

Draft Transport Strategy: consultation questionnaire

About you

Q1. Are you providing your own response or responding on behalf of an organisation/group? Please select one of the options below.

Responding on behalf of organisation/group (Please respond to **Questions 3 and 4**)

Q3. If you are responding on behalf of an organisation or group, please provide the following details.

Organisation name Partnership for South Hampshire

Your name Cllr Sean Woodward

Your role Chairman, Partnership for South Hampshire

Q4. Which category of organisation or group are you representing? Please select all the boxes that apply.

Local Government (includes county councils, district councils, parish and town councils and local partnerships)

Q5. 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](#)

Our Approach

Q6. 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

Q7. 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

Q10. 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

Q11. 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.

The maps forming figures 2.4 & 2.5, showing where the relative employment and household increases are, highlight the difficulty in providing effective and efficient transport services when a lack of integrated planning can potentially increase demand for those services.

A similar map of the region showing per capita investment in transport by mode would be helpful in establishing where the focus for future allocation of resources should be, both spatially and by mode, to deliver the strategy. This would help inform the change from 'predict and provide' to 'decide and provide'.

Our Vision, Goals and Priorities

Q12. 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.

Strongly support

Q13. Do you have any further comments on our vision? Please provide these below.

It should be noted that to achieve the vision there will need to be a radical change in national policy and investment in public transport and new technologies. It will not be possible to deliver this vision from within the south east alone.

One example might be in respect of the energy requirement / electric propulsion of vehicles where a focus on the energy production for such means to be produced by sustainable / renewable sources in order to achieve overall reduced carbon emissions. Energy production and the required charging infrastructure must keep pace with demands in order for a shift to this form of transport propulsion. With battery powered vehicles the life-time energy costs must also be factored into their overall environmental impacts – for example what happens to "spent" batteries?

Q15. 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.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Use of the principle of 'biodiversity net gain' in all transport initiatives						
Minimisation of transport's consumption of resources and energy	X					

Q16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.

No

Q17. 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.

	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	X					
Achieving environmental sustainability	X					
Planning for successful places	X					
Putting the user at the heart of the transport system	X					
Planning regionally for the short, medium and long-term	X					

Our Strategy

Q20. 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.

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys		X				
Orbital and coastal journeys		X				
Inter-urban journeys		X				
Local journeys	X					
International gateways and freight journeys	X					
Future journeys	X					

Q21. 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.

Radial journeys - there should be an initiative to address poor journey times on the Portsmouth to London rail corridor.

Orbital and coastal journeys - the strategy incorporates the coastal railway network and improvements that need to be considered. With regards to wider journeys we consider that routes between Poole in the west and Brighton in the east, including significantly improved services between Southampton and Portsmouth should be considered due to infrastructure constraints resulting in long journey times over a relatively short geographical distance.

The initiative to 'build a consensus on the south coast corridor' appears inconclusive and a repeat of the South Coast Multi Modal Study, some 20 years later. Given the lack of conclusive action on the outcomes of that study it is suggested that the initiative is reworded to be more positively framed, or if maintained in its current vague form, it must form one of the first priorities for action by TfSE.

The initiative referring to demand management states 'ideally when alternative public transport options are available'. This should be strengthened to 'when alternative public transport options are available'. It should be recognised that this will need to be implemented comprehensively across the South East (and preferably nationally) to avoid competitive disadvantage.

Inter-urban journeys - there should be an initiative to assist integrated travel between public transport modes.

Local Ferries are a very important mode of travel within the Solent area, which should be acknowledged in the strategy / mapping. They provide vital strategic links between areas (e.g. the Isle of Wight and the mainland), and more locally offer sustainable choices for more local journeys (e.g. the Gosport Ferry, Hythe Ferry), where in combination with other public transport modes offer the choice to travel by more sustainable means / reduce overall journey lengths. The radial, and orbital scenarios should incorporate key ferry linkages where they form key links in an overall route. Water transport may also provide additional public transport opportunities within the Solent sub-region and other parts of the South East.

Implementation

Q26. 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.

Neither agree nor disagree

Q27. 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.

The draft Transport Strategy for the South East represents a significant change in the way transport needs will be met by 2050, particularly when compared to the last 50 years of transport planning. Whilst the challenges facing the region and changed environmental context mean that 'business as usual' is not a realistic option, the step-change in approach will require government support in terms of policy and where investment is directed. There is a concern that the Strategy is predicated upon these changes happening, without any certainty or indication from government that they form part of its programme, and that there is a lack of contingency or alternatives if the required national support is not forthcoming.