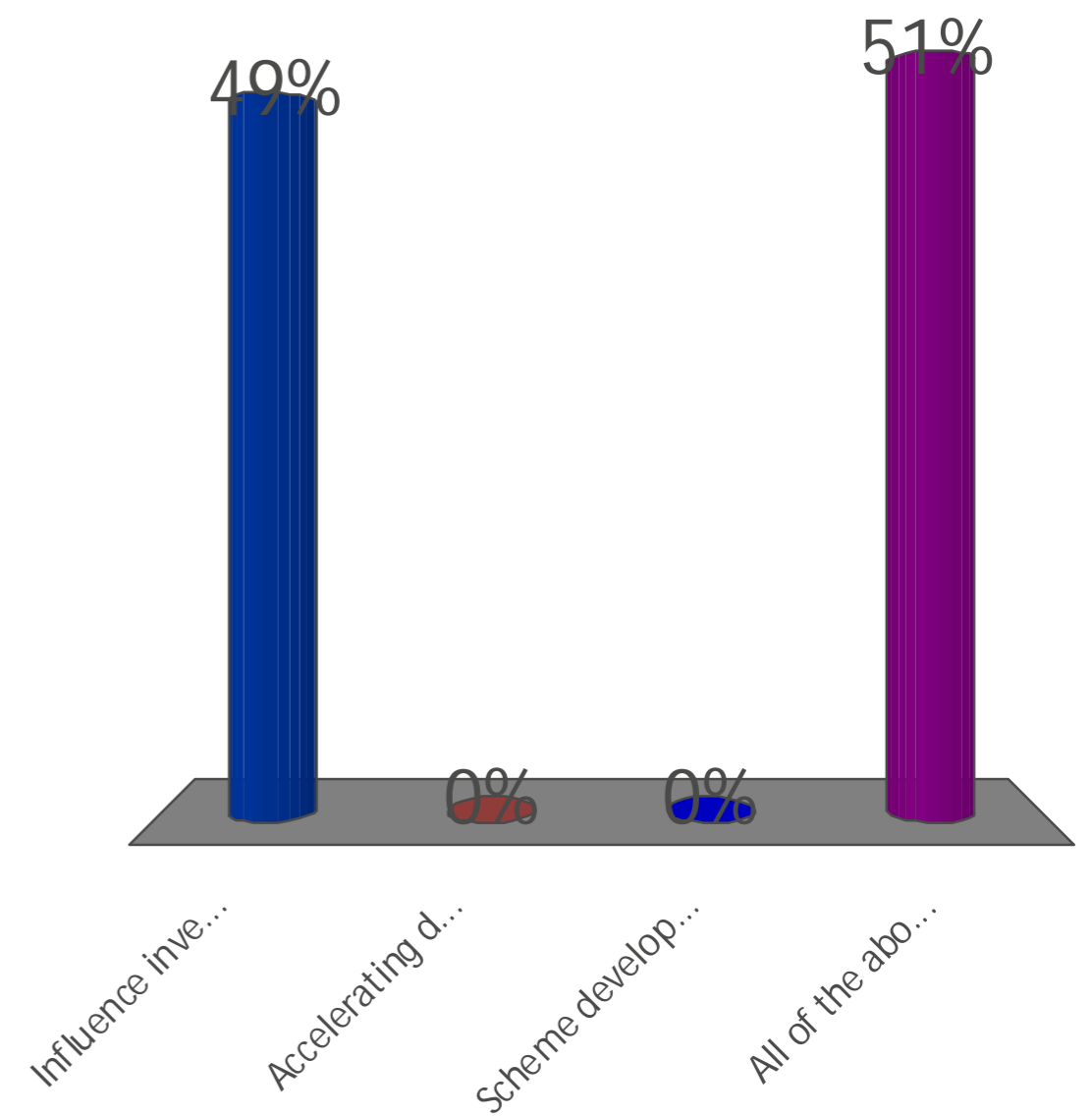
Where should TfSE focus its attention?

1. Strategic influence
2. Convenor and catalyst
3. Regulator
4. Operator
5. All of the above



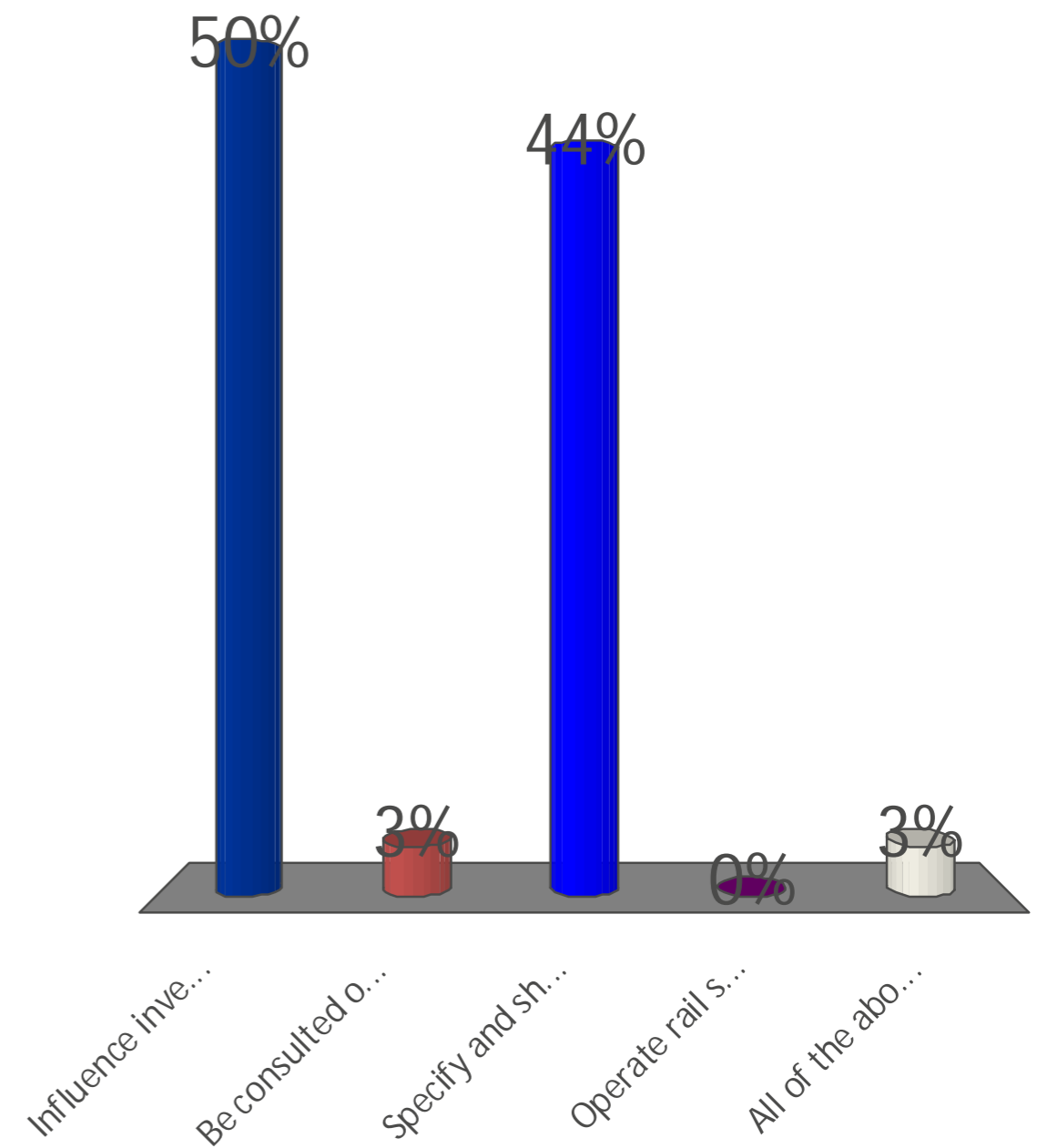
How can we help improve highways?

1. Influence investment, e.g. Roads Investment Strategy and Major Roads Network
2. Accelerating delivery of schemes
3. Scheme development and delivery e.g. land purchase
4. All of the above



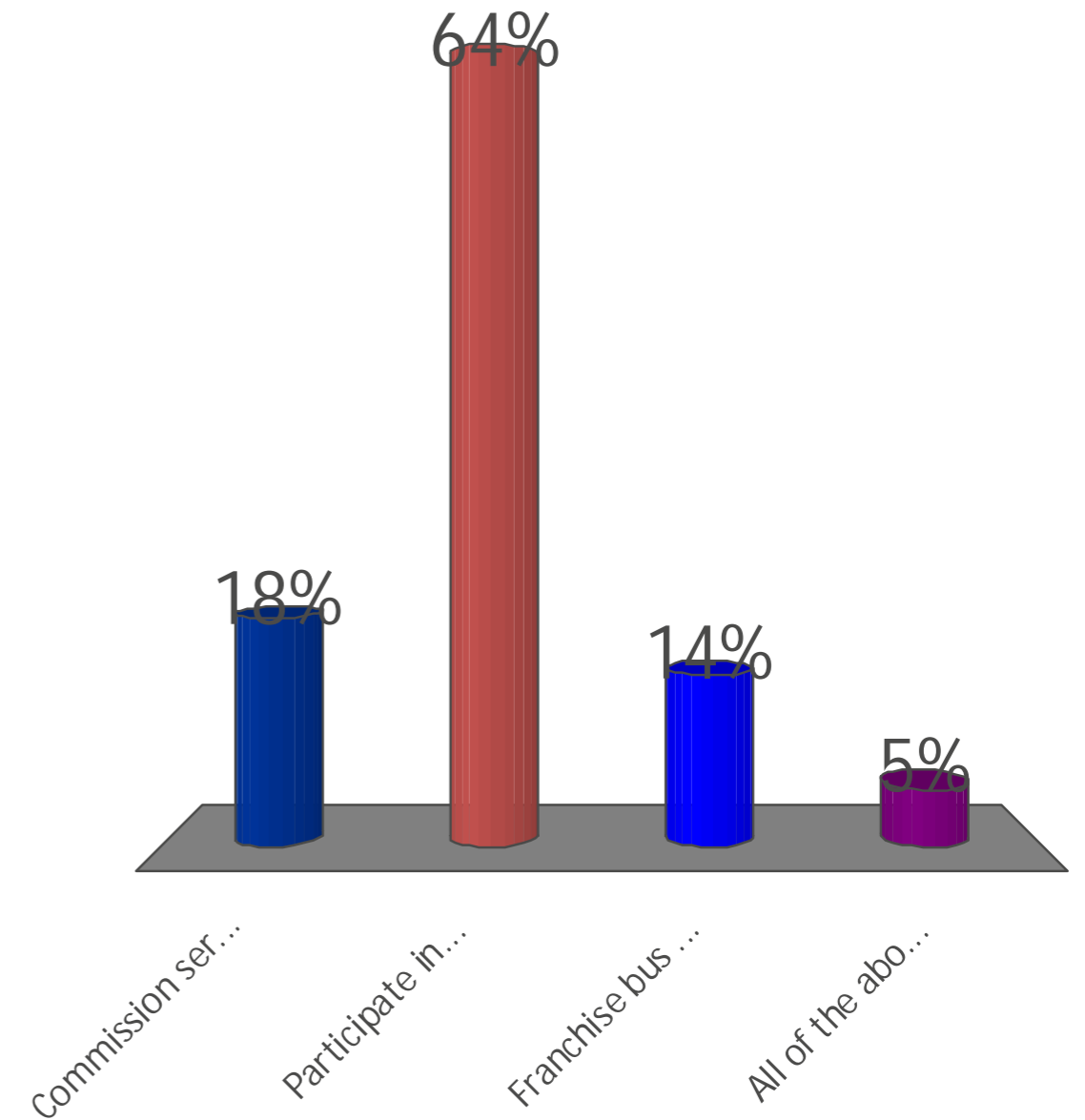
How can we help improve rail?

1. Influence investment, e.g. control period
2. Be consulted on franchises
3. Specify and shape delivery of franchises
4. Operate rail services
5. All of the above



How can we help improve bus services?

- a. Commission services
- b. Participate in Quality Bus Partnerships
- c. Franchise bus services
- d. All of the above



| What other powers should TfSE be seeking?

- Smart and integrated ticketing
- Air Quality
- Road User Charging
- Coordinating existing functions for Local Transport Authorities e.g. procurement

| Grand challenges

- Future transport technology
- Funding and financing
- Relationship with London

| Our Proposal to Government

- Seeks statutory status by early 2021
- Sets out range of powers and responsibilities
- Governance structures
- Formal consultation from 3 May – 31 July 2019
- Need support from local authorities, private sector, operators, etc.

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