



**South East Strategic Leaders and South East England Councils
(Examination in Public IDs 2448 and 3133)
London Plan Examination in Public – Matter M76
Transport schemes and development**

M76 - (a) Are all of the transport schemes set out in Table 10.1 necessary and adequate to deliver the development proposed in the Plan? (b) In the context of the identified funding gap of £3.1 billion per year, is there a reasonable prospect that the transport schemes set out in Table 10.1, and any other essential strategic transport schemes, will be delivered in a timely fashion in relation to the timing of development proposed in the Plan?

SESL/SEEC comments

1. We focus our response on M76 part (a), given the importance of infrastructure to underpin sustainable development in both London and the wider South East, the need to tackle existing infrastructure deficits, and the vital interdependencies as explained in our papers on other matters such as M16 re the wider South East and beyond.
2. SESL/SEEC welcome the inclusion, in Table 10.1 and Figure 2.15, of schemes that are in, and should offer better transport for, parts of the wider South East as well as bringing benefits to communities in London. The principle of schemes outside London offering benefits for the wider South East's local economies is important, to avoid simply opening up corridors that encourage further commuting into the capital. In Table 10.1 these include:
 - Brighton Mainline Upgrade (higher frequencies)
 - Crossrail 2 (including West Anglia Main Line 4-tracking)
 - Heathrow Airport Southern Access
 - Heathrow Airport Western Access
 - National Rail freight upgrades, especially to enable freight to bypass London
 - Thameslink Programme.
3. It is important to note that SEEC and SESL members believe the schemes to improve southern and western access to Heathrow Airport are needed now, to cope with current passenger levels, rather than being dependent on the Airport's expansion.
4. The wider South East and London are the UK's economic powerhouses. The interdependencies that underpin their collective success rely on effective transport in both London and throughout the wider South East.
5. Like London, the wider South East faces an existing transport infrastructure deficit. This results in, for example, severe congestion on roads, delays and overcrowded trains. This deficit in the wider South East increases the challenges to businesses and reduces the quality of life for residents. SESL and SEEC, therefore, welcome the inclusion in the Plan of some strategic

infrastructure priorities across the wider South East which could, if delivered, have benefits for both London and the wider South East. The improvements by way of extra capacity, service reliability and resilience, flexibility and shorter travel times need to be designed to benefit communities in London, across the wider South East and, in some cases, beyond as access to wider South East sea ports and airports is important for businesses UK-wide.

6. The Plan recognises (in paragraph 10.3.1) "... the vital importance of working collaboratively with a wide range of strategic partners to achieve good transport connectivity within London, and also between London and the Wider South East, the rest of the UK and a global network of other cities." SESL/SEEC welcome the Mayor's commitment to work with councils in the wider South East and other partners to secure mutual benefits of growth and infrastructure (paragraphs 1.4.8 and 2.0.5, and Policy GG5).
7. The inclusion in the Plan (Figure 2.15) of the 13 initial strategic transport infrastructure priorities for the wider South East (endorsed by the Wider South East Political Steering Group) is welcome. It will be important to have effective cross-referencing between the schemes listed in the transport chapter Table 10.1 and Figure 2.15 within the Wider South East collaboration section, to reflect these 13 strategic infrastructure priorities.
8. SESL/SEEC welcome recognition that these 13 initial transport priorities are needed to ensure that existing plans for economic and housing growth are delivered and transport deficits are addressed. They are not corridors where some of London's need for growth can be met.
9. It is important that the Plan is clear that transport investments in the wider South East are needed to deliver mutual economic benefits for the wider South East as well as London. These benefits could include relieving existing congestion and encouraging more 'self-sufficient' areas outside London. For example, better orbital routes outside London would increase direct travel options for those outside the capital, reducing the need for travel and changes on London's networks, which would assist the Mayor's transport strategy aims.
10. Clarity would be helpful on what the Mayor can do to help progress shared transport priorities in the wider South East, such as funding or jointly making the case to the Government for investment and funding powers/freedoms.
11. The Plan must make clear that the initial list of shared wider South East transport priorities (Table 10.1, paragraph 2.3.6 and Figure 2.15) may evolve or be further refined over the timeframe of the Plan, reflecting progress on existing schemes or newly emerging priorities. This includes work by the emerging Sub-National Transport Bodies and possible implications for the alignment of priorities in the longer-term.