

Outer Orbital Area Study



Area Forum Meeting 1
21st October 2020

Today's Agenda

- **Part 1:** Introduction (15 mins)
- **Part 2:** Context (15 mins)
- **Part 3:** Your Role (30 mins) 
- **Part 4:** Evidence Base (30 mins)
- **Break** (15 mins)
- **Part 5:** SWOCs (45 mins) 
- **Part 6:** Objectives (45 mins) 
- **Part 7:** Next Steps (15 mins)



Indicates group discussion activities

Part 1 – Introduction



TfSE Team



**Sarah
Valentine**

**Transport Strategy
Manager**



**Lucy Dixon-
Thompson**

Stakeholder Manager



Mark Valleley

Technical Lead



Benn White

Project Officer

Advisor Project Team



John Collins

Project Manager

Steer



Andy Cleaver

Technical/Stakeholder Lead

Atkins



Alison Bryan

Programme Manager

Atkins



Steven Bishop

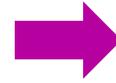
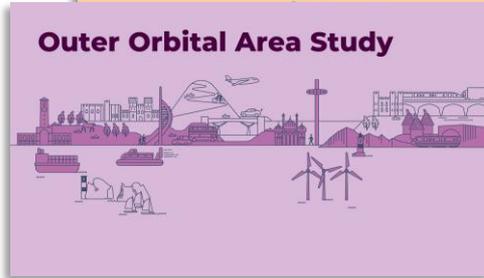
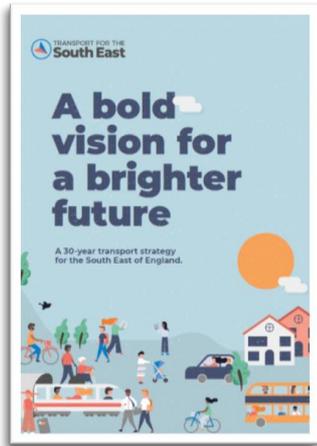
Programme Director

Steer

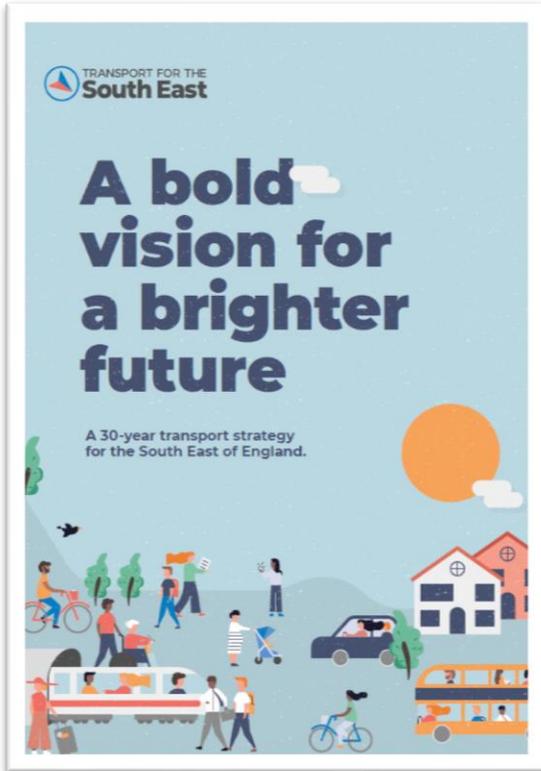
Part 2 – Context



Context



TfSE Strategy



- Planning for people and places, not vehicles.
- Move away from “predict and provide” to “plan and provide”.
- Our preferred future scenario: “A sustainable route to growth”.
- Sets out a 2050 vision for a carbon neutral South East.

TfSE 2050 Vision

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.

TfSE 2050 Objectives and Priorities

Economic Objectives

Better connectivity between major economic hubs

More reliable journeys

More resilient networks

Integrated land use and transport planning

A smart network that uses tech. to manage demand

Social Objectives

Promote active travel, health, and wellbeing

Improve air quality

Affordable, accessible network

Seamless, integrated network

Safely planned and operated network

Environmental Objectives

Reduced carbon emissions

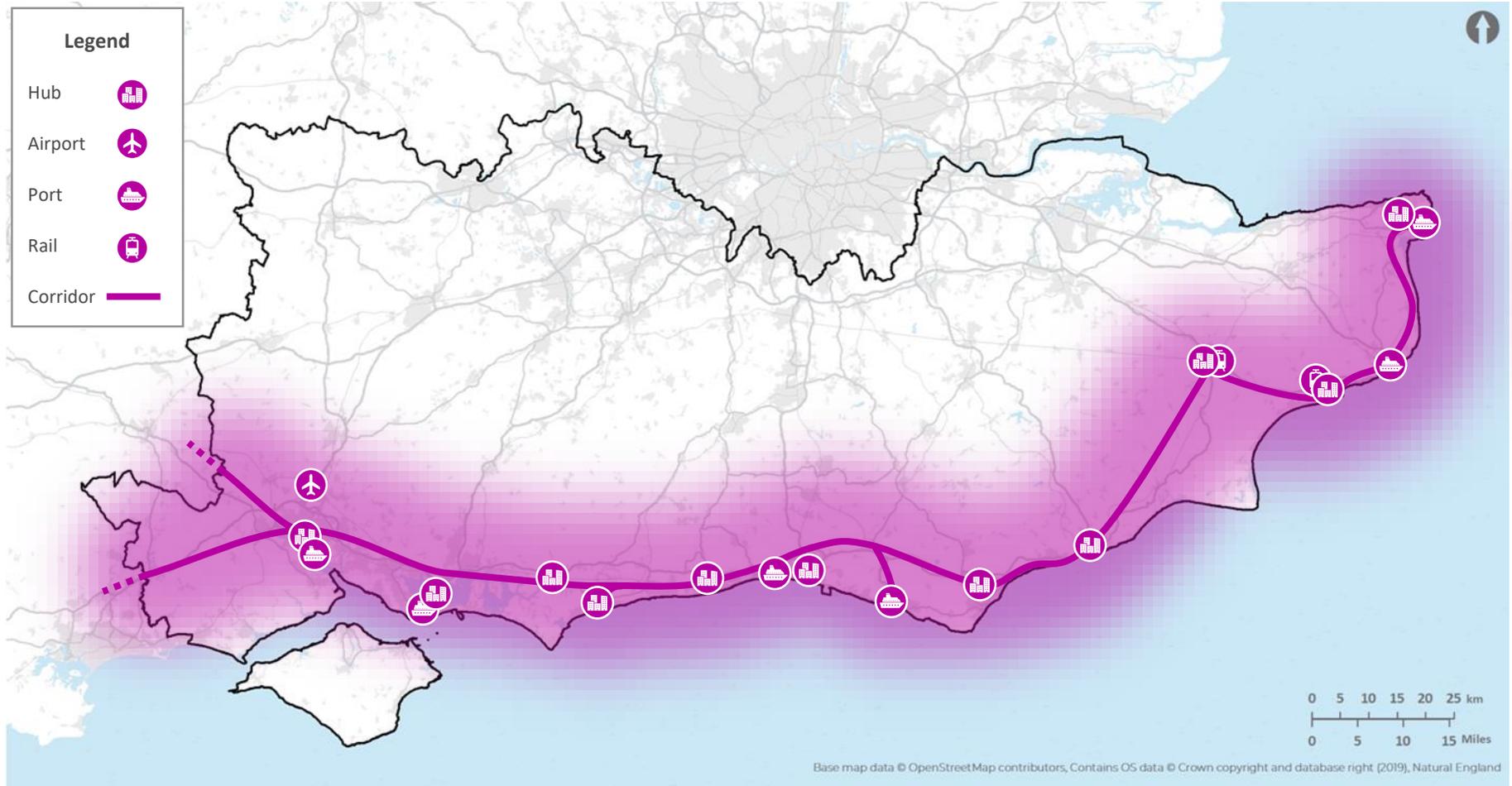
Reduce in need for travel

Protected and enhanced environment

Biodiversity net gain

Minimisation in consumption

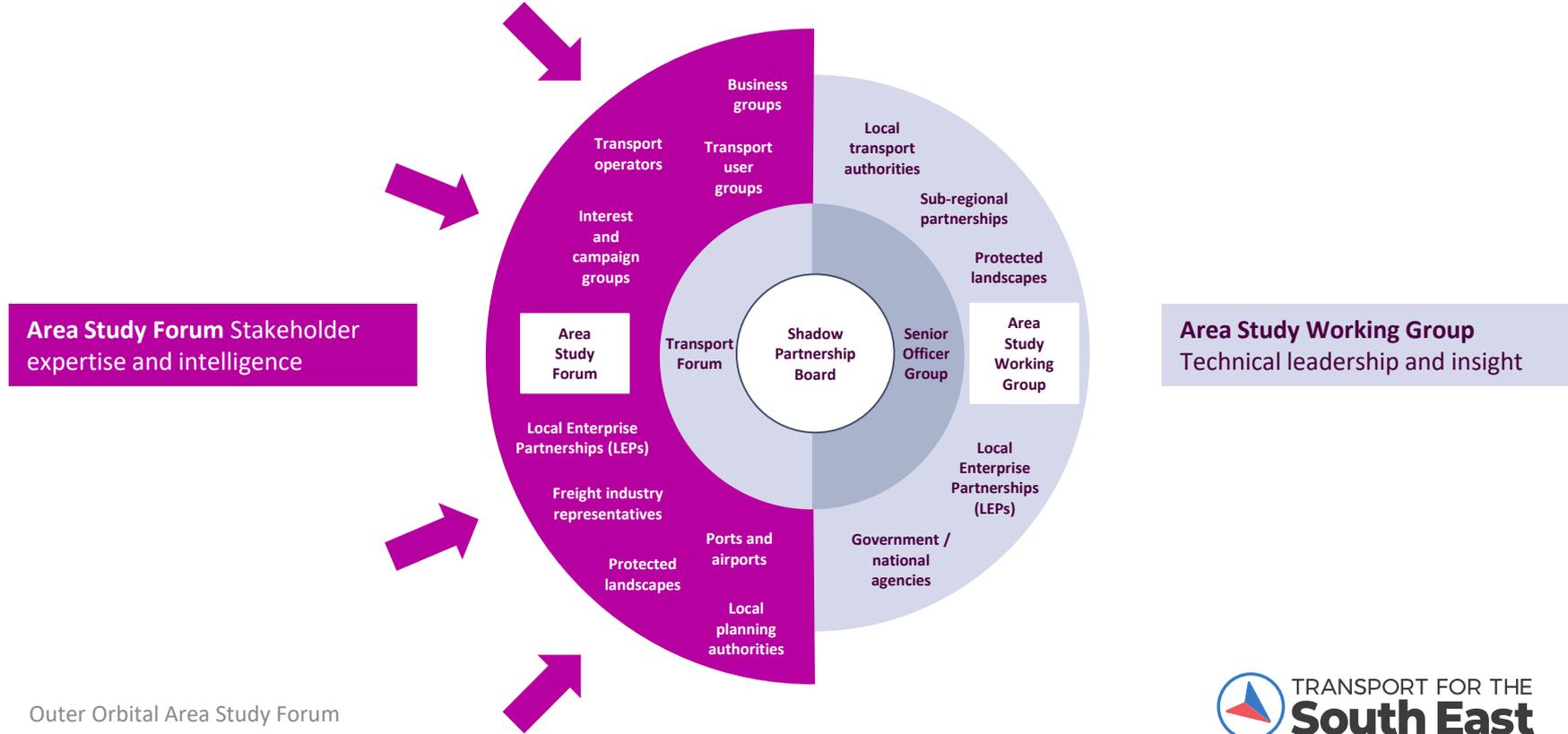
Scope of the Outer Orbital Area Study



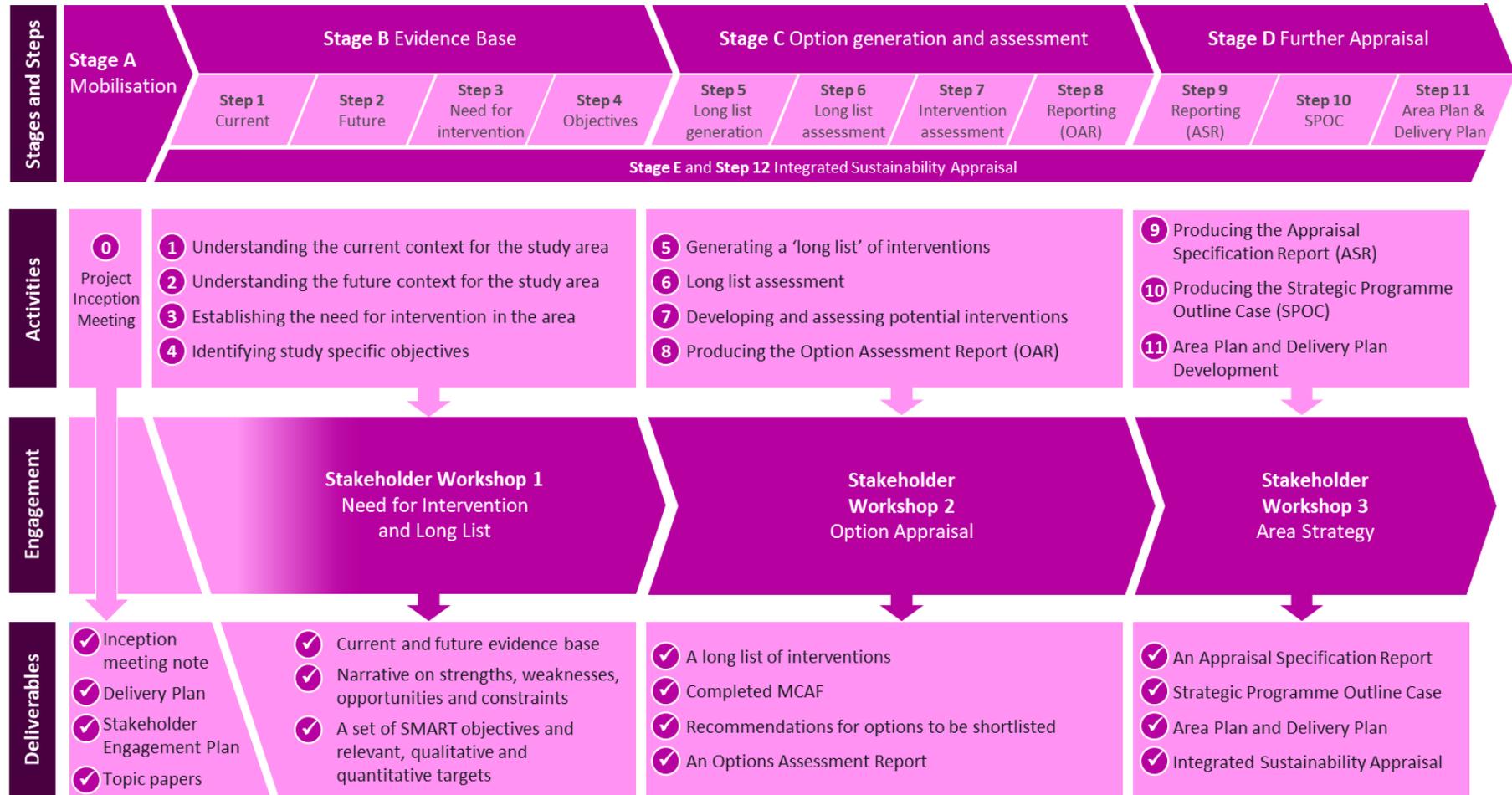
Part 3 – Your Role



Stakeholders



Methodology



Stages and Steps

Stage A
Mobilisation

Stage B Evidence Base

Step 1
Current

Step 2
Future

Step 3
Need for
intervention

Step 4
Objectives

Step 5
Long list
generation

Step 6
Long list
assessment

Step 7
Intervention
assessment

Step 8
Reporting
(OAR)

Step 9
Reporting
(ASR)

Step 10
SPOC

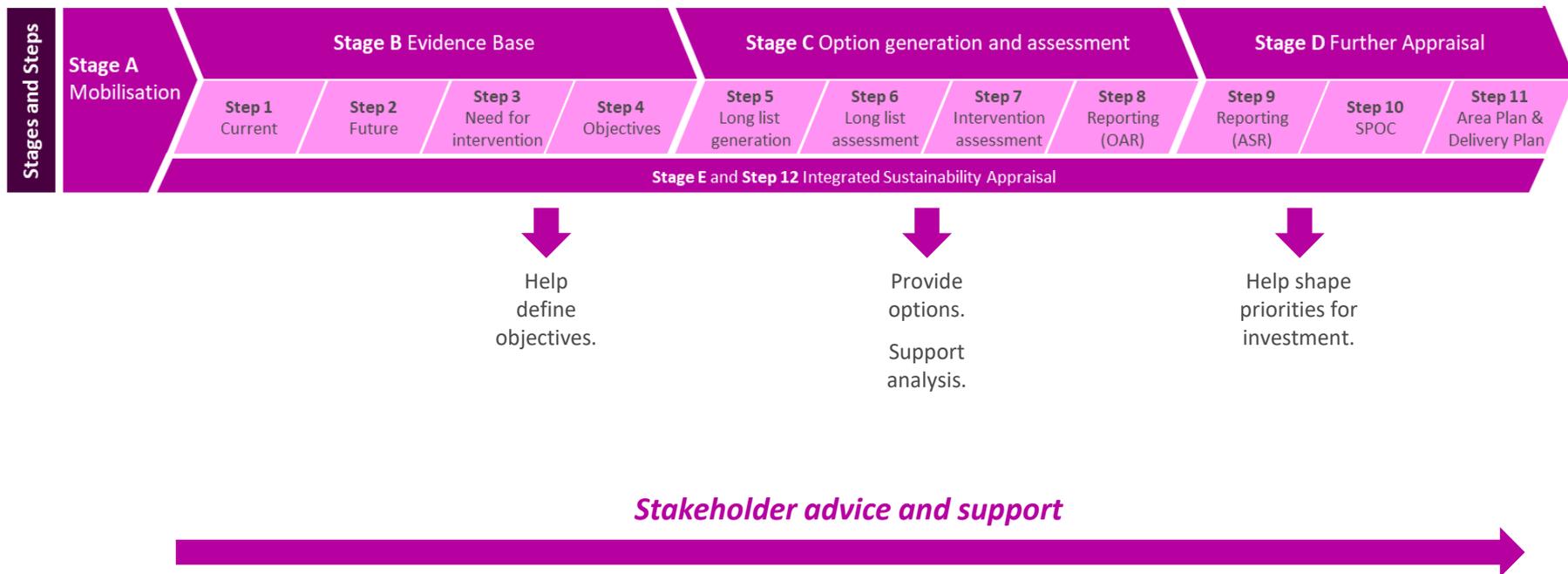
Step 11
Area Plan &
Delivery Plan

Stage C Option generation and assessment

Stage D Further Appraisal

Stage E and Step 12 Integrated Sustainability Appraisal

Area Study Forum inputs



Role of this Forum

- To bring together a wide range of stakeholders to gather views on strategic transport issues to feed into the Outer Orbital Area Study.
- To provide technical guidance and expertise to the Area Study Working Group on key issues, including integration of modes, the impact of emerging technology and user experience.
- To support the development of TfSE's area study work programme and provide guidance on how to best engage with different audiences and stakeholders.
- To share evidence and data to support the development of business cases.
- To develop shared understanding of the key issues facing users, operators and the supply chain within the Outer Orbital study area.

Discussion #1: Expectations

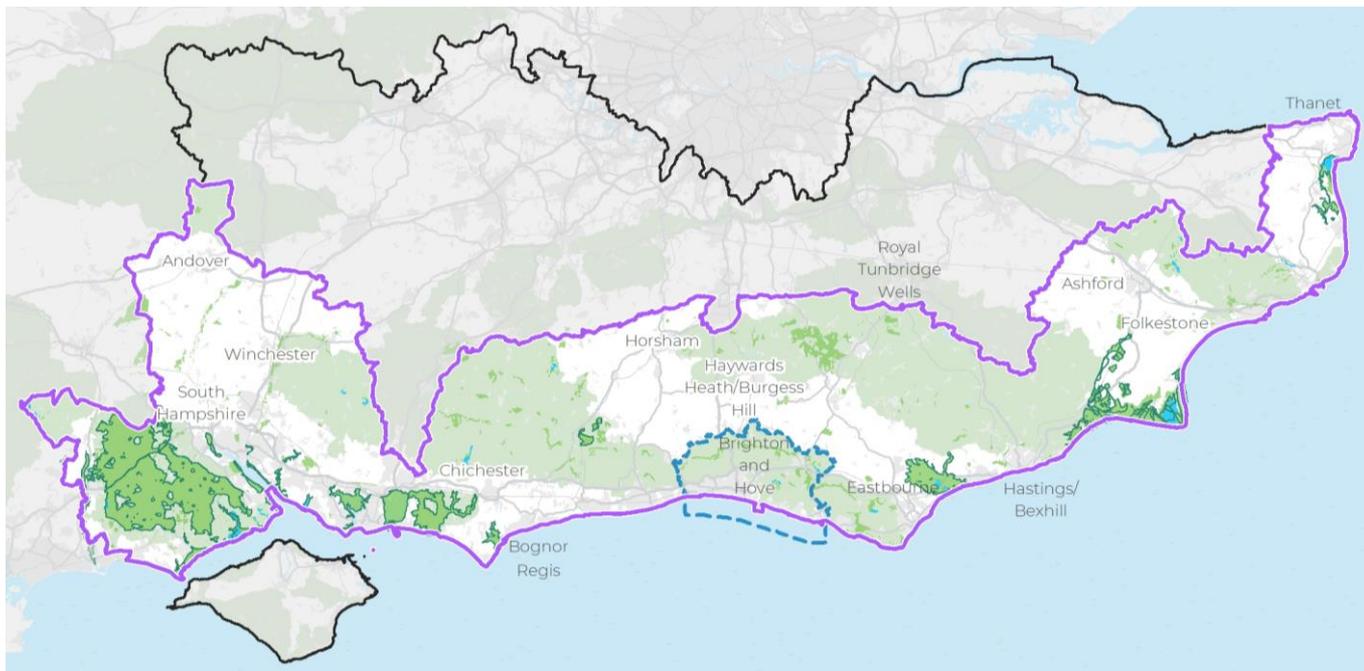


What do you (and the organisation you represent) want to see TfSE achieve through this area study?

Part 4 – Evidence Base



A Valued and Protected Environment



Protected areas

- TISE area
- Outer Orbital area
- National Nature Reserve
- RAMSAR
- SSSI
- National Park/AONB
- Biosphere Reserve

0 5 10 15 20 25 km

0 5 10 15 Miles

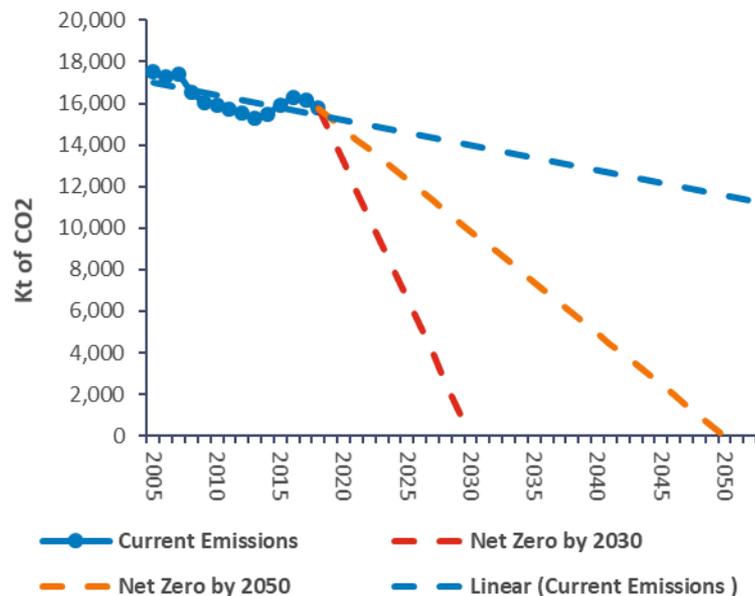


Sources: © OpenStreetMap contributors, Contains OS data © Crown copyright and database right (2019), Natural England

The Carbon Challenge

TfSE area transport Emissions 2005-2018

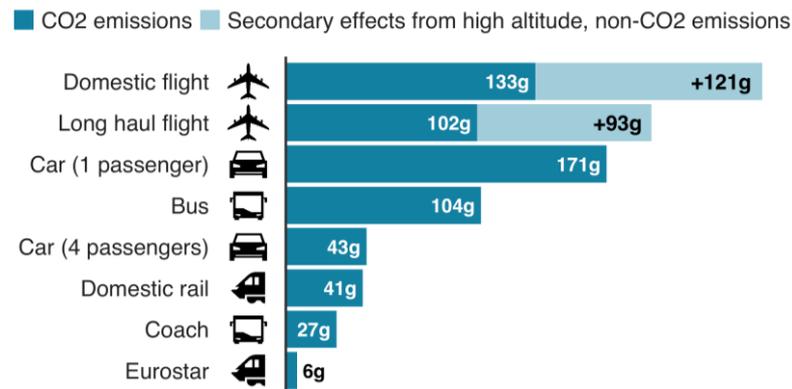
Including future scenario projections



Source: Steer analysis of BEIS data

Emissions from different modes of transport

Emissions per passenger per km travelled

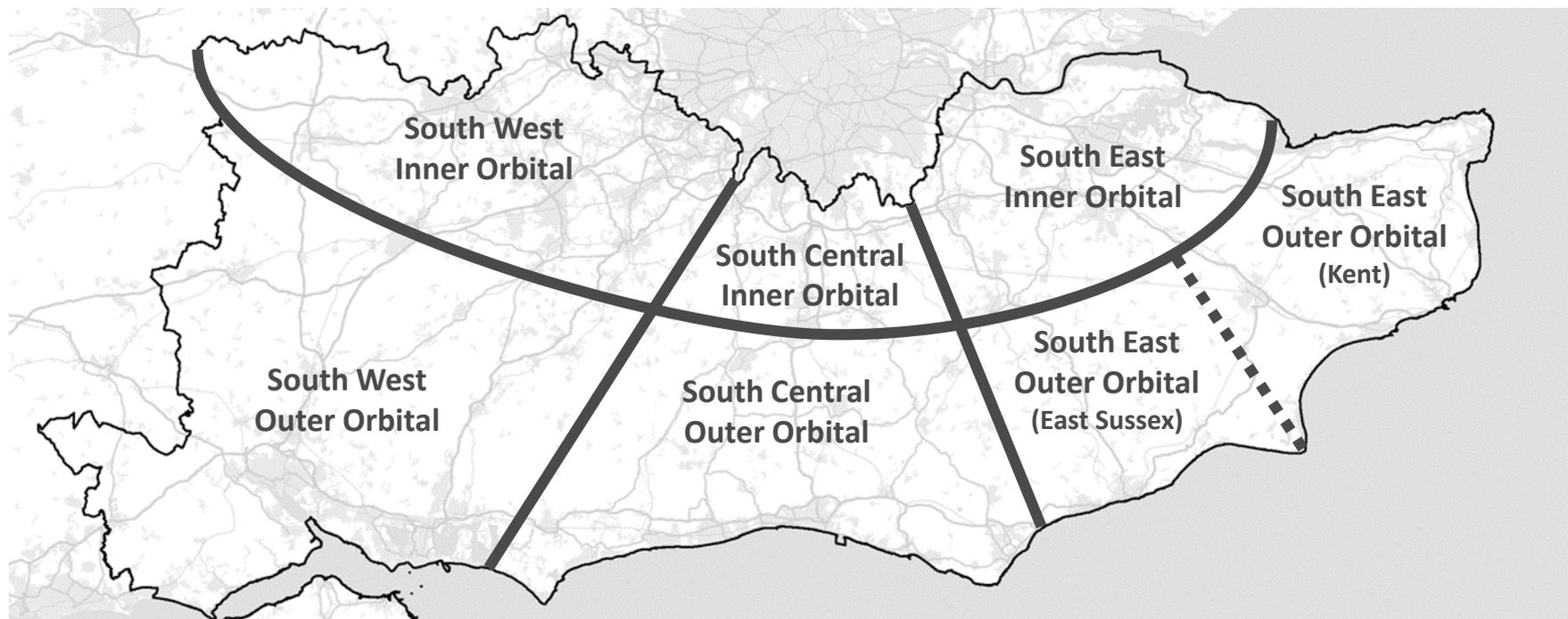


Note: Car refers to average diesel car

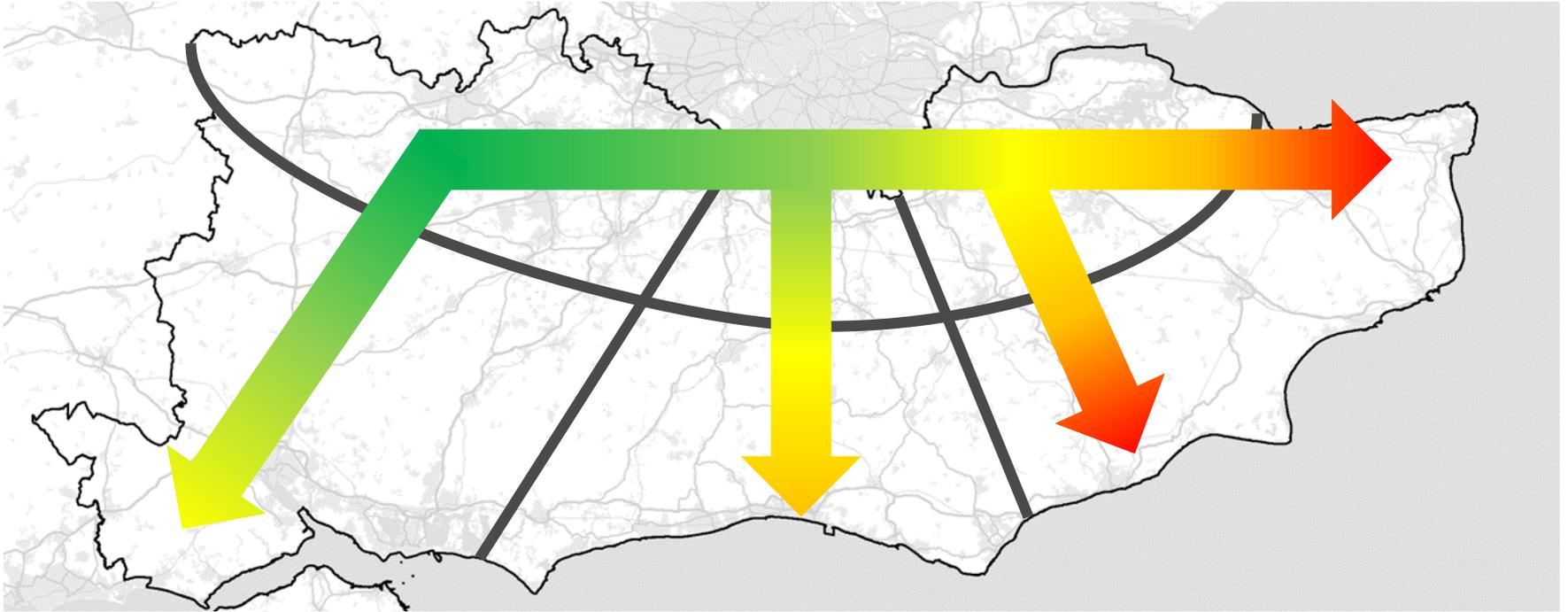
Source: BEIS/Defra Greenhouse Gas Conversion Factors 2019

BBC

Socioeconomic Outcomes and Transport



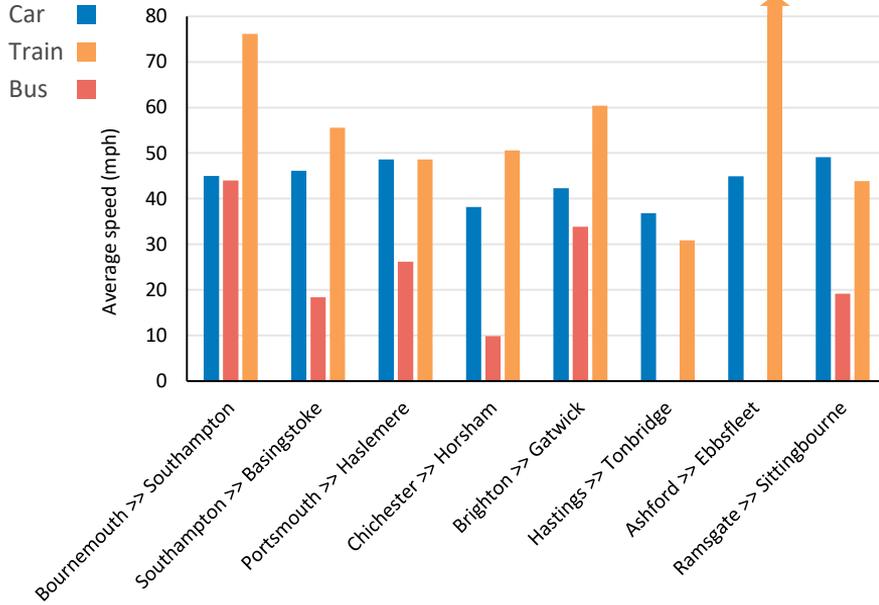
Socioeconomic Outcomes and Transport



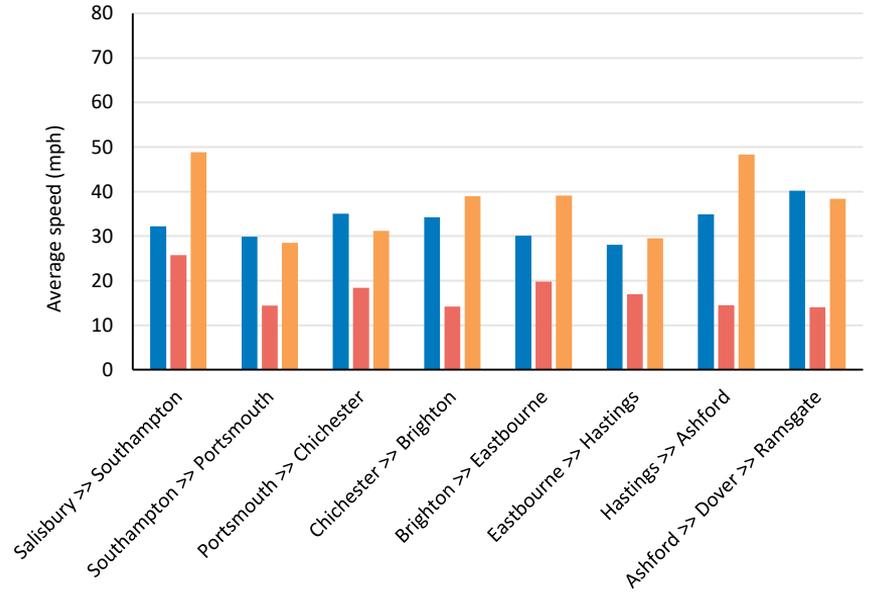
Source: Steer analysis of ONS (and other) data

Sub Area	Inner Orbital	Outer Orbital				
South West	<ul style="list-style-type: none"> High GVA/Capita High GVA growth High jobs/workforce Low deprivation Good highway network Fast, frequent rail service (ex. Windsor lines) 	<ul style="list-style-type: none"> Average GVA/Capita Above average GVA growth Average jobs/workforce High deprivation Good highway network Reasonable rail network (some issues) 				
South Central	<ul style="list-style-type: none"> High GVA/Capita Low GVA growth High jobs/workforce Low deprivation Good highway network Fast, frequent rail service 	<ul style="list-style-type: none"> Below average GVA/Capita Average GVA growth Below average jobs/workforce High deprivation Patchy highway network Slow railway service (on coastal routes) 				
South East	<ul style="list-style-type: none"> Below average GVA/Capita High GVA growth Low jobs/workforce Above average deprivation Good highway network Fast, frequent rail service (and significant recent investment) 	<table border="1" data-bbox="1128 932 1879 998"> <tr> <th data-bbox="1128 932 1503 998">East Sussex</th> <th data-bbox="1503 932 1879 998">Kent</th> </tr> <tr> <td data-bbox="1128 998 1503 1059"> <ul style="list-style-type: none"> Low GVA/Capita Low GVA growth Low jobs/workforce High deprivation Slow railway service (on coastal routes) Poor highways </td> <td data-bbox="1503 998 1879 1059"> <ul style="list-style-type: none"> Good highways </td> </tr> </table>	East Sussex	Kent	<ul style="list-style-type: none"> Low GVA/Capita Low GVA growth Low jobs/workforce High deprivation Slow railway service (on coastal routes) Poor highways 	<ul style="list-style-type: none"> Good highways
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Radial Routes serving this corridor



Orbital Routes serving this corridor

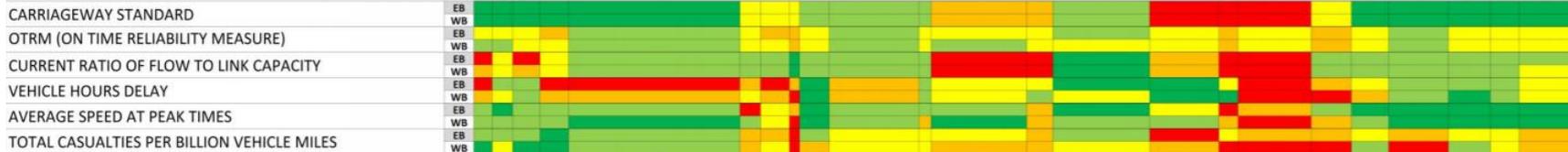
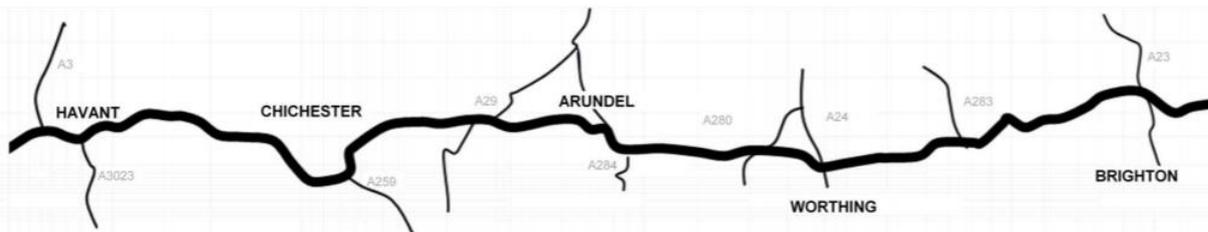


33% Faster on radial corridors



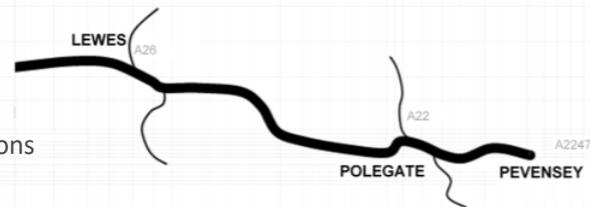
50% Faster on radial corridors

Highways



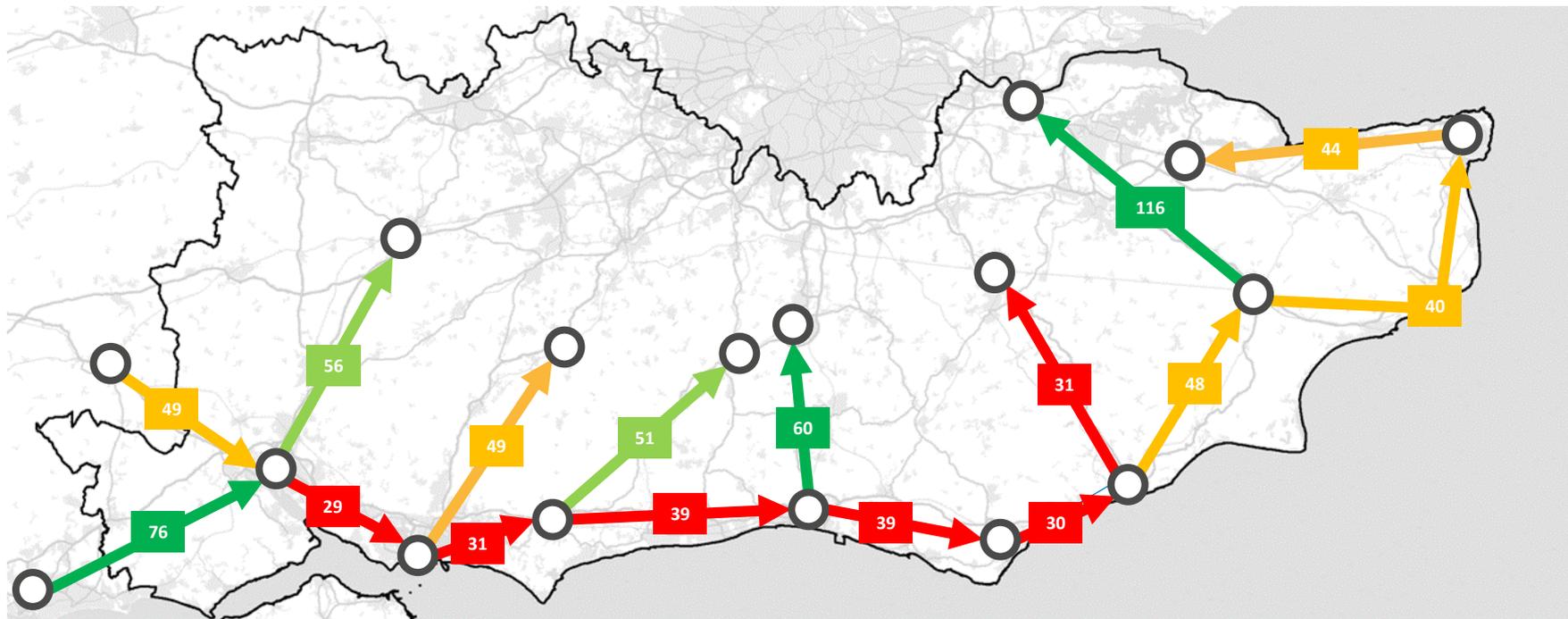
A27 Chichester <-> Shoreham

- 14 Roundabouts
- 17 Flat crossings on DCW
- 44 Single direction junctions on DCW
- 2 Grade separated junctions
- 45 Single carriageway crossings/junctions



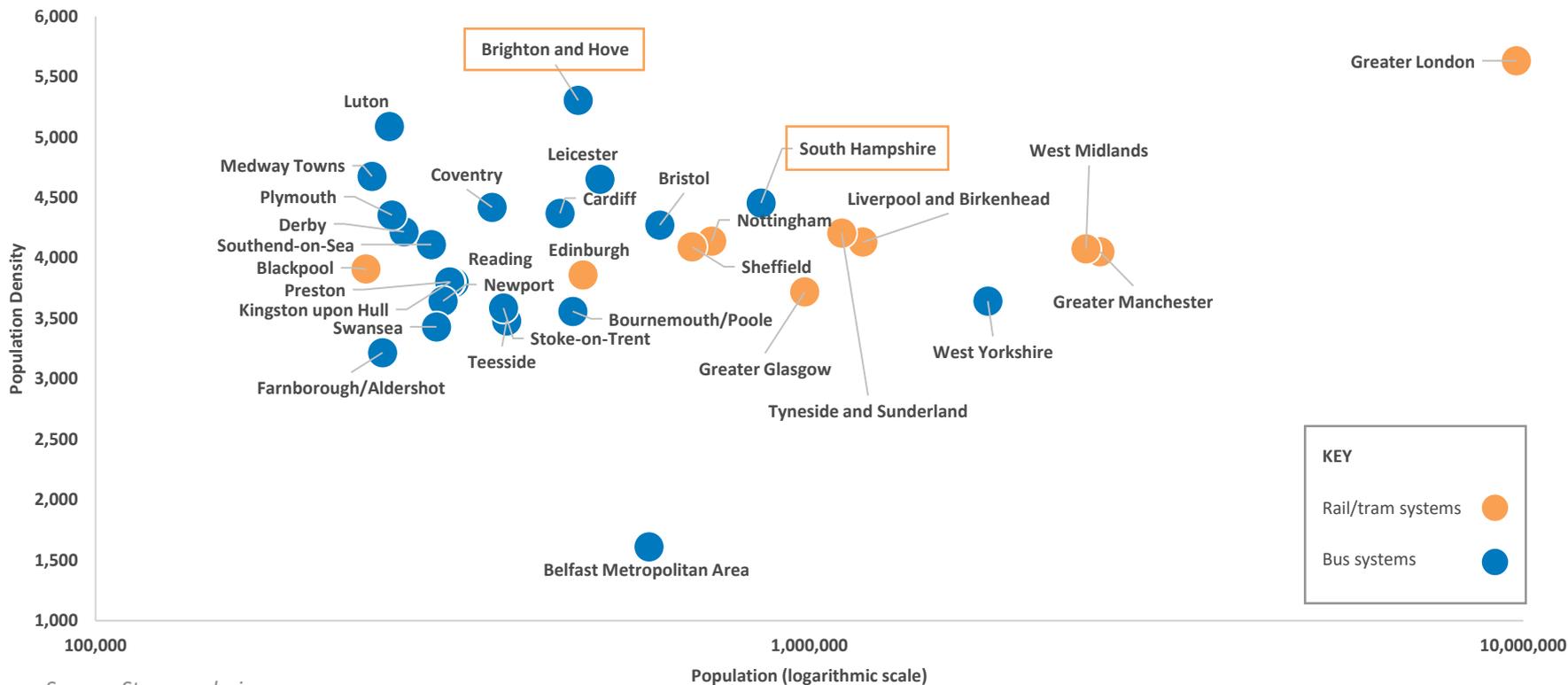
Data	Rating
Carriageway Standard (Standard which the worst section of the link meets)	Urban Single Carriageway
	Rural Single Carriageway
	Urban 30-40mph Dual Carriageway
	Dual Carriageway, grade separated
	5. High Quality Dual Carriageway
OTRM% (ON TIME RELIABILITY MEASURE)	Below 54%
	>=54-64%
	>=64-74% (National Average)
	>=74-84%
	>=84-100%
Ratio of Flow to Capacity (RFC%)	>=100-150%
	>=75-85%
	>=60-75%
	<50%
	Vehicle Hours Delay is an estimate of the total time experienced by all road users over and above the expected theoretical free-flow travel time. Ranked against the whole SRN
Average Speed at Peak Times (mph) Peak times are Monday to Friday 7-10am and 4-7pm	Next 10%
	Next 20%
	Next 40%
	Bottom 20%
	<30
Total casualties per billion vehicle miles Ranked against the whole SRN	>=30-40
	>=40-50
	>=50-60
	>=60-70
	Top 10%
Total casualties per billion vehicle miles Ranked against the whole SRN	Next 15%
	Next 20%
	Next 25%
	Bottom 30%

Railways



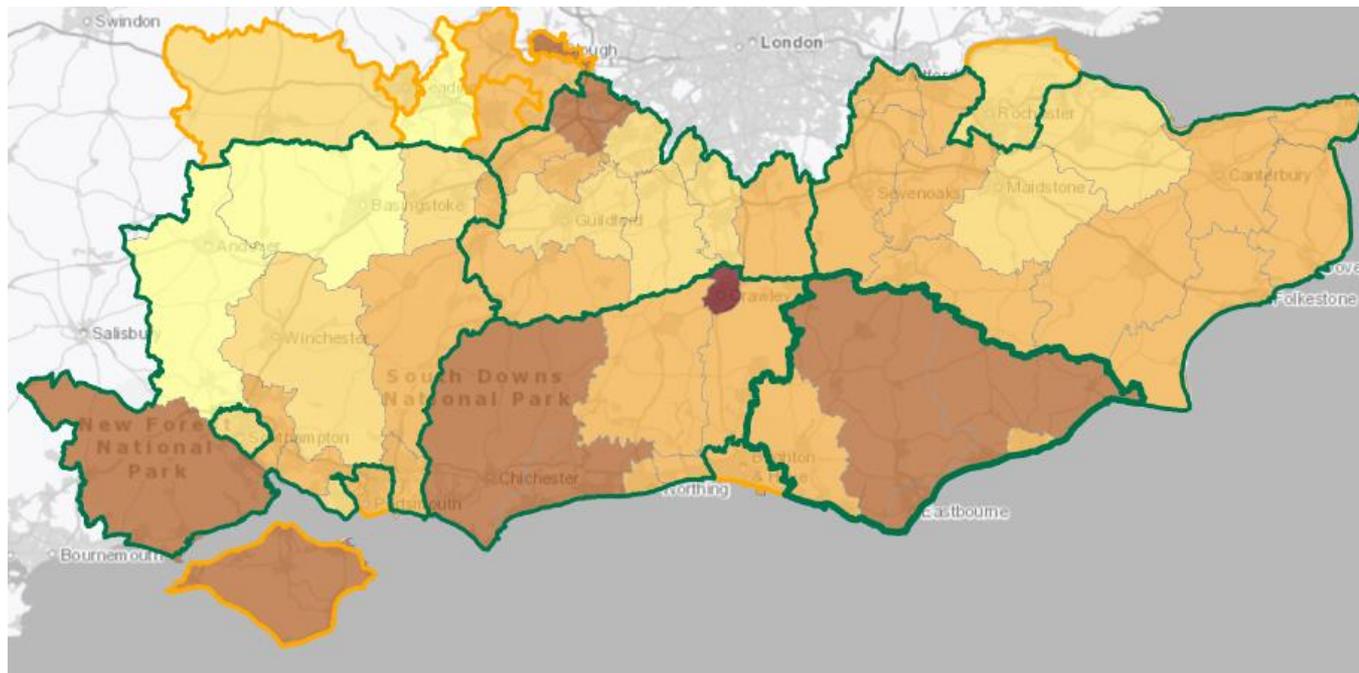
Source: Public timetables

Local Transport



Source: Steer analysis

COVID-19 Economic Impacts



Furloughed Workforce

Legend

-  County Boundary
-  Unitary Authority Boundary

% Furloughed

-  25 - 27%
-  27 - 29%
-  29 - 32%
-  32 - 35%
-  >35%

Short break



Part 5 – SWOCs



Strengths

Opportunities

Weaknesses

Challenges

Discussion 2: SWOCs



What are the strengths, weaknesses, opportunities and challenges facing the South East's Outer Orbital area?

What conclusions can we draw from this analysis?

Part 6 – Objectives



Objectives

- Should aim for **2050** (milestones may help).
- Should be **SMART** (Specific, Measurable, Achievable, Relevant, Time-bound).
- Should align with (and ideally map to) the **Transport strategy**.

Discussion #3: Objectives



What should be our objectives for the Outer Orbital Area study?

Part 7 – Next Steps and AOB



Final thoughts...



Final thoughts

What does “good” look like?



2011



© Alamy

2013







Short term parking Pick up & drop off
Way out

Platforms 8 to 15
Long term parking Pick up & drop off
Way out North exit

Person standing near the bottom of the escalators.



Electric
re-charging
lane



Thank You



John Collins

Steer

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TRANSPORT FOR THE
South East