Consultation on TfSE's Draft Transport Strategy

Challenges

Since TfSE published its first Transport Strategy in 2020, the context has evolved significantly. National and local policy changes, intensified decarbonisation efforts, post Brexit trade dynamics, and shifts in travel behaviour due to the pandemic all present new challenges.

Our research has identified several key challenges that need to be tackled if the region is to succeed.

You can find full details of the challenges our region faces on page 6 of the draft Transport Strategy summary document, and from page 25 of the full draft Transport Strategy document.

Q Do you agree that the challenges we have outlined above are the right ones that the Transport Strategy should be seeking to address?

Option	Select
Strongly agree	☐
Agree	☒
Neither agree or disagree	☐
Disagree	☐
Strongly disagree	☐
Don't know	☐

Q Do you think there are any other challenges we should consider?

Transport asset condition should be added as an additional challenge because highway assets are growing (as development takes place that adds new assets to the network) and deteriorating (as levels of funding for road maintenance are unable to keep pace with levels of deterioration), particularly on lower classified roads.

Safety and security should be added as an additional challenge because the road collision rate is not in line with our vision-zero objective and there are transport-related crime hotspots that should be considered when prioritising and designing transport solutions.

Q Are there any other comments you would like to make on the challenges?

No other comments.

Vision and Goals

Our vision is to create a region that not only leads the way in sustainable, net zero carbon growth but also offers its residents, businesses, and visitors the highest quality of life.

This vision is supported by three goals, addressing the pillars of sustainable development: fostering a competitive economy, improving social outcomes, and safeguarding the region's natural and historic environment.

Together, these goals ensure that growth in the South East is inclusive, resilient, and sustainable.

You can find full details of our vision and goals on page 7 of the draft Transport Strategy summary document, and page 35 of the full draft Transport Strategy document.

Q How strongly do you support the visions and goals in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Do you have any further comments on the vision or the goals?

It is unclear whether (or how) some of the 'guiding principles' have been applied in developing the strategy. They are a series of laudable transport planning concepts but should only be mentioned if they have been meaningfully used to develop the strategy and this does not appear to be the case. The County Council suggests those that have not meaningfully influenced the strategy (e.g. triple access planning) are deleted.

Strategic Connectivity Mission

Connectivity refers to the speed, frequency, and ease by which people and goods move between places. TfSE's focus is on strategic and regional connectivity, as local connectivity is led by our local authority partners.

You can find full details of our strategic connectivity mission on page 10 of the draft Transport Strategy summary document, and page 44 of the full draft Transport Strategy document.

Strategic Connectivity Mission

We will boost connectivity in the South East by enhancing strategic regional corridors and ensure all communities can access high-quality transport links and key services.

We will have succeeded when:

- The connectivity of all the South East's strategic corridors – in terms of journey times and reliability – is comparable to those corridors that serve London.
- Key towns, cities, and international gateways are as accessible by public transport as they are by car, and rail freight is as competitive as long-distance road freight.

Short-Term Priorities

We will improve the existing network to better serve passengers and freight by:

- Enhancing incentives for long-distance public transport through optimised fares, flexible ticketing, and improved amenities.
- Refining timetables to cater to leisure travel demand and minimising disruption from maintenance schedules.
- Advancing key connectivity projects to improve regional transport links.
- Restoring international rail services from Ebbsfleet and Ashford to ease pressure at St Pancras.
- Expanding rail capacity to support growth at Gatwick and Southampton airports.
- Safeguarding critical areas and aligning policies to enable long-term transport improvements.

Long-Term Priorities

We will focus on major upgrades and expansions to improve connectivity by:

- Upgrading the roads and railways serving the Brighton–Southampton coastal corridor to strengthen economic ties between the regions two largest built-up areas..
- Cutting journey times between London and less well-connected coastal communities.
- Improving ferry services to islands, including the Isle of Wight.
- Strengthening freight links from Southampton and the Channel Ports to the Midlands and North.
- Expanding rail connections to international gateways, including Heathrow and Gatwick.
- Reviewing the configuration of regional rail services to leverage opportunities at Old Oak Common.

Q How strongly do you support the strategic connectivity mission in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the strategic connectivity mission to your organisation?

Key Outcome	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Journey time and reliability on strategic corridors is comparable to those serving London	☒	☐	☐	☐	☐	☐
Key towns, cities and international gateways are as accessible by public transport as they are by car	☒	☐	☐	☐	☐	☐
Rail freight is as competitive as road freight	☐	☐	☐	☐	☐	☒

Q How strongly do you support the priorities which will enable us to improve strategic connectivity?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Upgrading roads and railways on the Brighton – Southampton corridor is the most important priority because east-west routes (i.e. A27 and West Coastway) are slow and congested compared to radial routes to London leaving West Sussex coastal towns poorly connected which contributes to the economy performing lower than the regional average. These upgrades should form part of a place-based multi-modal package of improvements that improve strategic connectivity and encourage more sustainable travel patterns.

Resilience Mission

The resilience of the South East's transport network is vital to the region's economic, social, and environmental well-being.

You can find full details of our resilience mission on page 12 of the draft Transport Strategy summary document, and page 52 of the full draft Transport Strategy document.

Resilience Mission

We will safeguard the South East's connectivity and enhance the reliability and resilience of our transport systems for future generations.

We will have succeeded when:

- The transport network delivers comfortable, reliable journeys between key towns, cities, and international gateways.
- The transport network has the capacity and agility to manage, absorb, and recover from major disruptions quickly, and when the risk of major failures occurring is reduced.

Short-Term Priorities

We will strengthen the current network's resilience by:

- Assessing road disruption impacts and securing sustainable funding for maintenance.
- Establishing long-term funding pipelines for infrastructure renewals.
- Strategically planning for future risks to enhance network adaptability.
- Advocating for consistent funding for maintenance and prevention projects.
- Coordinating with utility providers to minimise disruption from roadworks.

Long-Term Priorities

We will focus on major upgrades and expansions to strengthen resilience by:

- Tackling rail bottlenecks in areas like Croydon and Woking to boost reliability on key corridors.
- Creating alternative routes, such as the Uckfield–Lewes line, to maintain connectivity during disruptions.
- Implementing the Kent Bifurcation Strategy to ease pressure on the Thames crossings and strengthen links between Channel and M25 – including improving Operation Brock and Stack.
- Resolving highway pinch points to improve flow for all users, including buses, boosting resilience to future risks.

Q How strongly do you support the resilience mission in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the resilience mission to your organisation?

Key Outcome	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
The transport network delivers comfortable, reliable journeys between key towns, cities and international gateways	☒	☐	☐	☐	☐	☐
The transport network has the agility to manage and absorb disruptions quickly	☒	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve resilience?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Establishing long-term funding pipelines for infrastructure renewals because annual funding allocations do not allow local highway authorities to plan strategically and drive best value from its maintenance budgets.

Inclusion and Integration Mission

Creating an inclusive and integrated transport network should be a fundamental part of planning and decision-making. However, TfSE's engagement with socially excluded groups has revealed that many communities across the region still face barriers to access, putting them at risk of exclusion.

You can find full details of our inclusion & integration mission on page 14 of the draft Transport Strategy summary document, and page 60 of the full draft Transport Strategy document.

Inclusion & Integration Mission

We will create an inclusive, affordable, and integrated transport network across the South East, providing safe and seamless door-to-door connectivity for everyone.

We will have succeeded when:

► Everyone can affordably travel where they need to go when they need to go.

► Customer satisfaction with all aspects of the transport network is high across all sections of society.

Infrastructure Priorities

We will target infrastructure upgrades by:

► Designing inclusive infrastructure to improve accessibility for socially excluded groups.

► Enhancing connectivity in North and East Kent and East Sussex coastal areas to reduce social exclusion.

► Upgrading interchanges and providing step-free access at transport hubs for seamless connections.

Service Priorities

We will improve affordability and accessibility by:

► Offering affordable fares and concessions for vulnerable groups to improve accessibility.

► Simplifying fares with unified ticketing to lower costs and streamline journeys.

► Providing socially necessary transport to connect isolated communities with essential services.

► Implementing Bus Service Improvement Plans and exploring franchising models to better serve communities.

► Enhancing connectivity to islands and peninsulas, focusing on the Solent and Medway.

Q How strongly do you support the inclusion and integration mission in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the inclusion and integration mission to your organisation?

Key Outcome	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Everyone can affordably travel where they need to go and when	☒	☐	☐	☐	☐	☐
Customer satisfaction with the transport network is high across all sections of society	☒	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve inclusion and integration?

Option	Select
Strongly support	☐
Support	☒
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this mission?

Providing socially necessary transport to connect isolated communities with essential services because 24% of residents in West Sussex reside in rural areas. Provision of socially necessary transport services, where there is currently no commercial viability, is already a significant challenge for the council.

Decarbonisation Mission

The UK Government, TfSE, and all local authorities in the South East are committed to achieving net zero transport emissions by 2050.

You can find full details of our decarbonisation mission on page 16 of the draft Transport Strategy summary document, and page 68 of the full draft Transport Strategy document.

Decarbonisation Mission

We will lead the South East to a net zero future by 2050 by accelerating the shift to zero-emission travel, incentivising sustainable travel choices, and embracing new technologies to reduce emissions and combat climate change.

We will have succeeded when:

- All surface transport trips made across the South East are net-zero emission by 2050 (at the latest).
- We have not exceeded our carbon budgets for surface transport by 2050.
- The South East is seen as a world leader in decarbonising transport.

Short-Term Priorities

We will accelerate the transition to low-carbon transport by:

- Expanding Electric Vehicle (EV) charging infrastructure for private and freight vehicles.
- Increasing the availability of electric and hydrogen vehicles through collaborating with industry.
- Supporting EV and battery recycling to reduce the environmental impact of EVs.
- Improving public transport and active travel infrastructure to provide attractive sustainable travel options.
- Transitioning bus, freight, and ferry fleets to zero-emission vehicles.
- Promoting integrated land use and transport planning to minimise unnecessary car travel.

Long-Term Priorities

We will solidify the transition to a zero-emission system by:

- Decarbonising rail through delivering electrification, battery, and alternative fuel trains.
- Promoting low-carbon infrastructure with sustainable materials and practices.
- Supporting Government in the event they commit to roll out national road user charging, providing a financial incentive for more sustainable choices while reducing congestion.
- Working with industry to deliver a decarbonised, resilient power networks for rail and electric vehicles.
- Advancing alternative fuels for aviation and long-haul freight.

Q How strongly do you support the decarbonisation mission in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the decarbonisation mission to your organisation?

Key Outcome	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
All surface transport trips are net zero emission by 2050	☒	☐	☐	☐	☐	☐
We have not exceeded our carbon budgets by 2025	☐	☐	☐	☐	☐	☒
The South East is seen as a world leader in decarbonising transport	☐	☐	☒	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve decarbonisation?

Option	Select
Strongly support	☐
Support	☒
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Delivering on-street electric vehicle infrastructure in across West Sussex is a priority of the council in the short and medium term. The County Council's Electric Vehicle Strategy (2019) suggests 7,346 new public charging points are required by 2030 and significant investment will be needed to achieve this.

Sustainable Growth Mission

The sustainable growth mission aims to deliver prosperity without harming the welfare of future generations. It supports the UK Government's first mission, to "kick start economic growth".

You can find full details of our strategic growth mission on page 18 of the draft Transport Strategy summary document, and page 76 of the full draft Transport Strategy document.

Sustainable Growth Mission

We will champion transport interventions that unlock investment opportunities, enable sustainable growth, and create healthy, vibrant, and well-connected communities.

We will have succeeded when:

▸ Population growth and economic development in the South East is underpinned by sustainable transport and infrastructure,

▸ The South East has created well-connected communities with easy access to key services and employment opportunities.

Policy Enablers

We will promote integrated land use and transport planning and enablers by:

▸ Concentrating development in areas with strong transport infrastructure.

▸ Coordinating housing and transport planning across authorities.

▸ Leveraging value capture and other mechanisms to forward-fund transport.

▸ Using demand management measures to improve air quality and fund services.

▸ Strengthening local planning capacity.

Transport Intervention Priorities

We will prioritise essential transport projects to support sustainable growth by:

▸ Expanding concessionary schemes to make sustainable travel more affordable.

▸ Developing mass transit systems in high-density areas to improve access and reduce congestion.

▸ Enhancing Sussex Coast and Solent suburban rail services to compete with road travel.

▸ Delivering Local Cycling Walking Improvement Plans and embedding active travel in all new developments..

Q How strongly do you support the sustainable growth mission in the draft Transport Strategy?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q How important are the key outcomes of the sustainable growth mission to your organisation?

Key Outcome	Very important	Important	Neither important or not important	Not very important	Not important at all	Don't know
Population growth and economic development is underpinned by sustainable transport and infrastructure	☒	☐	☐	☐	☐	☐
The South East has well connected communities with easy access services and employment	☒	☐	☐	☐	☐	☐

Q How strongly do you support the priorities which will enable us to improve sustainable growth?

Option	Select
Strongly support	☒
Support	☐
Neither support or do not support	☐
Oppose	☐
Strongly oppose	☐
Don't know	☐

Q Please tell us the one priority from the list at the top of the page you see as most important to achieving this

Delivering local cycling and walking infrastructure plans as development cannot deliver all the off-site infrastructure that is needed to establish sustainable travel patterns in new communities. Focusing on delivery of local cycling and walking infrastructure plans will enable more local living in line with the vision of the West Sussex Transport Plan.

Q Do you have any further comments on any of the five missions?

Strategic connectivity

In West Sussex, 24% of residents and 21% of businesses reside in rural areas that may not be served by regular bus or rail services. Interchanges (e.g. stations, park & ride sites) play a vital role in providing strategic connectivity for this part of the community. Therefore, the strategic connectivity mission should explain the role of interchanges in providing strategic connectivity to rural communities and identify new or improved interchanges as a priority to achieve this mission.

Since the Draft Transport Strategy was published for consultation, the Government has indicated that it is 'minded to approve' expansion of Gatwick Airport. This is likely to require an increase in the sustainable transport mode share for air passengers and employees that will be a significant influence on decision-making and require significant investment in the transport

network in the early years of the strategy. The Government's recent decision should be acknowledged in the Strategic Connectivity Context.

Resilience

In West Sussex, the condition of some highway assets (i.e. unclassified roads) is deteriorating as levels of investment are unable to keep up with the pace of deterioration. The National Audit Office has identified a significant gap in DfT's understanding of local highway assets. Therefore, TfSE should seek to gather more information on the condition of highway infrastructure assets across the region to address this gap.

WSCC has developed a climate vulnerability map that shows that communities which may be most vulnerable to climate change can also coincide with areas that are most susceptible to coastal and river flooding across on the road and rail networks. There is a lack of consistent evidence of resilience issues across the region that makes it difficult to secure long term funding. Therefore, TfSE should focus on gathering information about the resilience issues so a more coherent regional case for investment can be made to Government, potentially through replicating work that has already taken place in West Sussex but at a regional level.

Decarbonisation

It is not clear which carbon budgets TfSE refers to in the Draft Transport Strategy. TfSE references specific carbon budgets for surface transport in the south east, within the Decarbonisation framework (p97), but it is unclear if these currently exist or how they will be calculated. We note that there is ambition in TfSE's Transport Decarbonisation Policy Position Statement (2023) to replicate the UK's carbon budgeting approach at the LTA level. TfSE should ensure that it has a framework in place to facilitate localised carbon budgeting if this measure of success is to be included.

Inclusion & Integration

In West Sussex, projected population growth of the over-65 age group is expected to rise 51% in the 2018-2043 period, an increase of 99,400 residents. Travel challenges experienced by the county's ageing population as well as young people and other groups without access to cars are exacerbated by rural population density and the lack of travel options. To achieve seamless connectivity and an equitable transport offer, new and creative solutions are required. TfSE should consider further its role in developing and implementing these, beyond what is presented in this strategy and include initiatives to improve access to journey planning and information to avoid digital exclusion. There could be potential for TfSE to leverage opportunities presented by the ongoing restructure of the bus and rail industries, as well as the potential reorganisation of government in the region.

The County Council supports the development of fares, concessions and integrated ticketing incentives to promote greater use of public transport. However, there is potential to exacerbate issues associated with a disjoined ticketing landscape or conflict with existing local incentives led by either LTAs or private operators. An approach that replaces or unify local fare structures would be favourable over further increasing ticket options for customers. TfSE should also recognise that an integrated fare system would likely need to extend beyond the sub-national boundary, given the extent of cross-boundary trips taken, to achieve optimum benefits.

The County Council supports the inclusion of improving safety as an outcome of this mission, and support progress towards zero KSIs as an indicator of success. However, the mission priorities do not currently align well with this outcome. In West Sussex, the vehicle collision rate is not falling as quickly as the County Council would like. TfSE should consider adding safety and security improvements to the infrastructure priorities to address this issue.

The County Council suggests that TfSE widen its characterisation of safety to include personal security and consider safety and security more broadly within this strategy. Customers should be able to expect that the transport network is free of crime and anti-social behaviour. There are transport-related crime hotspots in West Sussex and should be considered when transport solutions are being prioritised and designed. Improving both network safety and personal security will be critical influence on the target of high customer satisfaction, and sustainable mode-shift.

Sustainable growth

Major development of the scale indicated (i.e. 3000 dwellings, expansion of more than 20% or major trip generators) in the 'sustainable growth' mission could come through multiple smaller development sites, depending on development plans and land ownership. Due to the lack of a single large developer in these areas, responsibility for delivering off-site sustainable transport infrastructure can often fall to local authorities who can struggle to align developer and government funding opportunities to deliver the high-quality infrastructure and services that the Draft Transport Strategy is seeking. Failing to do so is likely to exacerbate car dependency which is not consistent with the vision. These issues are likely to be exacerbated as local authorities seek to increase housing delivery to achieve the Government's objectives. TfSE should acknowledge these areas and propose enablers that will support the delivery of transformational investments in these areas.

Global Policy Interventions

You can find full details of our global policy intervention on page 84 of the full draft Transport Strategy document.

Q How strongly do you agree that the global policy interventions are needed?

Option	Select
Strongly agree	☐
Agree	☒
Neither agree or disagree	☐
Disagree	☐
Strongly disagree	☐
Don't know	☐

Q Are there any other global policy interventions you think should feature in the Transport Strategy?

Region-wide planning for freight. Planning for freight cuts across multiple missions as it relates to strategic connectivity and decarbonisation. There is a need for a region-wide approach to planning for freight as rail and road freight cross municipal boundaries and disproportionately affect some areas of the region more than others so would benefit from a regional approach that helps to more effectively tackle the issues.

The WSCC Electric Vehicle Strategy aims for 70% of car stock (approximately 160,000 vehicles) to be electric vehicles by 2030, which requires around 7000 charge points. In January 2024, there were only 524 charge points and 14,442 licenced ultra-low emission vehicles. Although the number of charge points and vehicles are growing, they are not changing fast enough to meet the County Council's aims. A key challenge is the unaffordability of electric vehicles which deters owners from switching to electric. In order to address this issue, TfSE should consider including interventions that will make ultra-low emission vehicles more affordable (e.g. region-wide scrappage scheme) as a global policy intervention.

Delivery

The following tables outline the key actions TfSE must take out until 2030 to achieve our missions, and tackle known, cross-cutting delivery challenges.

You can find full details of TfSE's roles as part of our delivery plan from page 91 of the full draft Transport Strategy document.

Q How strongly do you agree with the actions that TfSE has set in the Delivery Plan?

Option	Select
Strongly agree	☐
Agree	☒
Neither agree or disagree	☐
Disagree	☐
Strongly disagree	☐
Don't know	☐

Q If you disagree or strongly disagree please tell us more about this?

Large parts of the south east are part of protected landscapes and public bodies have a duty to further the purposes of protected landscapes. Development is rightly concentrated outside protected landscapes but in order to access these areas, transport improvements, if feasible, can require costly mitigation. In order to deliver its economic, social and environmental goals, TfSE should add the impacts of protected landscapes to its list of challenges as this could help bring forward regional scale solutions to any negative impacts on protected landscapes.

Indicators

There are a number of indicators we propose to use to measure the progress of the strategy.

You can view the full table of indicators on page 96 of the full draft Transport Strategy document.

Q Are the indicators that we have identified the right ones to measure?

Option	Select
Yes	☐
No	☒
Don't know	☐

Q If you have answered 'no' above, please tell us more.

In general, TfSE should review the indicators to ensure that they align with the missions and can be influenced by the identified priorities.

Additional indicators should be considered to monitor; bus network coverage; climate-related disruption and flood risk across different modes of transport; sustainable transport mode share to international gateways; and incidents of transport-related crime.

The indicators that could be improved include; deprivation, which should be replaced with scores for transport related social exclusion that can be affected by transport improvements; car ownership, which should be more ambitious in urban areas where travel options are more likely to be available; and distance travelled, which should focus on distance travelled using petrol and diesel vehicles.

Integrated Sustainability Appraisal

Q To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a through assessment of the draft Transport Strategy?

Option	Select
Strongly agree	☒
Agree	☐
Neither agree or disagree	☐
Disagree	☐
Strongly disagree	☐
Don't know	☐

Q Do you have any specific comments regarding the Integrated Sustainability Appraisal?

No specific comments.

Overall Views

Q To what extent do you agree that the draft Transport Strategy sets out an ambitious yet achievable strategy to improve transport across the South East?

Option	Select
Strongly agree	☒
Agree	☐
Neither agree or disagree	☐
Disagree	☐
Strongly disagree	☐
Don't know	☐

Q Are there any additional comments you would like to make on the draft Transport Strategy?

Since the Draft Transport Strategy was published, the Government has announced its intention to devolve powers and reorganise local government that is likely to change the way that decisions are made about how to improve the transport network in the future. TfSE should amend the Transport Strategy to show how its work will fit with the role of local government by explaining the role of strategic authorities and making changes to the roles of local transport and planning authorities in the 'roles and responsibilities' section. TfSE should also update its role to show how it will complement the responsibilities of strategic authorities and mayors, some of which may be elected in 2026.

Privacy Notice:
Transport for the South East Transport Strategy Refresh

Overview

This Privacy Notice covers the responses to the public consultation of our draft Transport Strategy we are delivering as part of our Transport Strategy Refresh.

Transport for the South East and our host authority East Sussex County Council takes data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

What information is being used?

In order to ensure we accurately reflect the demographic and geographic range of our region, and to keep interested parties updated with this project we will collect the following information:

Personal Data:

Name

Email address

How will your information be used?

Your name and email address will be used so we can monitor and identify duplicate responses, and where agreed so we can contact you at future stages of this project, either to seek your further views or share the outcomes of your involvement as the strategy develops.

All data will be assimilated and pseudonymised for reporting purposes.

We aim to maintain high standards, adopt best practice for our record keeping and regularly check and report on how we are doing. Your information is never sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy.

Your information **is not** processed outside of the European Economic Area.

What is your legal basis for processing this information?

Our legal basis for processing your data is consent.

How long will your information be kept for?

Your information will be kept for the duration of this project. You will have the option to remain on our stakeholder database beyond this and if you consent to this we will retain your name and email address until you withdraw consent.

How will your information be stored?

Your information will be stored on our secure systems and accessed only by authorised Transport for the South East officers.

Sharing your information

Your data will shared with our contracted consultants for analysis purposes.

Your rights

Under data protection legislation, you have the right:

- to be informed why, where and how we use your information
- to ask for access to your information
- to ask for your information to be corrected if it is inaccurate or incomplete
- to ask for your information to be deleted or removed where there is no need for us to continue processing it
- to ask us to restrict the use of your information
- to ask us to copy or transfer your information from one IT system to another in a safe and secure way, without impacting the quality of the information
- to object to how your information is used
- to challenge any decisions made without human intervention (automated decision making)

Please visit Data Protection for further details.

How to find out more or complain

Should you have any further queries on the uses of your information, please speak directly to our service: tfse@eastsussex.gov.uk.

To complain about the use of your information, please contact our Customer Services Team or our Data Protection Officer.

You can also contact the ICO for further information or to make a complaint:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire SK9 5AF

Phone: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number or you can report a concern on the ICO website.