

**Transport for the South East
Shadow Partnership Board**

Agenda

22 October 2020, 13:00 – 16:00

Microsoft Teams Meeting

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Shadow Partnership Board Members		
Cllr Keith Glazier, Leader, East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport, Kent County Council	Cllr Tony Page, Deputy Leader, Reading Borough Council (representing Berkshire Local Transport Body)
Richard Leonard, Head of Network Development, Highways England	Cllr Amy Heley, Chair of the Environment, Transport & Sustainability Committee, Brighton & Hove City Council	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
Cllr Steve Leggett, Cabinet Member for Green City & Place, Southampton City Council	Cllr Lynne Stagg, Cabinet Member for Traffic & Transportation, Portsmouth City Council	Cllr Matt Furniss (sub for Cllr Colin Kemp), Cabinet Member for Transport, Surrey County Council
Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure, West Sussex County Council	Cllr Alan Jarrett, Portfolio Holder for Business Management, Medway Council	Geoff French, Interim Chair, TfSE Transport Forum
Martin Harris, Coast to Capital LEP	Alex Williams, Director of City Planning, Transport for London	Ross McNally, Enterprise M3 LEP
Cllr David Monk, Leader, Folkestone & Hythe District Council	Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils	Ian Phillips, Chair of South Downs National Park Authority, Representative from Protected Landscapes
John Halsall, Route Managing Director for South East, Network Rail	Cllr Rob Humby, Executive Member for Environment and Transport, Hampshire County Council;	

Apologies:

John Halsall, Route Managing Director for South East, Network Rail
Cllr Colin Kemp, Deputy Leader, Surrey County Council

Item		Who
1	Welcome and apologies	Cllr Keith Glazier
2	Minutes from last meeting	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Statements from the public	Cllr Keith Glazier
5	Lead Officer's Report – Paper 1	Rupert Clubb
6	Update on Proposal and Statutory Status – Paper 2 <ul style="list-style-type: none"> - Update from the DfT - Devolution white paper - Next steps - Governance group update 	Rupert Clubb
7	Area Studies Update – Paper 3	Sarah Valentine
8	Technical Programme Update – Paper 4 <ul style="list-style-type: none"> - Freight, Logistics and International Gateways Strategy - Future Mobility Strategy - Covid-19 work - Carbon assessment work 	Rob Dickin / Mark Valleley
9	Finance Update – Paper 5 <ul style="list-style-type: none"> - Budget - Forecasts - Spending Round - Staffing update 	Rachel Ford
10	Communications & Stakeholder Engagement – Paper 6	Russell Spink / Lucy Dixon-Thompson
11	Transport Forum – Paper 7	Geoff French
12	Responses to Consultations – see Paper 8	Rupert Clubb
13	AOB	All
14	Date of Next Meeting Thursday 28 January 2021, 13:00 – 16:00 (Venue TBC)	

Officers in Attendance

Secretariat

Rupert Clubb	Lead Officer	Transport for the South East
Mark Valleley	Technical Manager	Transport for the South East
Rachel Ford	Programme Manager	Transport for the South East
Rob Dickin	Transport Strategy Manager	Transport for the South East
Sarah Valentine	Transport Strategy Manager	Transport for the South East
Benn White	Project Officer	Transport for the South East
Russell Spink	Communications Manager	Transport for the South East
Jasmin Barnicoat	Executive Officer	Transport for the South East
Lucy Dixon-Thompson	Stakeholder & Engagement Manager	Transport for the South East

Additional Attendees

Joseph Ratcliffe	Transport Strategy Manager	Kent County Council
Ruth Du-Lieu	Assistant Director Frontline Services	Medway Council
Mark Prior	Assistant Director, City Transport	Brighton & Hove City Council
Matt Davey	Director of Highways and Transport	West Sussex County Council
Tristan Samuels	Director of Regeneration	Portsmouth City Council
Colin Rowland	Assistant Chief Executive and Director of Strategy	Isle of Wight Council
Keith Willcox	Assistant Director – Transport	Hampshire County Council
Bill Hicks	Head of Infrastructure	Berkshire Local Transport Body / Berkshire Thames Valley LEP
Jonathan Sharrock	Chief Executive	Coast to Capital LEP
Pete Boustred	Strategic Transport Manager	Southampton City Council
Lucy Monie	Operations Group Manager	Surrey County Council
Alice Darley	Senior Network Strategy Manager (South)	Highways England
Savio DeCruz	Service Lead Major Infrastructure Projects	Slough Borough Council
Mike Smith	Strategy and Planning Director South	Network Rail
Martin Randall	Director for the Economy	Adur & Worthing Councils
Pam Turton	Assistant Director	Portsmouth City Council

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TfSE Shadow Partnership Board
16 July 2020
Minutes

Shadow Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Michael Payne, Cabinet Member for Highways and Transport Kent County Council	Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure West Sussex County Council
Mike Smith (sub for John Halsall), Strategy & Planning Director London and South, Network Rail	Cllr Lynne Stagg Cabinet Member for Environment and Transport Portsmouth City Council	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)
Martin Harris, Business Representative – Transport Sponsor, Coast 2 Capital LEP, (jointly representing LEPs)	Ian Phillips, Chair, South Downs National Park Authority (Representing protected landscapes)	Geoff French CBE Interim Chair Transport Forum
Cllr Jacqui Rayment (sub for Cllr Steve Leggett), Cabinet Member for Place and Transport, Southampton City Council	Cllr Colin Kemp, Deputy Leader, Surrey County Council	Cllr Alan Jarrett, Leader, Medway Council
Ross McNally, Director, Enterprise M3 LEP (jointly representing LEPs)	Richard Leonard, Head of Network Development, Strategy & Planning Highways England	Richard McGreevy (sub for Alex Williams) Strategy & Planning Manager, Transport for London
Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils (jointly representing District and Borough Councils)	Cllr Ian Ward, Cabinet Member for Infrastructure and Transport, Isle of Wight Council	

Apologies:

Cllr Rob Humby, Deputy Leader, Hampshire County Council
 Cllr Steve Leggett, Cabinet Member for Green City and Place, Southampton City
 Council
 Cllr David Monk, Leader, Folkestone & Hythe District Council
 John Halsall, Managing Director, Network Rail
 Alex Williams, Director of City Planning, Transport for London
 Cllr Anne Pissaridou, Chair of the Environment, Transport and Sustainability
 Committee, Brighton & Hove City Council

Observers:

Rupert Clubb, Transport for the South East
 Mark Valleley, Transport for the South East
 Rachel Ford, Transport for the South East
 Rob Dickin, Transport for the South East
 Sarah Valentine, Transport for the South East
 Benn White, Transport for the South East
 Russell Spink, Transport for the South East
 Jasmin Barnicoat, Transport for the South East
 Lucy Dixon-Thompson, Transport for the South East

Steven Bishop, Steer
 Alex Pringle, South Downs National Park Authority
 Alice Darley, Highways England
 Andy Beattie, South Downs National Park Authority
 Bill Hicks, Berkshire Local Transport Body / Berkshire Thames Valley LEP
 Colin Rowland, Isle of Wight
 Felicity Tidbury, Portsmouth City Council
 James Hammond, Folkestone & Hythe District Council
 Joseph Ratcliffe, Kent County Council
 Keith Wilcox, Hampshire County Council
 Mark Prior, Brighton and Hove City Council
 Martin Randall, Adur & Worthing Councils
 Matt Davey, West Sussex County Council
 Michael Edwards, Medway Council
 Paul Millin, Surrey County Council
 Pete Boustred, Southampton City Council
 Peter Duggan, Department for Transport

Item	Action
<p>1. Welcome and Apologies</p> <p>1.1 Cllr Keith Glazier (KG) welcomed Shadow Partnership Board members to the virtual meeting and noted apologies.</p> <p>1.2 Cllr Glazier welcomed the members of the public who were also in attendance.</p> <p>1.3 Cllr Glazier informed attendees that the planned meeting with Baroness Vere has now been postponed until Thursday 23 July.</p>	
<p>2. Minutes from last meeting</p> <p>2.1 The minutes of the previous meeting were agreed.</p> <p>2.2 Cllr Kemp (CK) highlighted a comment he raised at the last Shadow Partnership Board meeting. CK requested an update from Transport for the South East on why the A22 MRN scheme continues to not be included in the pipeline for upcoming schemes. Sarah Valentine (SV) informed CK that she has been in conversation with officers at Surrey County Council regarding this scheme. SV ensured CK that confusion around this scheme has now been cleared up and that it will be included within the MRN schemes pipeline going forward.</p>	

3. Declarations of interest	
<p>None.</p> <p>3.1 Cllr Glazier thanked members for returning completed Declaration of Interest forms and asked those who have not done so to return them to the secretariat as soon as possible. It was explained that completed forms will be published on the Transport for the South East website.</p>	
4. Governance – Paper 1	
<p>4.1 Rupert Clubb (RC) introduced this item and guided the Shadow Partnership Board members through the process for nominating a Chair for the TfSE Shadow Partnership Board.</p> <p>4.2 RC invited nominations for the role of Chair of Transport for the South East. Cllr Jacqui Rayment nominated Cllr Keith Glazier for this role. The nomination was seconded by Cllr Michael Payne. All Board members agreed with this decision. Cllr Glazier thanked members of the Shadow Partnership Board for their continued support.</p> <p>4.3 Cllr Glazier invited nominations for the role of Vice-Chair of Transport for the South East. Cllr Glazier nominated Cllr Tony Page for this role. The nomination was seconded by Cllr Jacqui Rayment. All Board members agreed with this decision.</p> <p>4.4 Cllr Glazier invited nominations for the role of Interim Chair of the Transport Forum for the next year. Cllr Glazier nominated Geoff French for this role. The nomination was seconded by Cllr Tony Page. All Board members agreed with this decision.</p> <p>4.5 Members of the Shadow Partnership Board agreed that two representatives from the LEPs would be coopted to the Board, with allocated voting rights. The Board noted that this continue to be Martin Harris, Coast to Capital, and Ross McNally, Enterprise M3.</p> <p>4.6 Members of the Shadow Partnership Board agreed two representatives from the district and borough councils would be coopted to the Board, with allocated voting rights. Cllr Daniel Humphreys and Cllr David Monk will continue in their roles of District and Borough representatives on the TfSE Shadow Partnership Board.</p> <p>4.7 Members of the Shadow Partnership Board agreed that a representative from the protected landscapes would be coopted to the Board, with allocated voting rights. The Chair of the South Downs National Park Authority will continue in the role of representing protected landscapes on the TfSE Shadow Partnership Board.</p> <p>4.8 Members of the Shadow Partnership Board agreed that the representation from Highways England, Network Rail and Transport for London should continue to be part of the TfSE Shadow Partnership Board.</p>	

<p>4.9 Members of the Shadow Partnership Board agreed that an additional member from a constituent authority should be added to the TfSE Governance Member Sub-Group. It was agreed that this position will remain open until a confirmed member from Brighton and Hove City Council can take on this role.</p> <p>4.10 RC confirmed that all of these appointments will be for the period of twelve months.</p> <p>RECOMMENDATIONS: The members of the Shadow Partnership Board are recommended to:</p> <ul style="list-style-type: none"> (1) Nominate and elect a Chair and Vice-Chair for the period of one year; (2) Agree to co-opt for a period of one year to the Shadow Partnership Board: <ul style="list-style-type: none"> a. The Interim Chair of the Transport Forum; b. Two people nominated collectively by the Local Enterprise Partnerships; c. A person nominated by the National Parks and other protected landscape designations; d. Two people nominated by the district and borough authorities; and e. A representative from Highways England, Network Rail and Transport for London. (3) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives, the Interim Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes; (4) Appoint for a period of one year an Interim Chair for the Transport Forum; and (5) Agree to extend the membership of the governance member sub-group. 	
5. Statements from the public	
<p>5.1 Cllr Glazier (KG) introduced this item and welcomed Vic lent from South Downs Society to make his statement.</p> <p>5.2 Vic lent (VI), Policy Officer at the South Downs Society, introduced himself to the TfSE Shadow Partnership Board. VI explained that his statement is an appeal for focusing on transport in the countryside and improving rural connectivity issues.</p> <p>5.3 Cllr Glazier thanked VI for taking the time to submit a statement for today's meeting. Cllr Glazier responded to the statement by acknowledging that a large proportion of the TfSE area is rural in nature and that this is very much a challenge that TfSE takes seriously. It was also highlighted that the forthcoming programme of area studies and the TfSE Future Mobility</p>	

<p>Strategy will seek to identify realistic interventions to improve access for those in rural areas.</p> <p>5.4 Cllr Glazier reiterated that TfSE will continue to work very closely with its constituent local transport authorities to support their work aimed at addressing the transport challenges in rural areas.</p> <p>5.5 Cllr Kemp (CK) acknowledged that the issue of transport in rural areas is a very valid point, but one that Transport for the South East is aware of. CK took the opportunity to reassure VI that local transport authorities have recognised the issues for those in rural areas and conversations are taking place on this topic.</p> <p>5.6 Ian Phillips (IP) acknowledged that rural connectivity issues are changing all the time and many challenges will occur in the future. IP confirmed that the South Downs National Park Authority remain very supportive of TfSE's Transport Strategy document and thanked KG and CK for their reassuring responses to this issue.</p> <p>5.7 Geoff French (GF) suggested that this subject could be a valuable discussion for an upcoming TfSE Transport Forum. Ross McNally (RM) stated from a LEP and economic point of view, he fully recognises the need for supporting the rural areas and would welcome the opportunity to support this subject at an upcoming Transport Forum.</p> <p>5.8 Rupert Clubb (RC) took the opportunity to highlight a piece of correspondence to the attention of Board members. RC explained several Board members received an email yesterday evening from Becky Reynolds, who represents Bricycles asking them not to approve the Transport Strategy because of its potential impact on future levels of cycling and walking. RC provided detail to Board members on the results of the transport modelling work that had been undertaken on the future transport scenarios considered as part of the transport strategy. Although the modelling results indicated a decrease in the levels of people cycling and walking, positive action would be taken to ensure this did not come to fruition. Cllr Glazier thanked Becky Reynolds for taking the time to submit the statement.</p> <p>5.9 Cllr Glazier invited Peter Duggan (PG) to give an update on the DfT grant funding for 2020/21. PG confirmed that TfSE will receive a letter in a few days from ministers that will confirm funding for 2020/21. Cllr Glazier thanked Peter for progressing this matter within the DfT.</p>	
<p>6. Lead Officer's Report – Paper 2</p>	
<p>6.1 Rupert Clubb (RC) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>6.2 RC confirmed that on behalf of Transport for the South East, he is delighted to hear the news around funding from the Department for Transport.</p>	

<p>6.3 RC took the opportunity to thank the Transport for the South East team for the hard work that is been put in to get TfSE to this stage. RC also thanked officers from constituent authorities and partners for their support.</p> <p>6.4 The recommendation was agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i></p> <p>The members of the Shadow Partnership Board are recommended to note the activities of Transport for the South East between April – July 2020.</p>	
7. Covid-19 Response – Paper 3	
<p>7.1 Mark Valleley (MV) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>7.2 MV reminded Shadow Partnership Board members of the concern voiced at April’s Shadow Partnership Board meeting about the the transport strategy having been produced in a pre-Covid world. In responding to this call to action, MV explained that Steer have been commissioned to undertake work to try and understand what the potential recovery of Covid-19 will look like under several different scenarios. The outcomes of this work will help TfSE develop the upcoming area studies workstream. MV explained that this piece of work is currently ongoing, and a final report will be produced by the middle of August.</p> <p>7.3 Steven Bishop (SB) delivered a presentation to Shadow Partnership Board members on the work that is being undertaken by Steer. The presentation will be shared with attendees following on from this meeting.</p> <p>7.4 Cllr Kemp thanked SB for the work Steer have produced on this topic and confirmed that this information will be very useful to the regional authorities. Cllr Kemp felt that the one element missing from this work so far is the topic of airports and how they will impact travel on the road around the TfSE area. SB confirmed that consideration is being given to the aviation industry and that Steer are aware of the challenges being experienced by economic hubs, such as Crawley.</p> <p>7.5 Martin Harris (MH) highlighted the importance of ensuring that data being included within the work remains up to date due to the situation evolving rapidly. MH explained that the number of passengers using public transport is increasing faster than previously expected. SB responded by informing attendees that Steer are enthusiastic to continue working closely with transport operators in order to ensure that the evidence and data being used is as up to date as possible around transport capacity and transport demand.</p> <p>7.6 Cllr Rayment (JR) agreed with the point raised by MH. JR also raised a point around the need for a new narrative to convince the public to use public transport again. SB confirmed he agreed with JR on the point she raised. SB highlighted that the upcoming area studies work will need to</p>	

<p>grapple with the situation of a new narrative being required around the importance of public transport and active travel.</p> <p>7.7 The recommendation was agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i></p> <p>The members of the Shadow Partnership Board are recommended to note the progress with the work that is being undertaken to assess the potential impacts of the Covid-19 pandemic on future travel behaviour in the Transport for the South East area.</p>	
<p>8. Transport Strategy Development – Paper 4</p>	
<p>8.1 Mark Valleley (MV) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>8.2 MV confirmed that amendments have been made to the draft final version of the Transport Strategy following on from the comments Shadow Partnership Board members submitted to TfSE at the Shadow Partnership Board meeting in April.</p> <p>8.3 MV took the opportunity to thank Steven Bishop and Steer colleagues for the work they have produced for Transport for the South East’s Transport Strategy document.</p> <p>8.4 Cllr Glazier thanked all constituent bodies for taking the time to respond to this work. Cllr Glazier praised the consistent collaborative approach that has been taken to get this work to this stage.</p> <p>8.5 Cllr Payne (MP) confirmed that the decision has been taken by the Leader of Kent County Council to approve the strategy, but this could not be confirmed until the period for potential call in finished on 17 July 2020.</p> <p>8.6 Cllr Humphreys (DH) confirmed that the draft Transport Strategy has now been circulated to all Districts and Borough, with feedback received being very positive.</p> <p>8.7 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the further amendments that have been made to the strategy; (2) Note the outcomes of the approval processes that have been pursued by Hampshire County Council and Kent County Council; and 	

<p>(3) Agree the final version of the transport strategy and integrated sustainability appraisal, subject to the subsequent endorsement of Kent County Council and Hampshire County Council.</p>	
9. Proposal to Government – Paper 5	
<p>9.1 Cllr Page (TP) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>9.2 TP thanked colleagues who have been heavily involved in the development of TfSE’s proposal to Government.</p> <p>9.3 TP explained that due to the situation with Covid-19, the recommendations of the Williams Rail Review are being reconsidered. Government has suggested that a response from the review will be published in the autumn.</p> <p>9.4 The meeting between Cllr Glazier, Chair of the TfSE Shadow Partnership Board, and Baroness Vere is now rescheduled for the morning of Thursday 23 July. TP explained that members of the TfSE Governance Sub-Group agree that a submission of TfSE’s proposal to Government should be submitted as soon as possible.</p> <p>9.5 Cllr Glazier praised the work of the TfSE Governance Member Sub-Group for progressing the development of the TfSE Proposal to Government.</p> <p>9.6 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Agree the final version of the proposal to Government; (2) Note the position on formal consent from constituent authorities and letters of support from partner organisations; (3) Agree that the proposal will be submitted to Government alongside the Transport Strategy in September 2020, subject to the receipt of formal consent from all of the constituent authorities; and (4) Agree the proposed communications and engagement approach for key stakeholders and MPs. 	
10. Technical Programme Update – See Paper 6	
<p>10.1 Rob Dickin (RD) and Sarah Valentine (SV) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>10.2 Members were reminded that WSP, supported by Steer, have been awarded the contract for this piece of work which aims to develop a Future</p>	

Mobility Strategy and Action Plan for the TfSE area. A further update on this workstream will be presented to members at the next Shadow Partnership Board meeting.

10.3 RD updated the Shadow Partnership Board on the Carbon Assessment work that TfSE have recently undertaken. At the Board meeting in April, members were advised that additional enabling work was required to ensure a robust evidence base is in place for the area studies workstream. Steer was commissioned through the existing Transport Strategy Development contract to carry out this work. Workshops were held in June to help develop new scenarios which would allow net-zero to be met by 2050. The results of this work will be used through the development of the upcoming area studies. A further update on this work will be presented to members at the next Shadow Partnership Board meeting.

10.4 Members were reminded that AECOM have been commissioned to carry out a piece of scoping work which focused on the content of a Freight Strategy for the TfSE area. The final report for this piece of work is almost complete and will be shared following formal sign-off from the TfSE secretariat. SV informed attendees that the procurement for a Freight Strategy is dependent on funding from a DfT grant. A further update on this workstream will be presented to members at the next Shadow Partnership Board meeting.

10.5 SV updated the Shadow Partnership Board on the area studies workstream. It was confirmed that following on from the Invitation to Tender process in April 2020, TfSE, with support from officers of the Transport Strategy Working Group, carried out the evaluation of 3 returned tenders. SV confirmed that following on from the evaluation process, the contract has now been awarded to Steer, who have subcontracted WSP and Atkins to support the work.

10.6 SV confirmed that the area studies work programme is spaced over several financial years and is dependent on DfT grant funding. Once the grant funding has been confirmed, TfSE will begin to finalise the work programme with the support of Steer, WSP and Atkins. The Outer Orbital will be the first area study to begin and is due to commence in the next couple of weeks. A sequence for the remaining area studies is yet to be determined and is subject to discussion.

10.7 Cllr Payne (MP) highlighted a concern around the district areas of Dover and Thanet being omitted from the Outer Orbital area study. MP reiterated the importance of these areas being included within the plans for this area study. SV confirmed that TfSE have been made aware of this issue previously and that one of the early pieces of work for TfSE and Steer will be to more clearly define the area study boundaries. SV confirmed that the boundaries presented in the agenda pack for this meet are not finalised.

10.8 Cllr Kemp (CK) raised a question around whether the two orbital area studies could be completed simultaneously as was previously planned. CK reiterated the importance of this work and advised that if the issue is based on available funding, then the TfSE secretariat should talk with the involved constituent authorities as they might be able to feed into the work. SV

<p>explained that area study work programme will very much be led by the DfT grant. Once this has been received, TfSE will be able to look at the work programme and plan available resources to carry out the workstream.</p> <p>10.9 Cllr Elkins (RE) highlighted that if funding is available for additional area studies to take place, constituent authorities will need to ensure that they have the capacity to input effectively into these studies.</p> <p>10.10 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the progress on the procurement process to secure a provider to undertake the five area studies; (2) Note progress on the development of the future mobility strategy; (3) Note the progress on the scoping work for the freight, logistics and gateways strategy; and (4) Note the progress on the carbon emissions assessment work. 	
<p>11. Financial Update – See Paper 7</p>	
<p>11.1 Rachel Ford (RF) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>11.2 RF confirmed that some of the information provided in this paper will be out of date once TfSE receive information from the DfT on grant funding allocation. A revised budget will be shared with Board members once the grant allocation letter has been received.</p> <p>11.3 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i></p> <p>The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Agree the amended budget proposal for 2020/21; (2) Note the current financial position for 2020/21 to the end of June 2020; (3) Note the update on the position from the Department for Transport; and (4) Agree the final business plan for 2020/21. 	
<p>12. Communications and Stakeholder Engagement – See Paper 8</p>	

<p>12.1 Lucy Dixon-Thompson (LDT) and Russell Spink (RS) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>12.2 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note and agree the proposed summer/autumn campaign plan; (2) Note and agree the supporting 'at a glance' document; and (3) Note the engagement and communication activity that has been undertaken in the past 3 months. 	
<p>13. Transport Forum – See Paper 9</p>	
<p>13.1 Geoff French (GF) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>13.2 The recommendations were agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Shadow Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the recent meeting of the Transport Forum; (2) Note and consider the comments from the Forum on the carbon assessment methodology; and (3) Note and consider the topics to be discussed at future Forum meetings. 	
<p>14. Responses to Consultations – See Paper 10</p>	
<p>14.1 Rupert Clubb (RC) introduced this item and guided the Shadow Partnership Board members through the key parts of the paper.</p> <p>14.2 The recommendation was agreed by all Shadow Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Shadow Partnership Board are recommended to endorse the draft responses to the following consultations:</p> <ol style="list-style-type: none"> (1) Department for Transport - Legalising rental e-scooter trials: defining e-scooters and rules for their use; (2) Department for Transport – Freeports consultation; 	

<p>(3) Reading Borough Council - Reading Transport Strategy 2036;</p> <p>(4) Department for Transport - Future of transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service; and</p> <p>(5) Department for Transport – Consultation on ending the sale of new petrol, diesel and hybrid cars and vans.</p>	
<p>15. AOB</p>	
<p>15.1 Cllr Kemp (CK) reminded attendees that he represents Transport for the South East on the Heathrow Airport Transport Forum and provided a brief update on the most recent meeting of the forum. CK informed attendees he continues to reiterate the importance for Heathrow Airport to communicate with the local authorities which surround the airport. Cllr Glazier took the opportunity to thank Cllr Kemp for finding the time to represent Transport for the South East on this forum.</p> <p>15.2 Richard Leonard (RL) informed attendees that Highways England’s Strategic Business Plan and Delivery Plan is expected to be published in the next month. RL confirmed that Highways England would be willing to provide a briefing to members at the next Shadow Partnership Board meeting.</p> <p>15.3 Cllr Glazier thanked attendees for their ongoing support towards Transport for the South East.</p>	
<p>16. Date of Next Meeting</p>	
<p>16.1 The next Shadow Partnership Board meeting will take place on Thursday 22 October 2020, venue to be confirmed.</p>	

Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Lead Officer’s Report**

Purpose of report: **To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to note the activities of Transport for the South East between July - October 2020.

1. Introduction

1.1 In the past few months Transport for the South East has achieved two significant milestones. The transport strategy was published and the proposal for statutory status was submitted to Government. We are now awaiting the Secretary of State’s response to both the strategy and proposal before advising the Shadow Partnership Board on the possible next steps.

1.2 We have also received confirmation from the Department for Transport of our grant funding allocation of £1.225m for 2020/21. The team have now been able to proceed with elements of the technical programme that were on hold. In addition, TfSE’s representation for the comprehensive spending review has been submitted with the aim of giving more funding certainty in the next few years.

2. Engagement activity

2.1 Stakeholder engagement has continued to take place and I took part in private sector meetings in August and October and a meeting with the South Coast Alliance for Transport and the Environment (SCATE) in September.

2.2 TfSE’s annual conference also took place in October and a verbal update will be given during the board meeting.

2.3 Alongside Network Rail, I was interviewed for the latest edition of Rail magazine on our transport strategy and proposal to Government.

2.4 More information on all of the engagement activity carried out over the past few months can be found in the Communications and Engagement Update, Paper 6.

3. Joint STB work

3.1 A joint STB meeting took place in early September. Freight and decarbonisation have been identified as suitable areas for joint working.

3.2 In addition, a joint STB chairs roundtable with Baroness Vere took place in September. The meeting was very positive and the Chair will provide a verbal update at the Shadow Partnership Board meeting.

4. Other

4.1 As DfT funding for the technical work programme has been confirmed, I am now able to progress the team to permanent contracts as per the delegated authority given to me at the Shadow Partnership board meeting in April.

4.2 In addition, as per the delegated authority given to me at the Shadow Partnership Board Meeting in December 2019, we have been able to commence the recruitment process for an additional transport strategy manager and a support officer, both on 2-year fixed term contracts. These positions are funded from the DfT grant funding.

4.3 I also had a very positive virtual meeting with John Hall, the new co-director for the Regions, Cities and Devolution Directorate at the DfT with responsibility for London and the South East.

5. Conclusions and recommendations

5.1 the DfT grant funding we have received means our technical programme can continue at pace as we work towards the strategic investment plan for the South East.

5.2 The Shadow Partnership Board is recommended to note the activities undertaken by TfSE.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Jasmin Barnicoat

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Email: jasmin.barnicoat@eastsussex.gov.uk

Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Proposal to Government**

Purpose of report: **To agree the final proposal for submission to Government**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note the update on the submission of the proposal to Government; and**
 - (2) Note the expected timeline for feedback from the Department for Transport.**
-

1. Introduction

1.1 At the Shadow Partnership Board on 16 July 2020 the Board agreed that the proposal to Government should be submitted to the Department for Transport (DfT), alongside the final version of the Transport Strategy.

1.2 The proposal and strategy were submitted to the Secretary of State for Transport on 21 July 2020.

1.3 To date, an official response has not been received from the Department for Transport. A written response is expected in advance of the Board meeting.

1.4 This paper provides an update to Board members on the proposal and the bid for statutory status.

2. Proposal to Government

2.1 TfSE submitted its proposal to Government on 21 July 2020, alongside the final version of the Transport Strategy. The submission firmly set out the ways in which TfSE and the DfT can work in partnership to implement the bold and ambitious approach included in the Strategy and highlighted that the powers requested in the proposal would support this.

2.2 Copies of the submission were also sent to the Chancellor, ministers within the DfT and the Ministry of Housing, Communities and Local Government (MHCLG) and senior civil servants. Communications relating to the submission were sent to MPs in the TfSE area, select committee members, relevant Shadow Ministers and TfSE's stakeholder database.

2.3 The proposal had the formal consent of all 16 local transport authorities, as well as letters of support from partners across the private and public sectors, including organisations such as Heathrow and Gatwick Airports, the LEPs, Chambers of Commerce, CBI, ICE and district and borough authorities. Subsequent to the submission, a number of MPs wrote to the Secretary of State expressing support for the proposal.

2.4 As yet, TfSE has not received an official response from the Department but is expected to make a full response to the proposal within 12 weeks of the date of submission. We would expect that this would include a decision from the Secretary of State and the rationale for that decision. A formal acknowledgment of the Transport Strategy is expected within a similar timescale. A verbal update on communications from the Department will be provided at the Board meeting.

3. Conclusion and recommendations

3.1 The proposal to Government was widely supported, with many stakeholders recognising that the creation of a sub-national transport body would benefit the south east area. The proposal to Government was submitted on 21 July 2020.

3.2 Feedback from the Department for Transport is expected in advance of the Board meeting on 22 October 2020. A verbal update will be provided at the Board meeting.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Email: rachel.ford@eastsussex.gov.uk

Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Area Studies Progress Update**

Purpose of report: **To provide a progress update on the area studies programme.**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note the progress on the area studies programme;**
 - (2) Note the geographies for each study;**
 - (3) Approve the governance structure for the overall programme and each area study; and**
 - (4) Approve the sequencing of the five studies.**
-

1 Introduction

1.1 The purpose of this report is to provide an update on the area studies programme, and to seek approval of the governance structure for the studies and the sequencing of the five studies.

2 Financial considerations

2.1 In May 2019 the Department for Transport (DfT) made a grant award of £500,000 to TfSE to take forward the technical work programme including the area studies. On 13 March 2020, the DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that a robust evidence base was in place for the area studies. The remaining funding available from the 2019/20 grant was sufficient to enable TfSE to proceed with commissioning one area study.

2.2 In August 2020 the DfT made a grant award of £1,225,000 to TfSE to take forward further elements of the technical work programme including the area studies. This provides sufficient funding to take forward two further area studies. Completion of the final two studies would be subject to a further funding award covering 2021/22.

3 Area studies background

3.1 The programme of area studies will identify where geographically, when in time, and under what conditions, specific scheme interventions and wider policy initiatives should be implemented across the South East to deliver our Vision for 2050 that is set out in the Transport Strategy for the South East and which was agreed by the Shadow Partnership Board at their meeting in July 2020.

3.2 Invitations to tender to undertake the area studies work were published by East Sussex County Council (ESCC) (as the accountable body for TfSE) through the Eastern Shires Purchasing Organisation (ESPO) Lot 5 (Highways and Transport Consultants) Framework. The requirement was for one supplier to undertake all five of the area studies. A combined team led by Steer, working with WSP and Atkins, were the successful bidder and a contract has been awarded.

3.3 Steer, WSP and Atkins have adopted a programme management approach to delivering the studies. This will allow overarching strategic issues to be considered at a regional level and then cascade into each study area. Taking a programme level approach will also allow for more efficient consideration of the various inter-relationships between the studies and ensure that issues that affect multiple areas are neither overlooked nor double counted.

4 Area study geographies

4.1 To facilitate the technical work required to deliver the area studies it is necessary to clearly define both the geographic location of and movement types within the areas under study. Five area studies are to be carried out, two focusing on orbital movements and three focusing on radial movements across the TfSE geography.

4.2 The definitions of the areas have been based upon earlier work carried out for both the Economic Connectivity Review (ECR) and for the Transport Strategy. The ECR identified a number of strategic economic corridors providing multimodal connectivity across the south east along side the areas major economic hubs (MEH). The transport strategy developed this work further, including starting to look in greater depth at the travel patterns to, from, and between the MEH's. As highlighted in both the ECR and the transport strategy, the south east is also the gateway to the UK, with several of the UK's largest international gateways located in the area including the ports of Dover and Southampton, Eurotunnel and Gatwick Airport.

4.3 The geographies of the area studies has been developed considering the function performed by each of the strategic corridors alongside the MEH's and gateways that influence movement along those corridors. Draft versions of the plans were shared with technical representatives from TfSE's constituent authorities, and the comments received were incorporated as the geographies were refined.

4.4 There is the need to communicate the scope and geographies of each study to a variety of audiences, and therefore a number of maps have been developed to enable this. Maps showing the geographies of each study are included at Appendix 1. Members of the Shadow Partnership Board are recommended to note the geography of each of the area studies.

5 Area studies governance

5.1 Stakeholder engagement is a key aspect of undertaking the area studies, and with five studies being undertaken it is important that this engagement is planned and coordinated and that clear governance processes are in place.

5.2 In common with the approach taken through the transport strategy, a stakeholder mapping exercise has been completed, categorising stakeholders according to their interest and influence in the area study work. It should be noted that these categories may be different from the overall TfSE categorisation, and also that individual stakeholders may in different categories for different area studies. The outcome of the stakeholder mapping is shown in Appendix 2.

5.3 For each study an Area Study Working Group (ASWG) and an Area Study Forum (ASF) will be convened. The ASWG will provide technical leadership to the study and is composed of technical representatives from Tier 1 stakeholders, including constituent authorities, Local Enterprise Partnerships, Department for Transport, Highways England, Network Rail and protected landscapes. ASWG will meet monthly for the duration of the study. They will monitor overall progress and escalate any issues on an exception basis to the TfSE Senior Officer Group.

5.4 Tier 2 (and some Tier 1) stakeholders will be invited to join the Area Study Forum. This group will provide stakeholder expertise, intelligence and advice to the ASWG and project team. The ASF will meet three times during each study at key points in the development of the technical work. They will feedback to the main TfSE Transport Forum.

5.5 Diagrams showing the proposed governance and stakeholder engagement arrangements are shown in Appendix 2 and Members of the Shadow Partnership Board are recommended to approve the governance arrangements.

6 Area Study Programme

6.1 The programme for delivering the five area studies will be phased over two financial years. It is therefore necessary to determine the order in which the studies should be undertaken. A Strategic Investment Plan will be produced at the end of the programme of area studies containing the outputs from the studies. This cannot be finalised until all five area studies have completed and so there is no particular advantage or disadvantage to any study being first or last in the programme. It is considered prudent to allow one study to commence and pass early milestones before starting additional studies, in order to learn lessons and embed learning into future studies.

6.2 It is proposed that the studies be undertaken in the following order:

Study	Funding position	Start date
Outer Orbital	2019/20 DfT grant	August 2020
Inner Orbital	2020/21 DfT grant	December 2020
South Central Radial	2020/21 DfT grant	December 2020
South West Radial	Subject to further funding in 2021/22	April 2021
South East Radial	Subject to further funding in 2021/22	April 2021

6.3 The orbital studies have been prioritised over radial studies because:

- Orbital movements have been studied less than radial ones
- They transverse multiple transport authority boundaries
- They will focus on key transport and socio-economic challenges that will be a high priority in a post COVID-19 context.

6.4 The Outer Orbital study serves a larger population and a greater number of transport authorities, and so was seen as a good candidate for the first study. The South Central Radial study has been prioritised to enable a focus on the Gatwick Diamond and because of the strong synergies with the Inner Orbital study. It was felt that the South East Radial study would benefit from a slight delay to allow for greater clarity of the post-Brexit landscape to emerge.

6.5 A programme showing the timescales for undertaking the studies and the Strategic Investment Plan is shown at Appendix 3 and Members of the Shadow Partnership Board are recommended to approve the sequencing of the five studies.

7 Conclusions and recommendations

7.1 The Shadow Partnership Board is recommended to note that the procurement process to secure a supplier to undertake the five area studies has concluded and that a contract has been awarded to Steer who are the lead consultant working alongside WSP and Atkins. Work on the area studies has now commenced, the specific geographies for each study have been defined and a variety of maps showing these have been developed.

7.2 The Shadow Partnership Board is further recommended note the work undertaken to date, to approve the area study governance framework and the sequencing programme for delivering the area studies set out in Appendix 3.

7.3 A further progress update on the area studies will be presented to the Shadow Partnership Board at the January 2021 meeting.

RUPERT CLUBB

Lead Officer

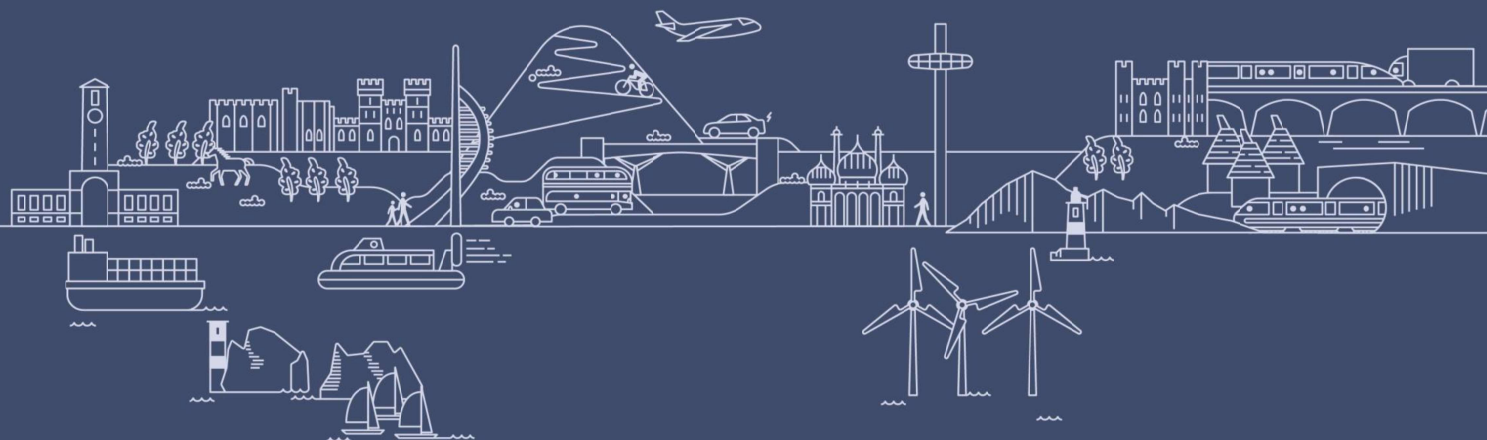
Transport for the South East

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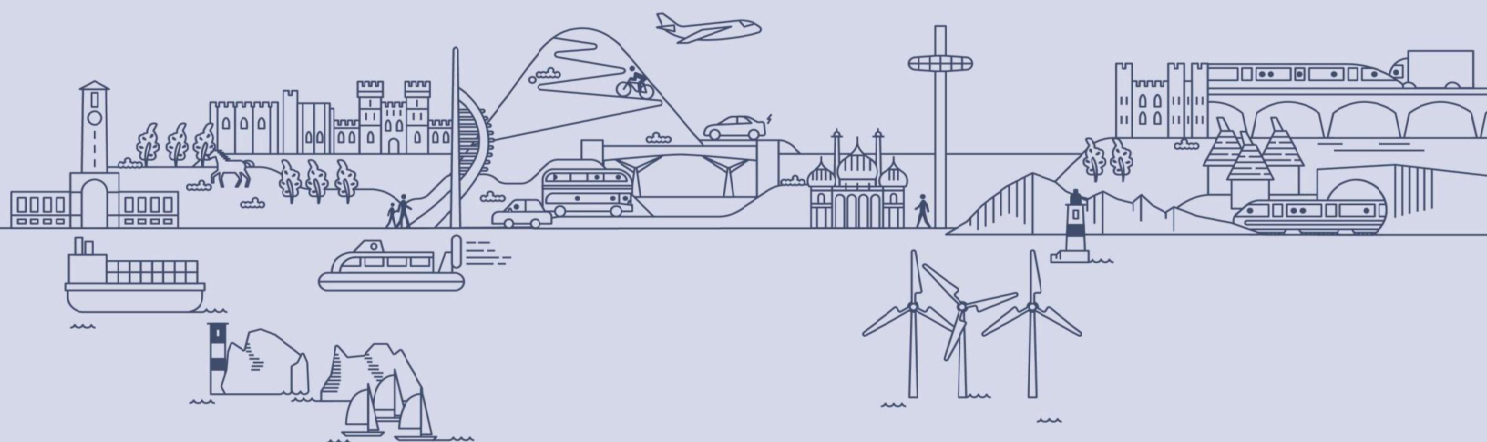
Area Study Definitions



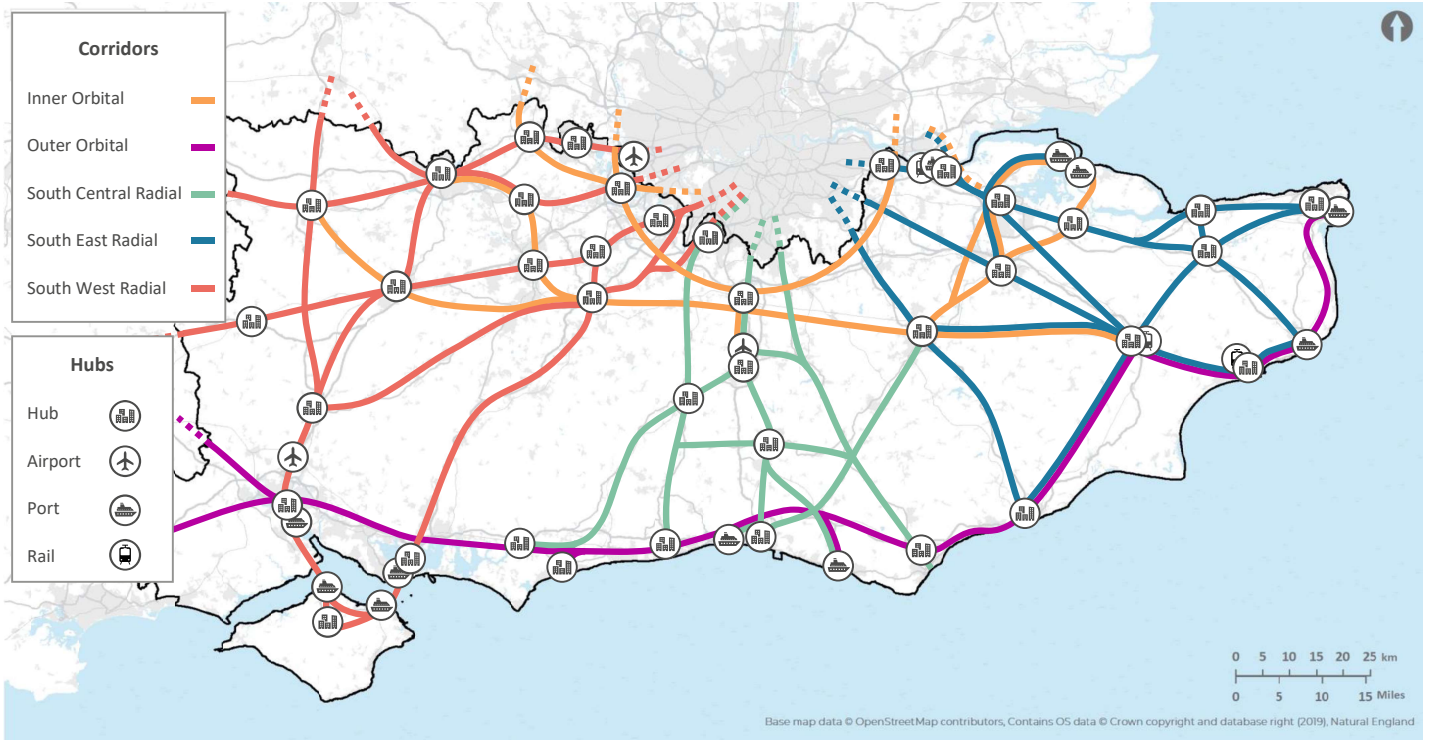
5th October



Overview of Areas



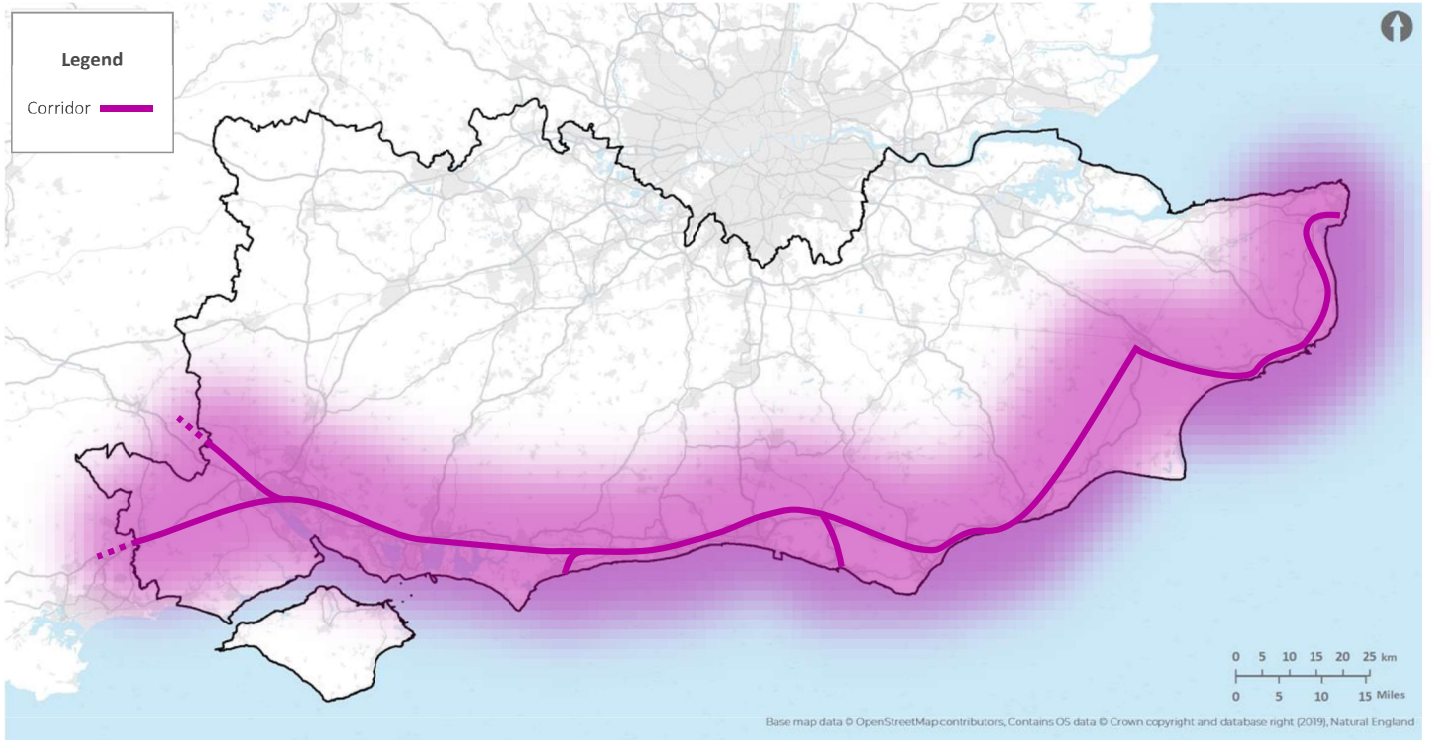
All Corridors, Major Economic Hubs, and International Gateways



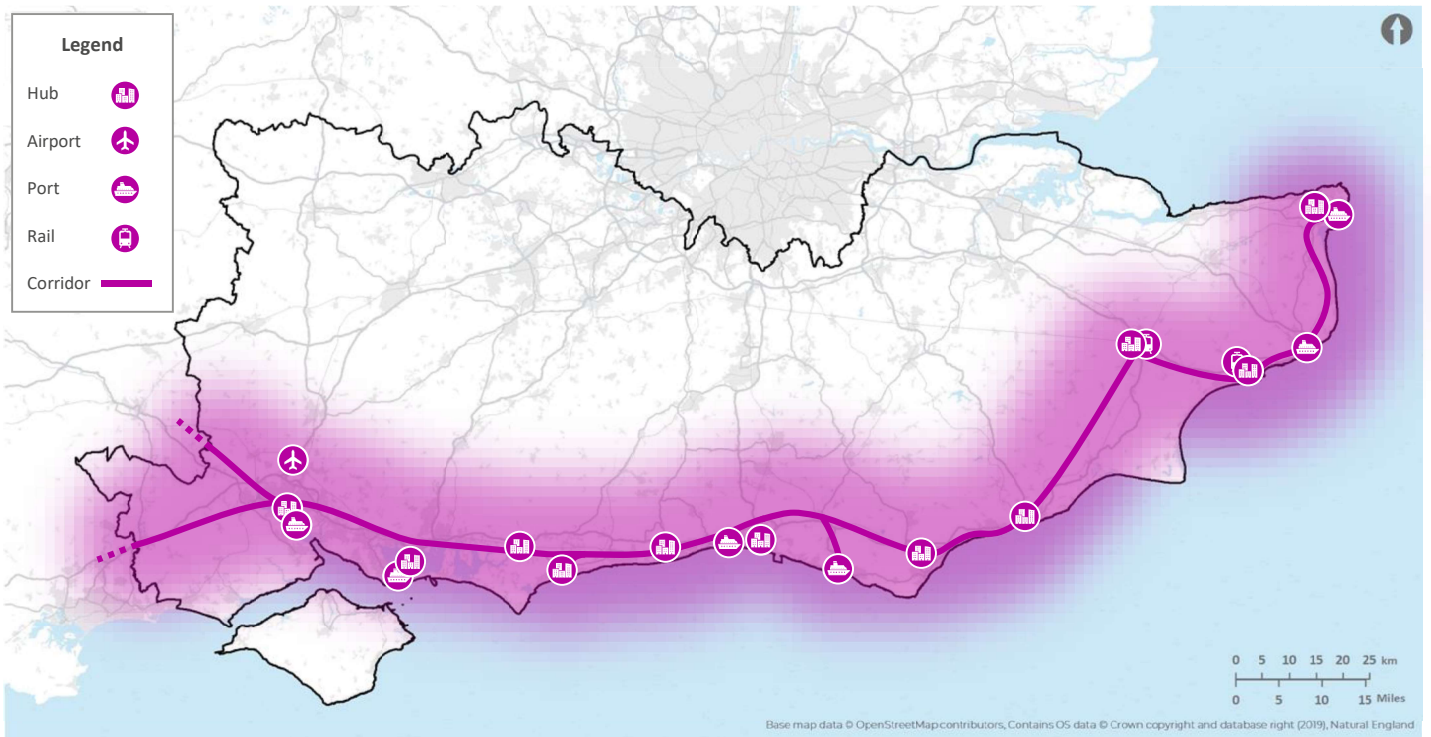
Outer Orbital Area Study



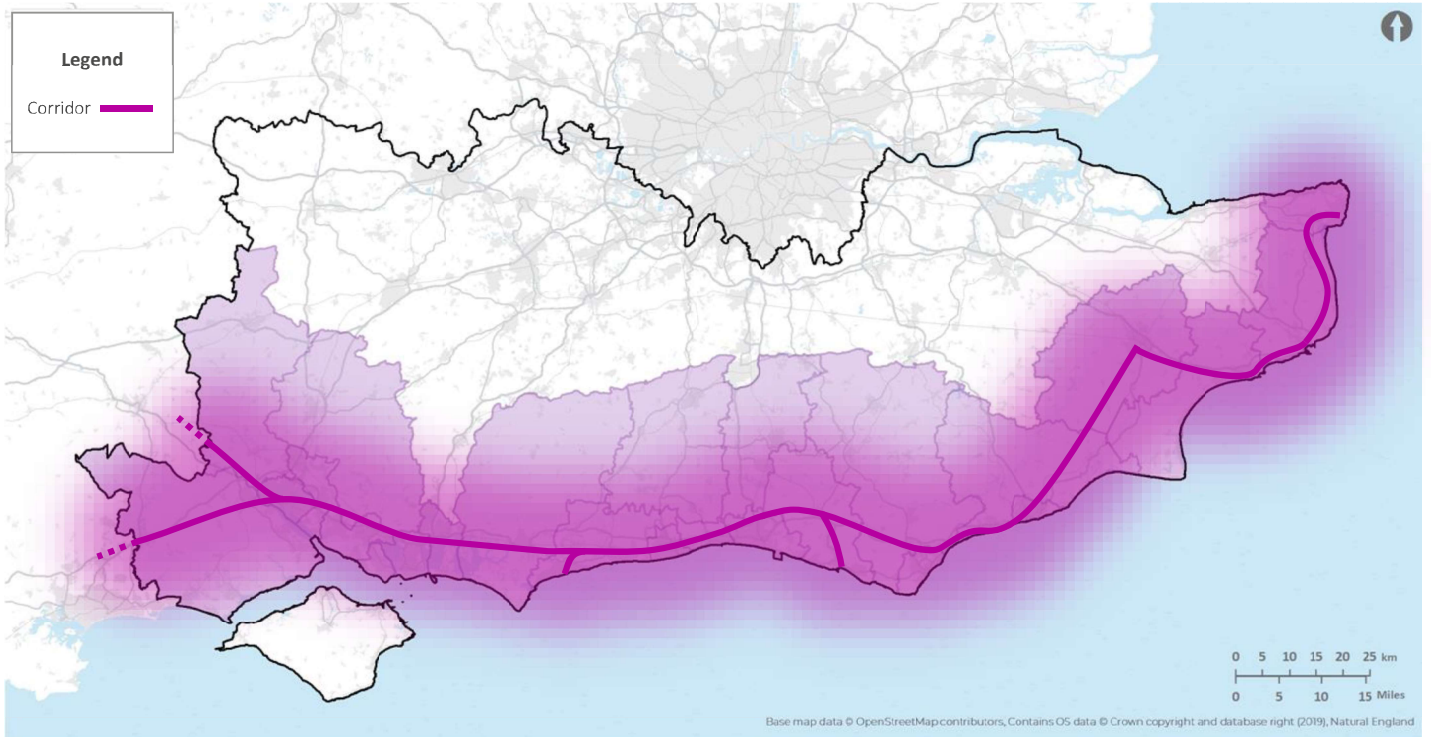
Outer Orbital Area | Corridors



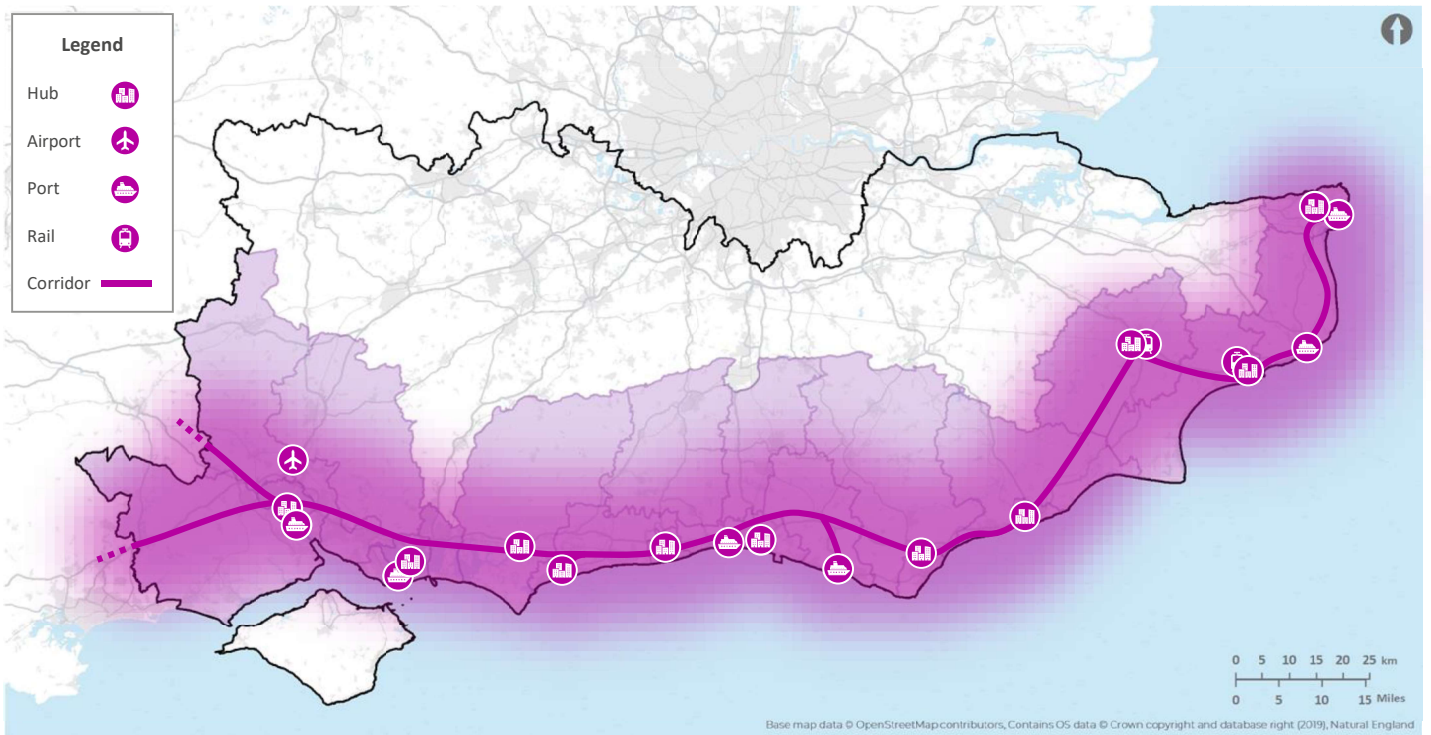
Outer Orbital Area | Major Economic Hubs and International Gateways



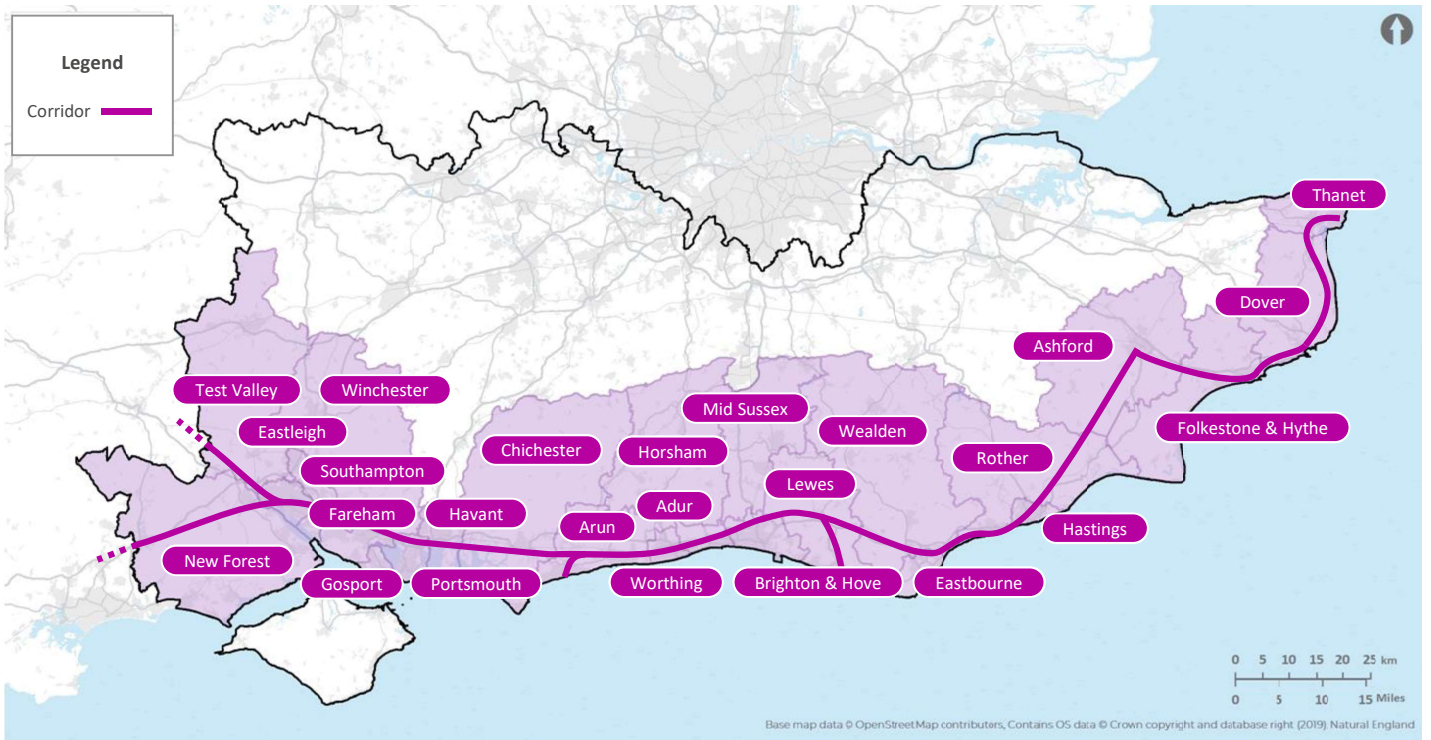
Outer Orbital Area | Corridors



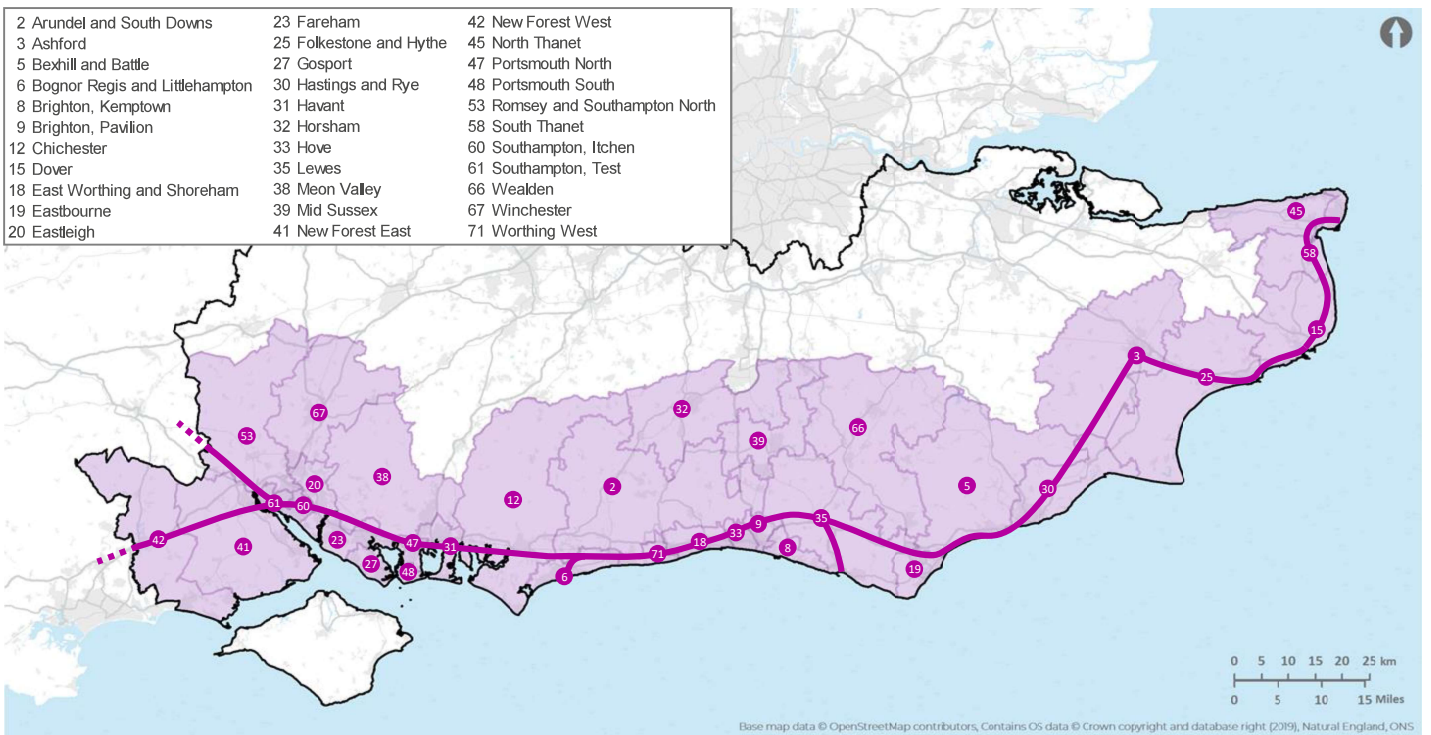
Outer Orbital Area | Major Economic Hubs and International Gateways



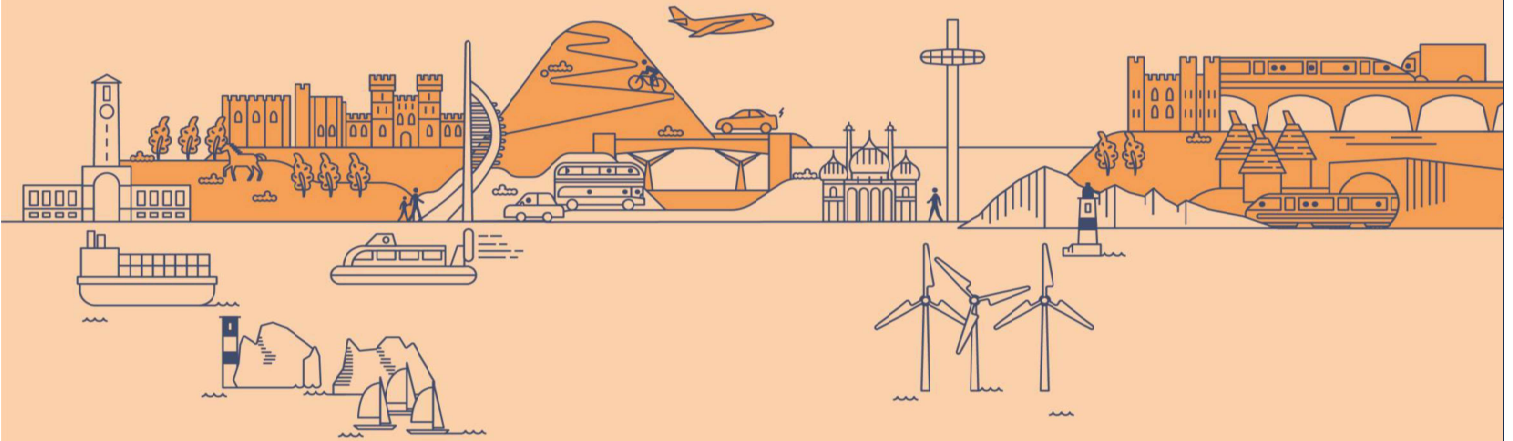
Outer Orbital Area | Authorities



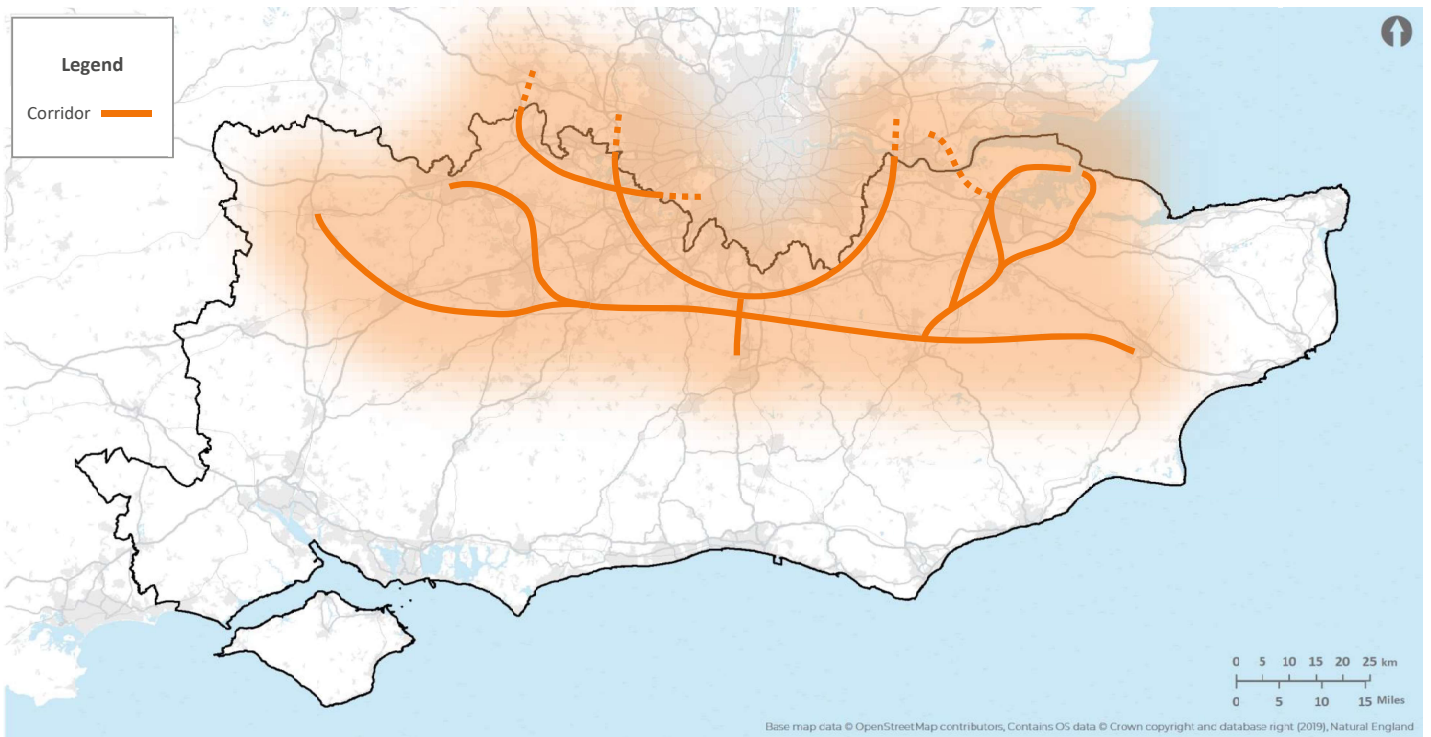
Outer Orbital Area | Constituencies



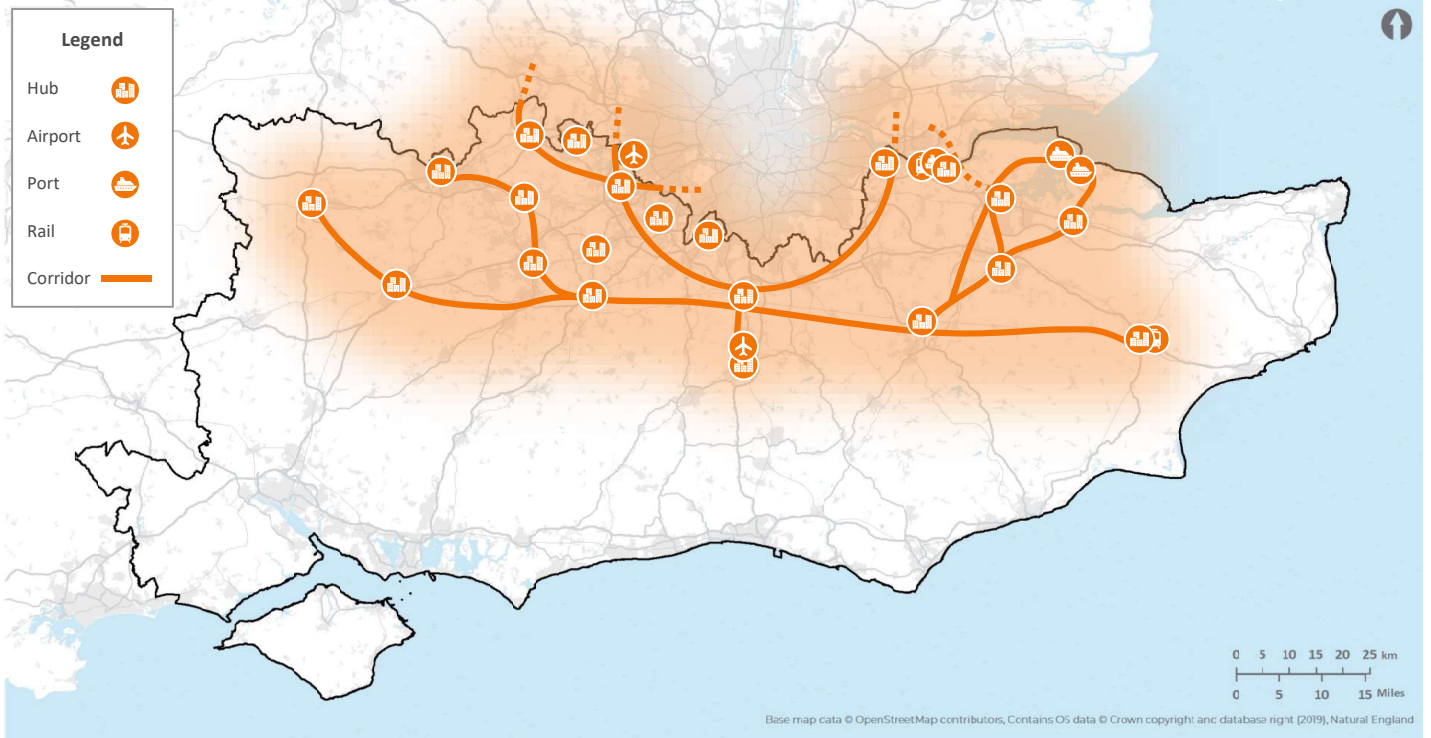
Inner Orbital Area Study



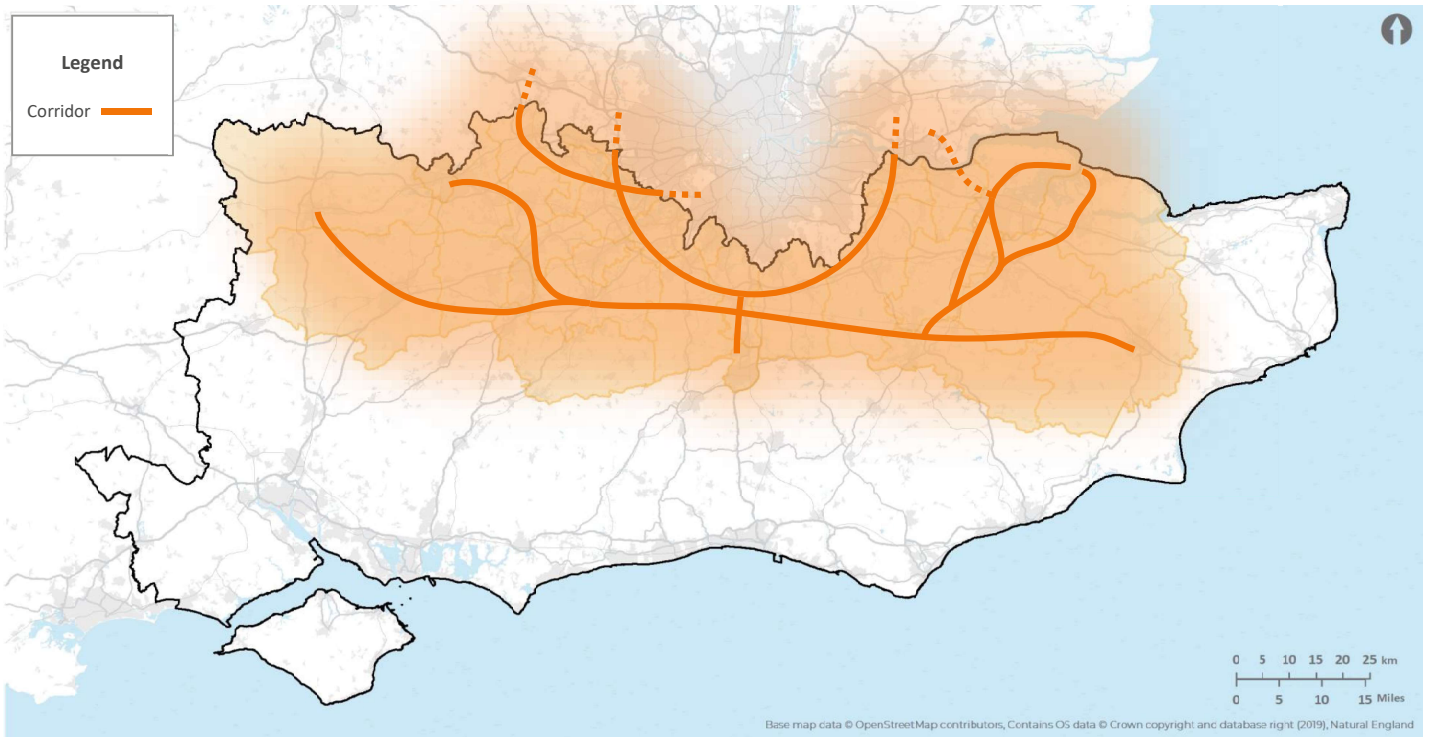
Inner Orbital Area | Corridors



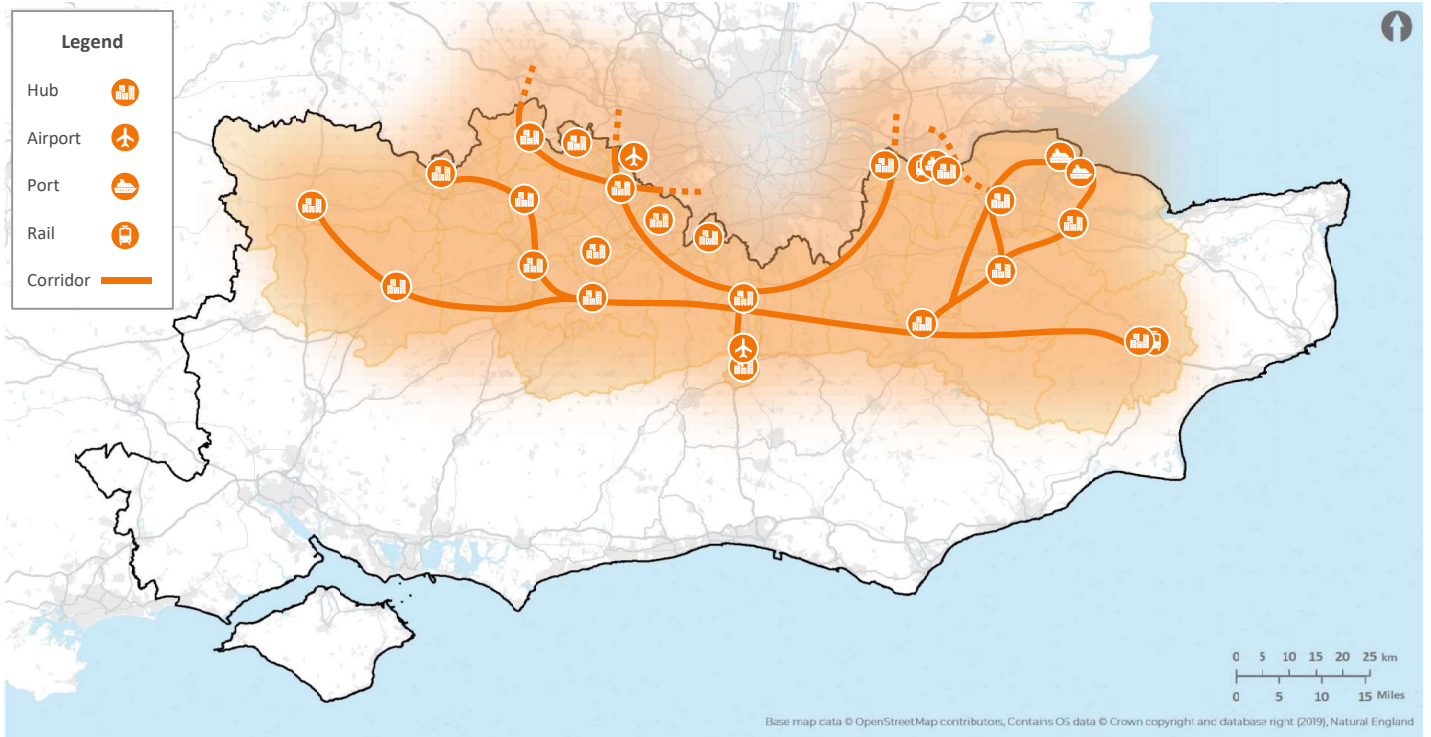
Inner Orbital Area | Major Economic Hubs and International Gateways



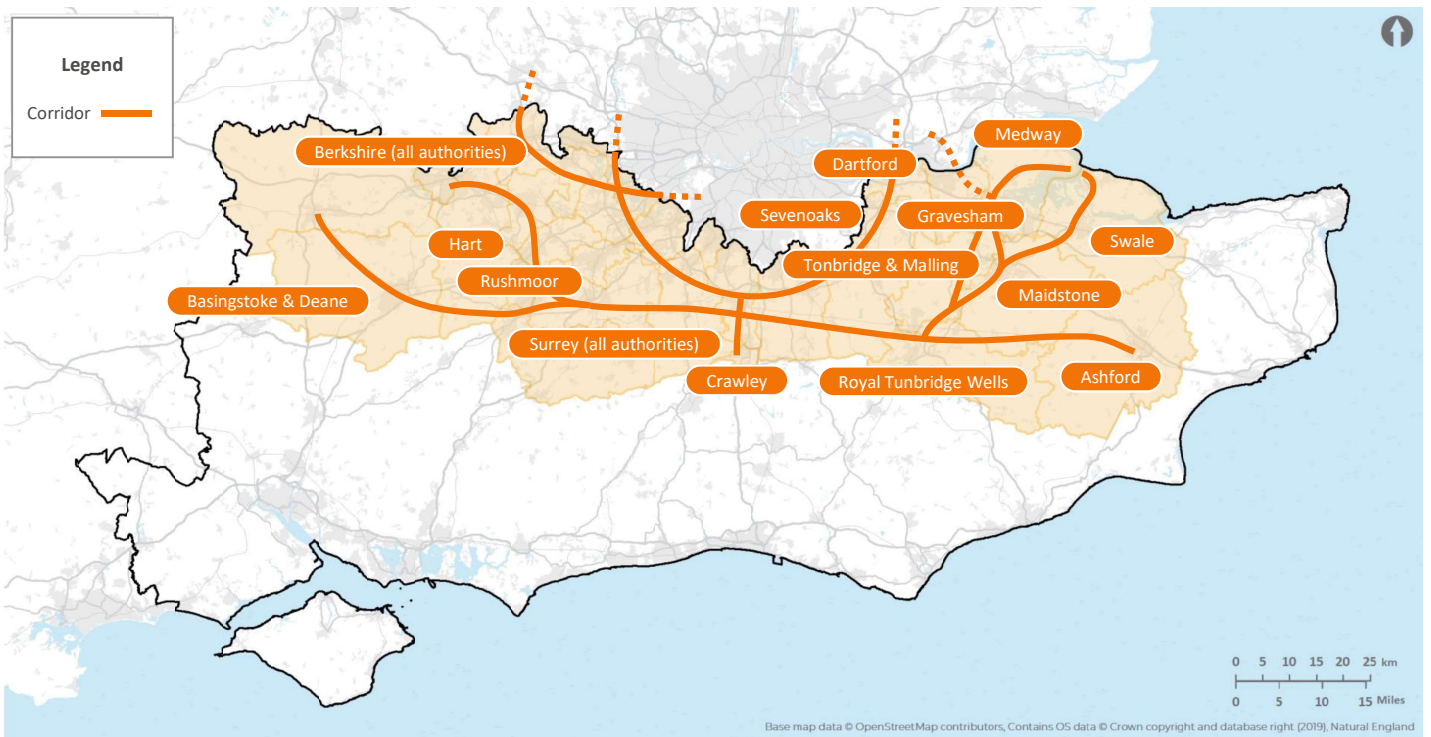
Inner Orbital Area | Corridors



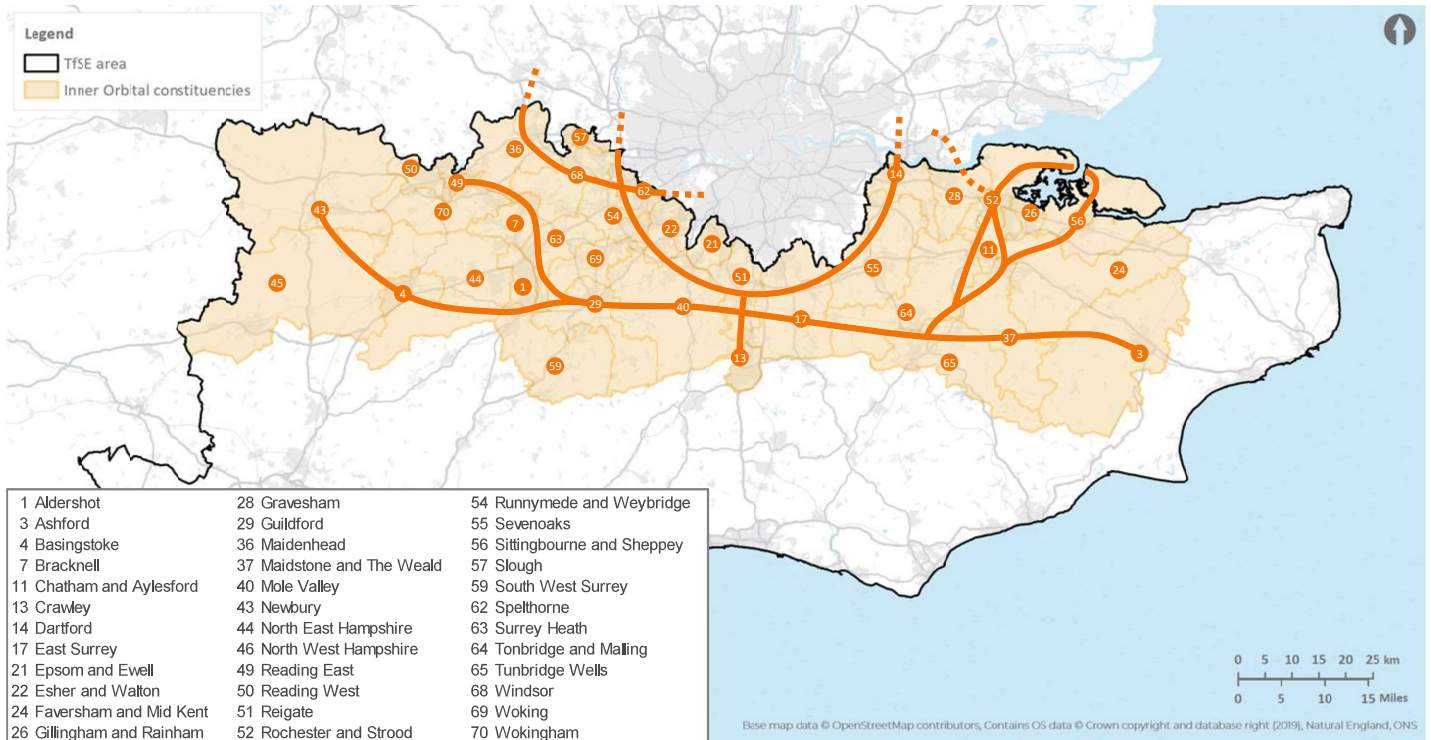
Inner Orbital Area | Major Economic Hubs and International Gateways



Inner Orbital Area | Authorities



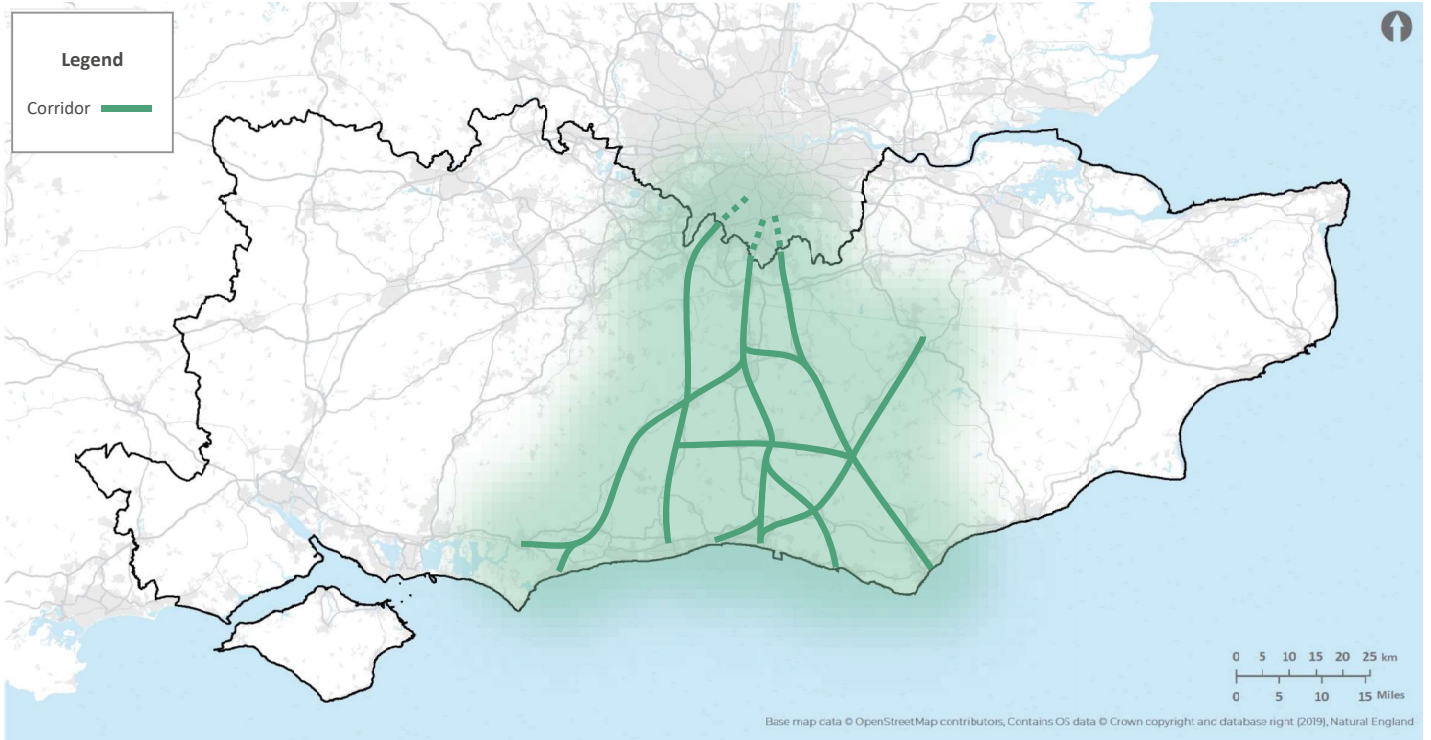
Inner Orbital Area | Constituencies



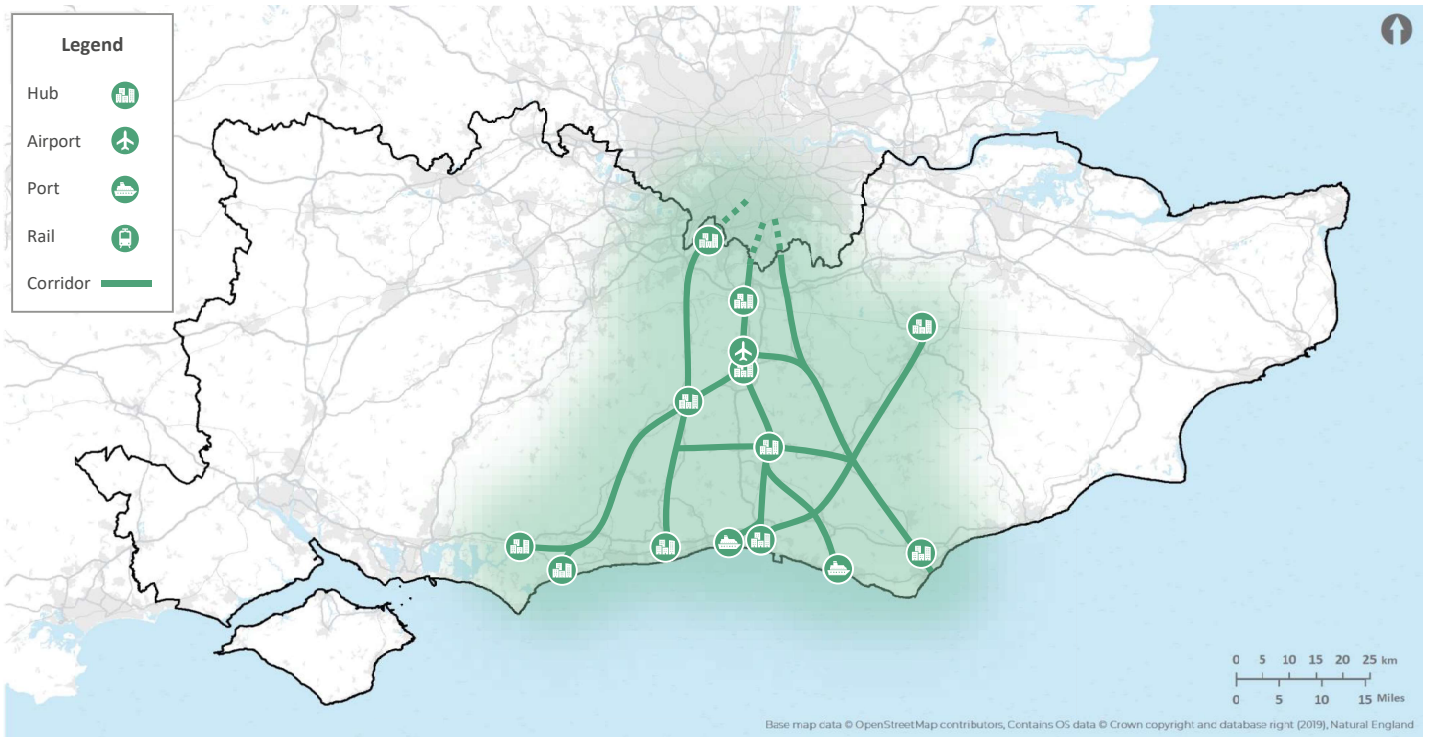
South Central Radial Area Study



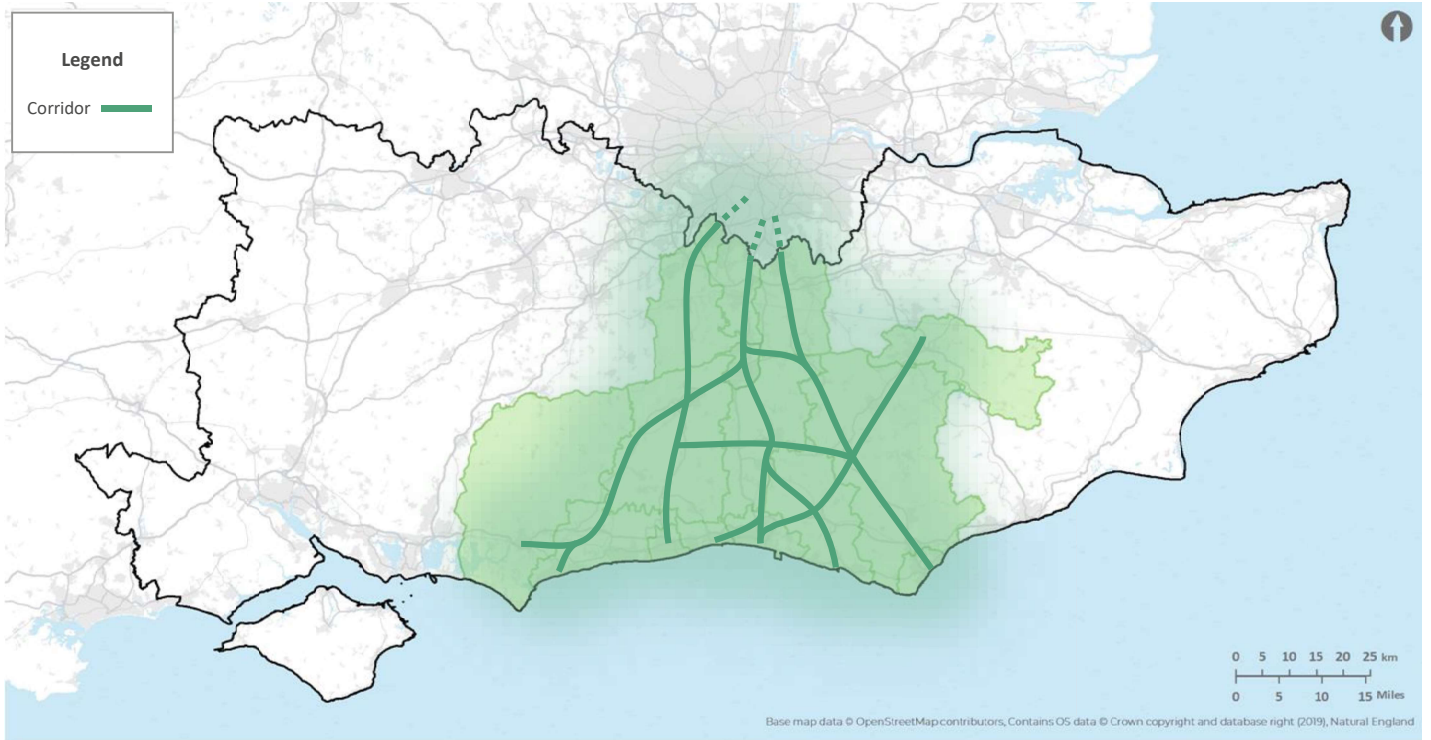
South Central Radial Area | Corridors



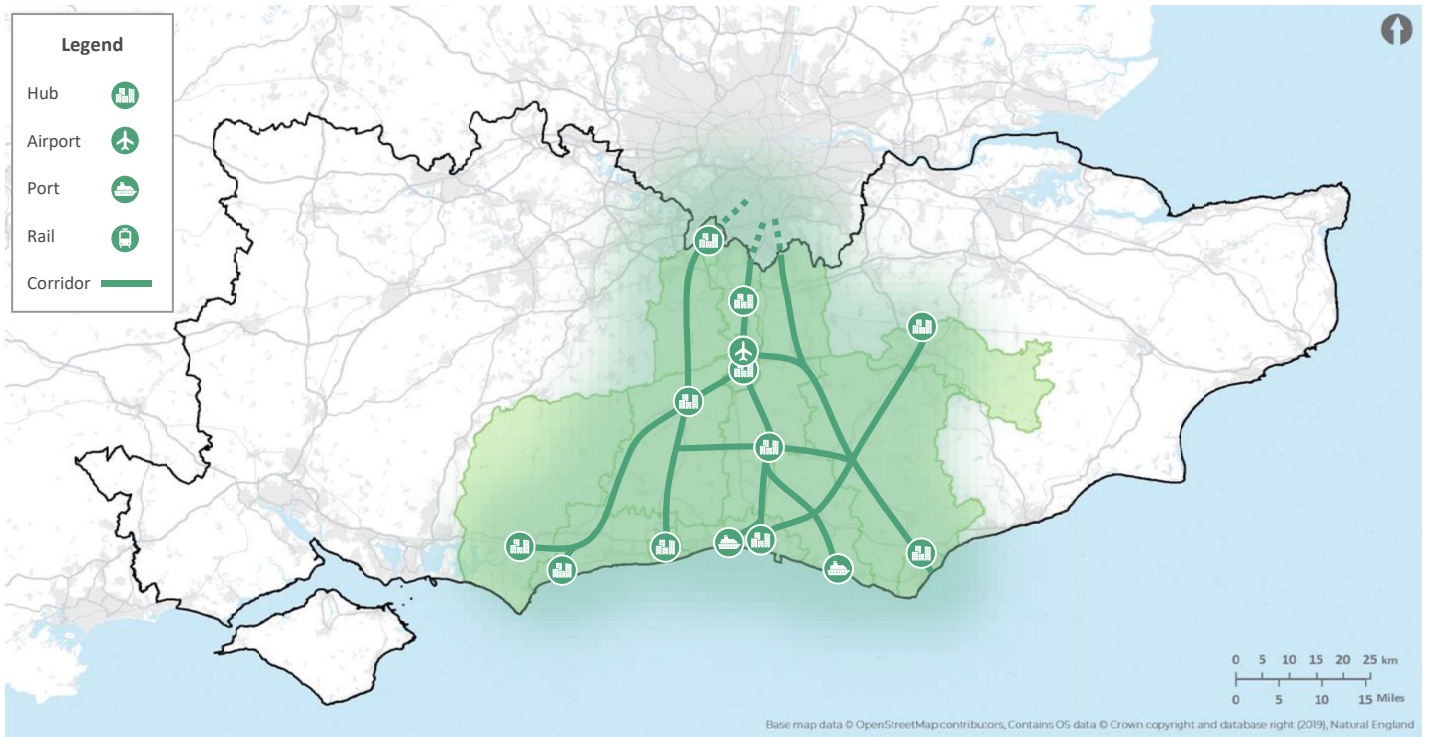
South Central Radial Area | Major Economic Hubs and International Gateways



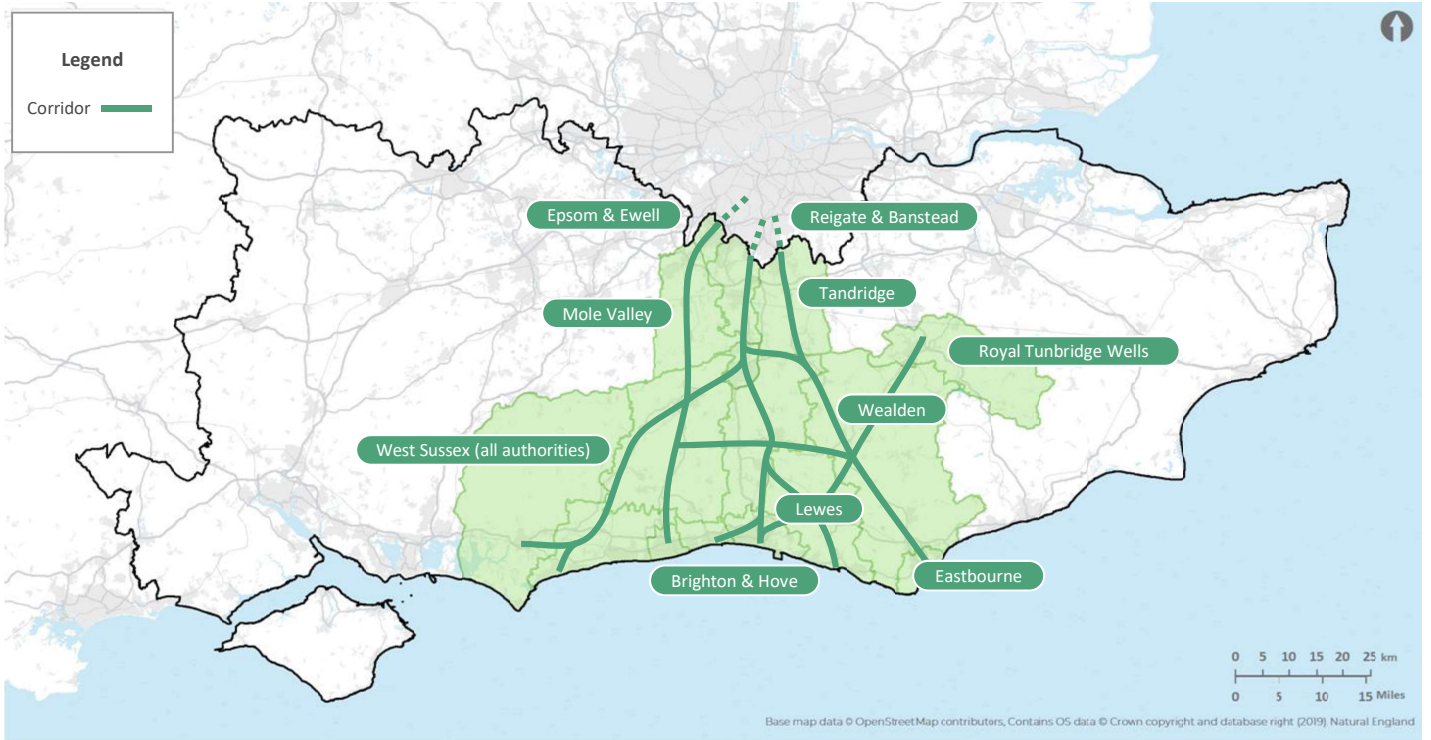
South Central Radial Area | Corridors



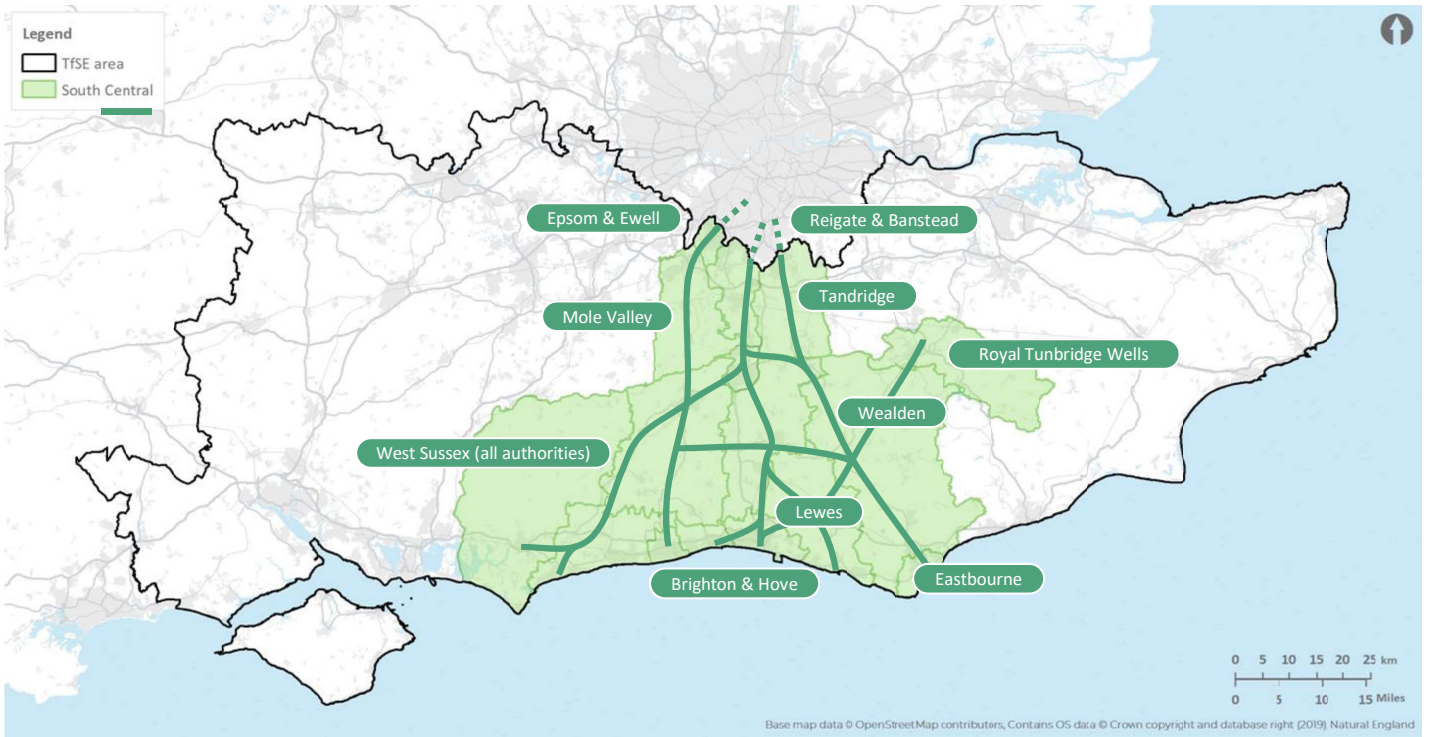
South Central Radial Area | Major Economic Hubs and International Gateways



South Central Radial Area | Authorities

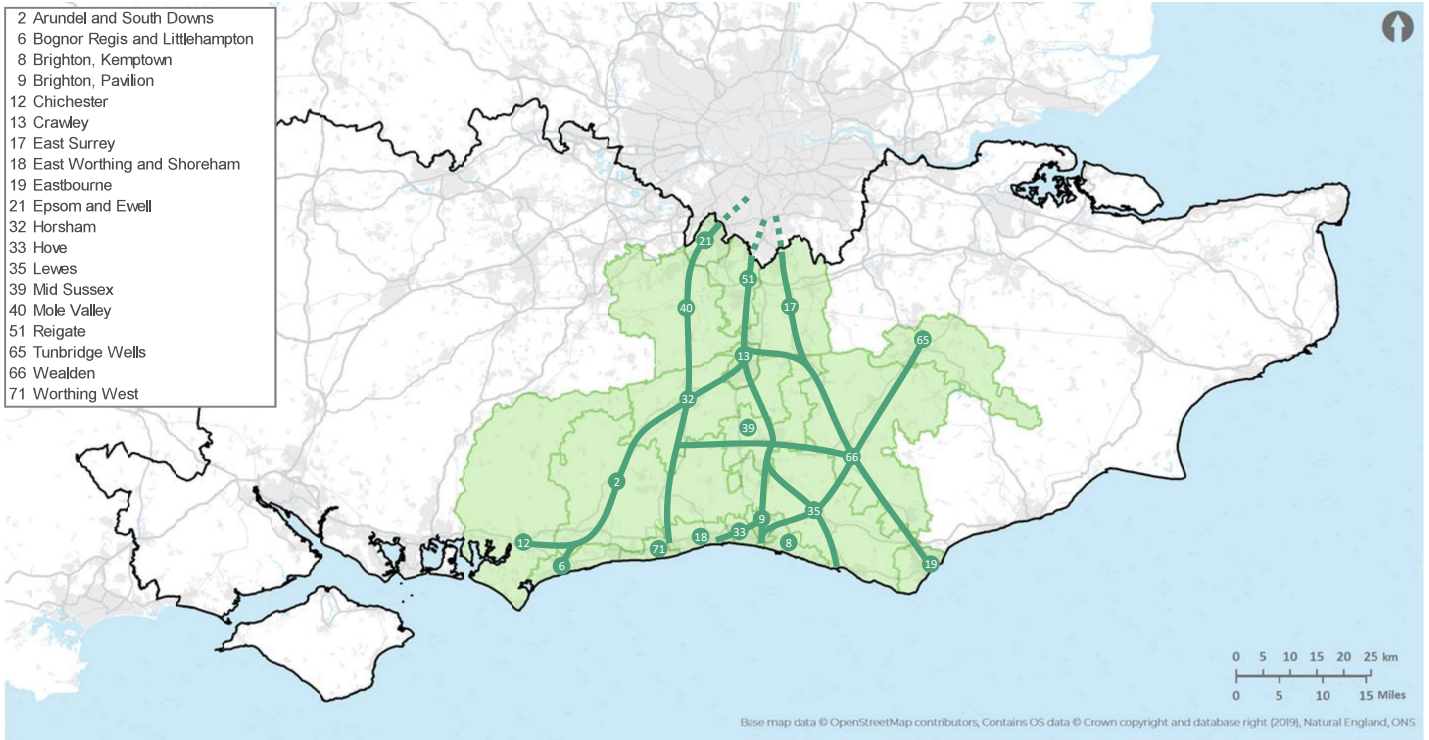


South Central Radial Area | Authorities



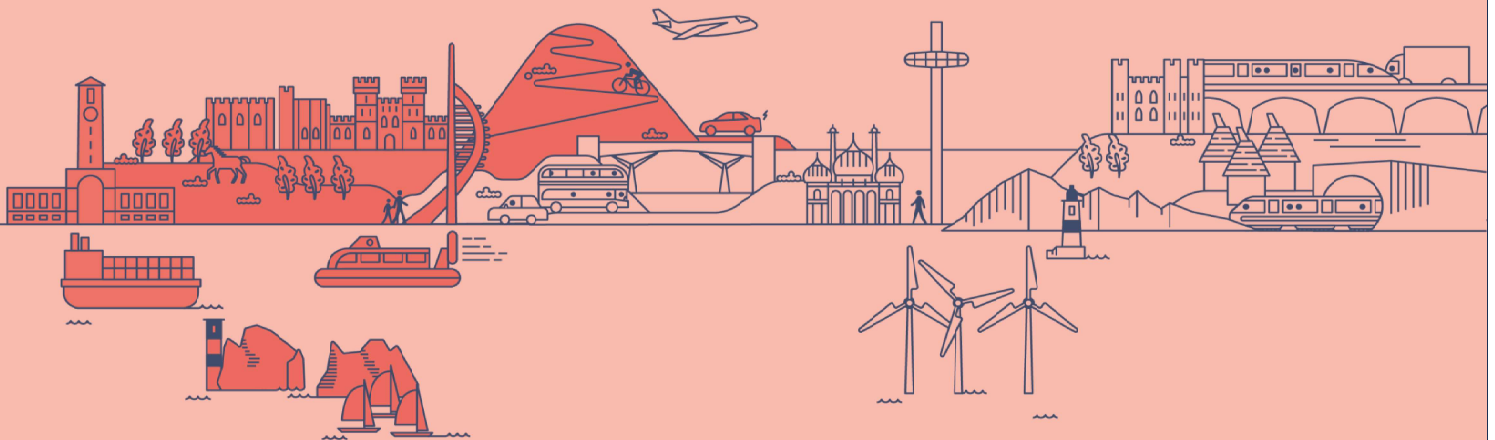
South Central Radial Area | Constituencies

- 2 Arundel and South Downs
- 6 Bognor Regis and Littlehampton
- 8 Brighton, Kemptown
- 9 Brighton, Pavilion
- 12 Chichester
- 13 Crawley
- 17 East Surrey
- 18 East Worthing and Shoreham
- 19 Eastbourne
- 21 Epsom and Ewell
- 32 Horsham
- 33 Hove
- 35 Lewes
- 39 Mid Sussex
- 40 Mole Valley
- 51 Reigate
- 65 Tunbridge Wells
- 66 Wealden
- 71 Worthing West

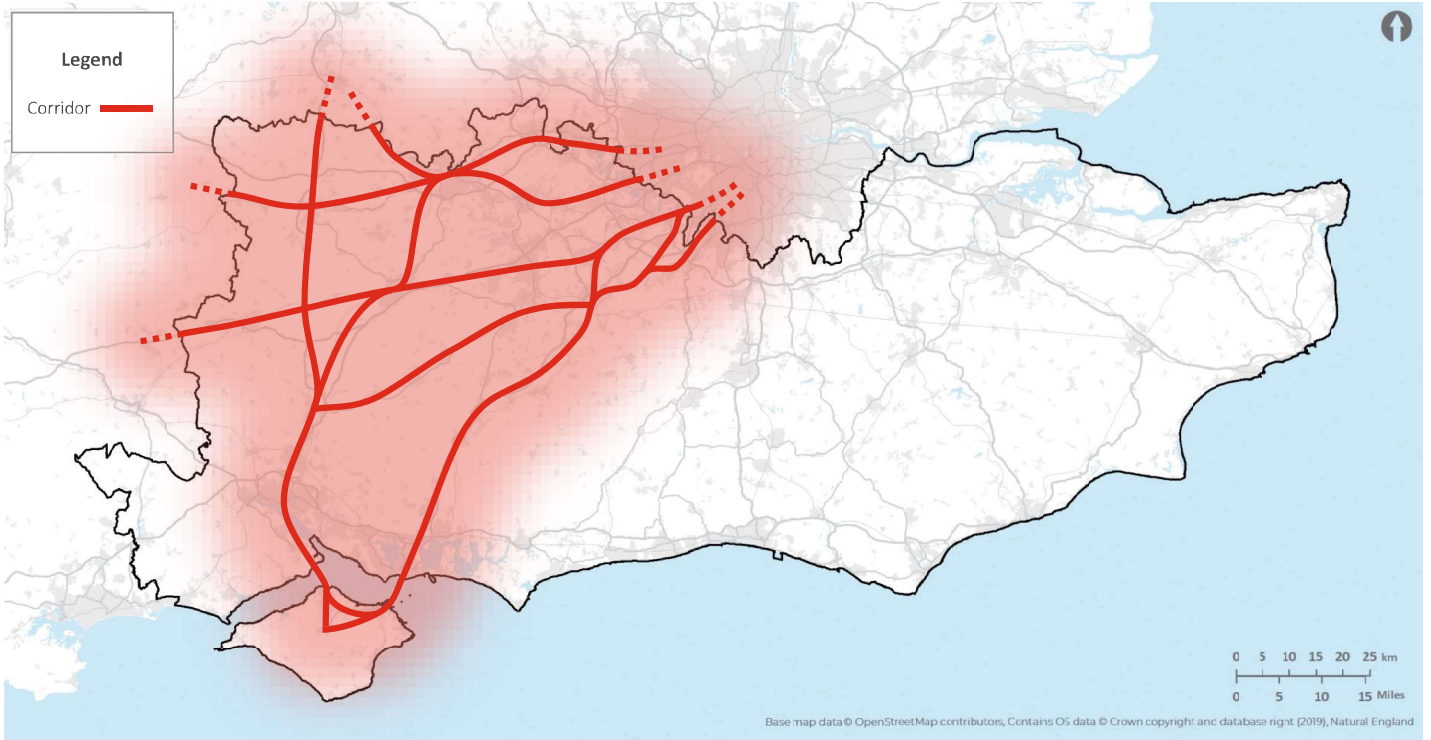


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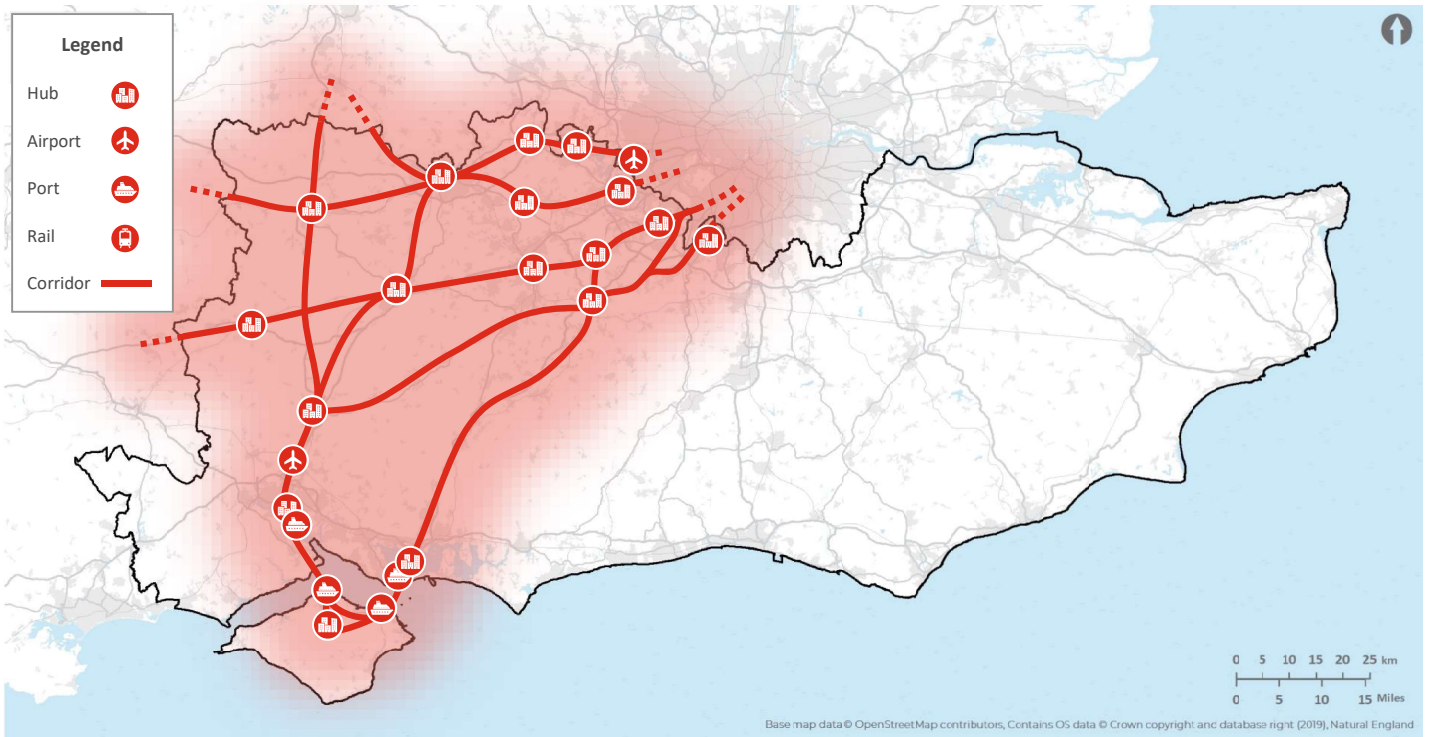
South West Radial Area Study



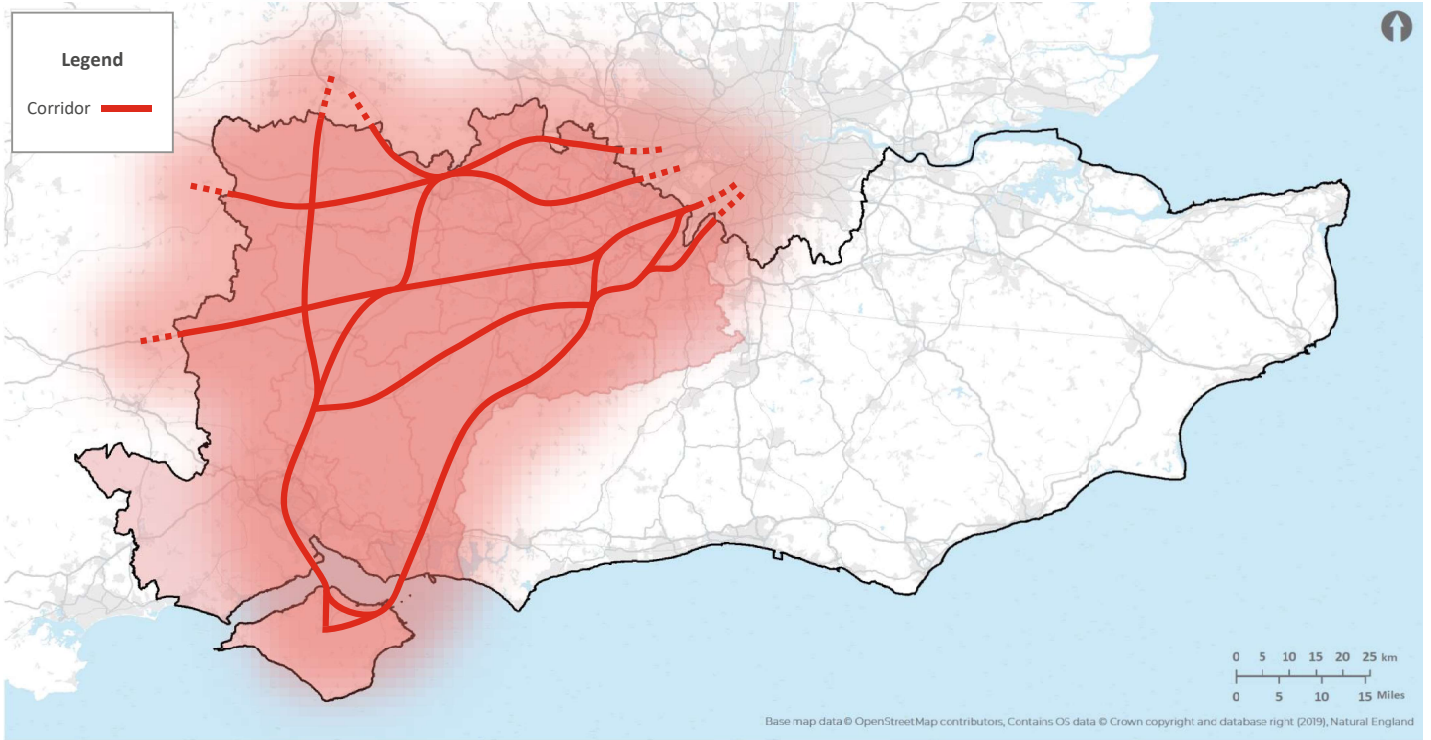
South West Radial Area | Corridors



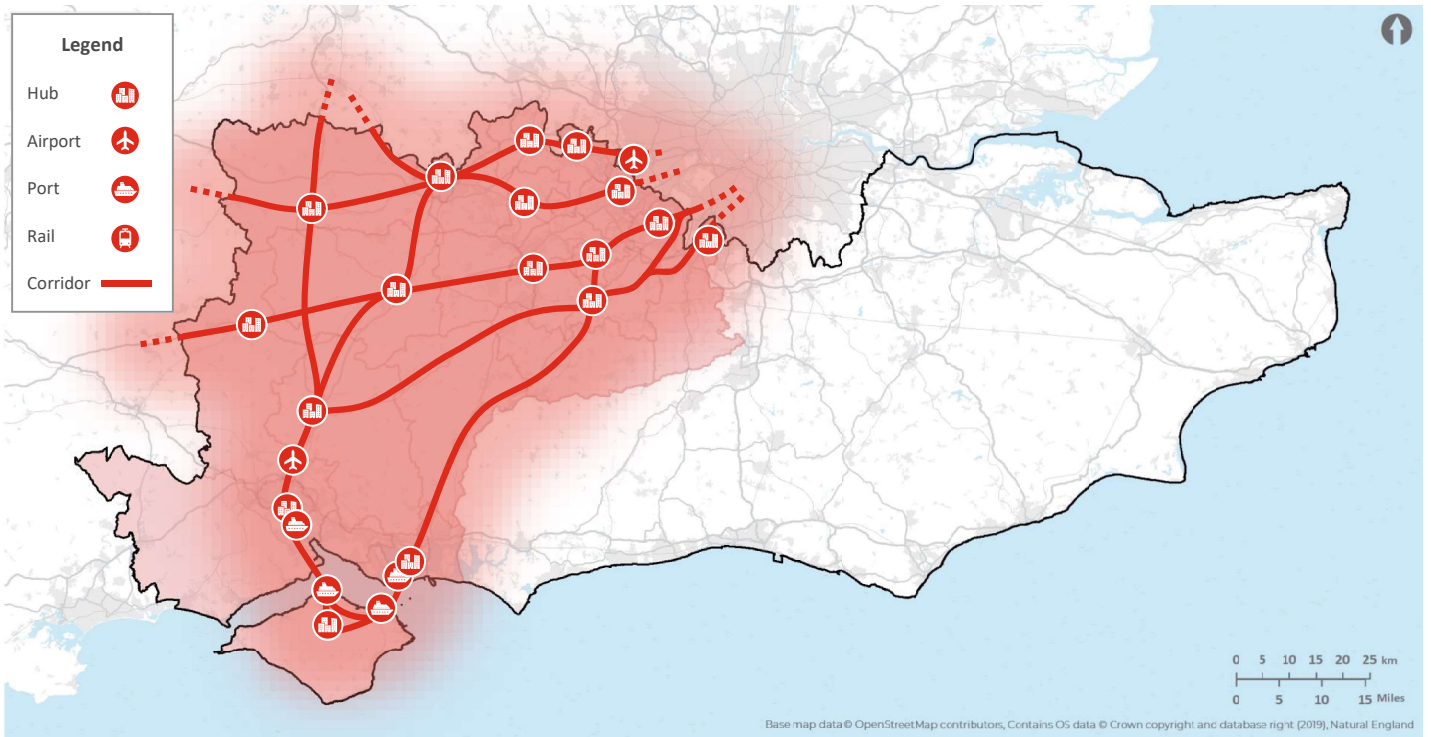
South West Radial Area | Major Economic Hubs and International Gateways



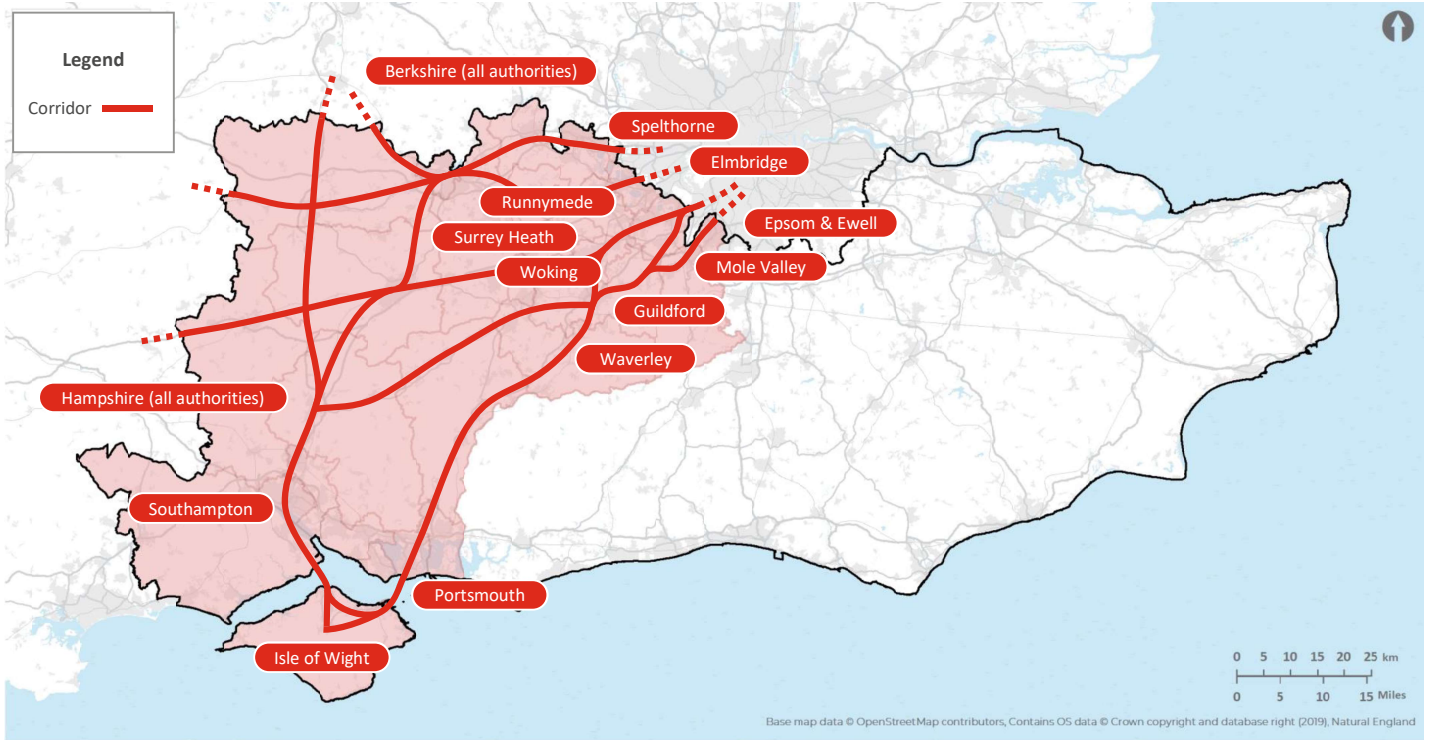
South West Radial Area | Corridors



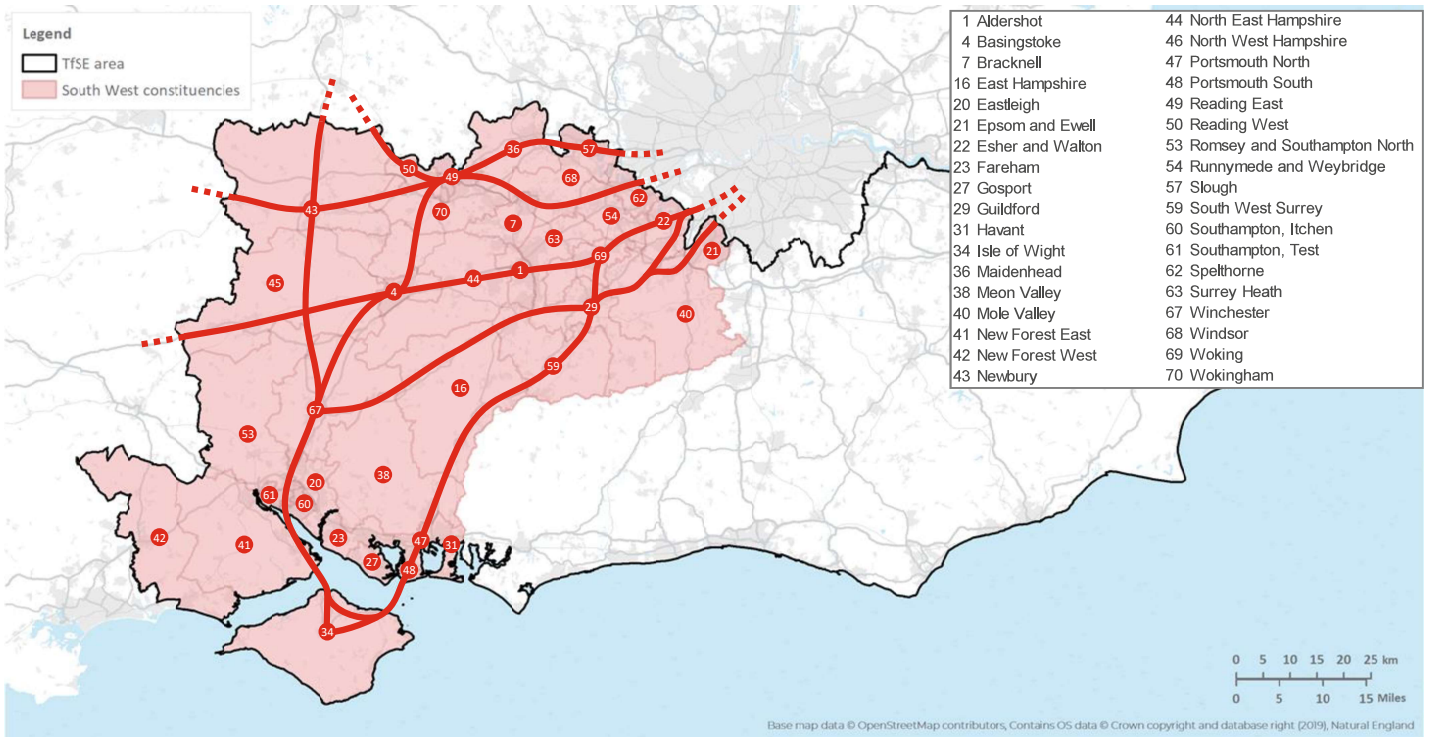
South West Radial Area | Major Economic Hubs and International Gateways



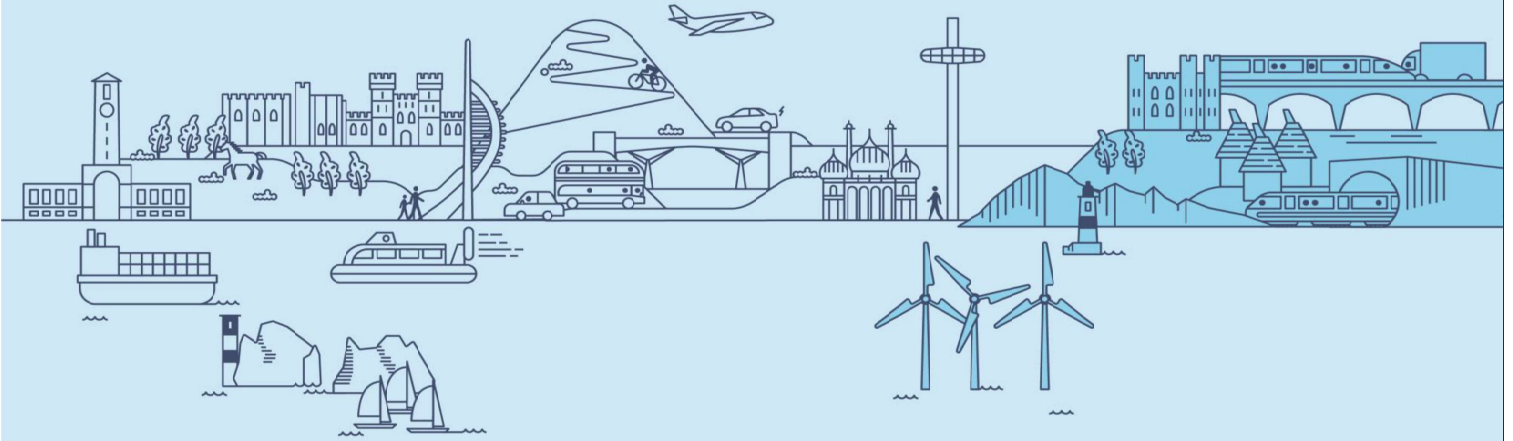
South West Radial Area | Authorities



South West Radial Area | Constituencies



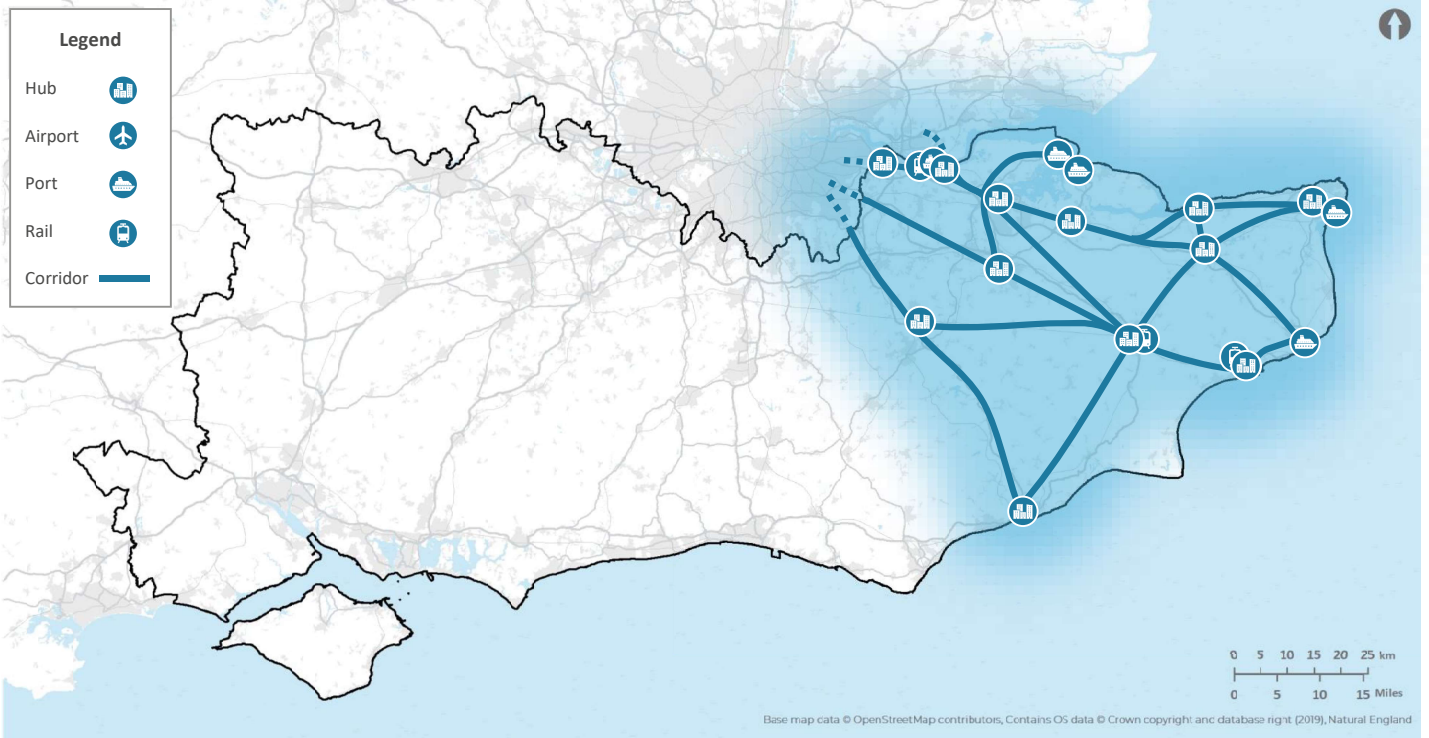
South East Radial Area Study



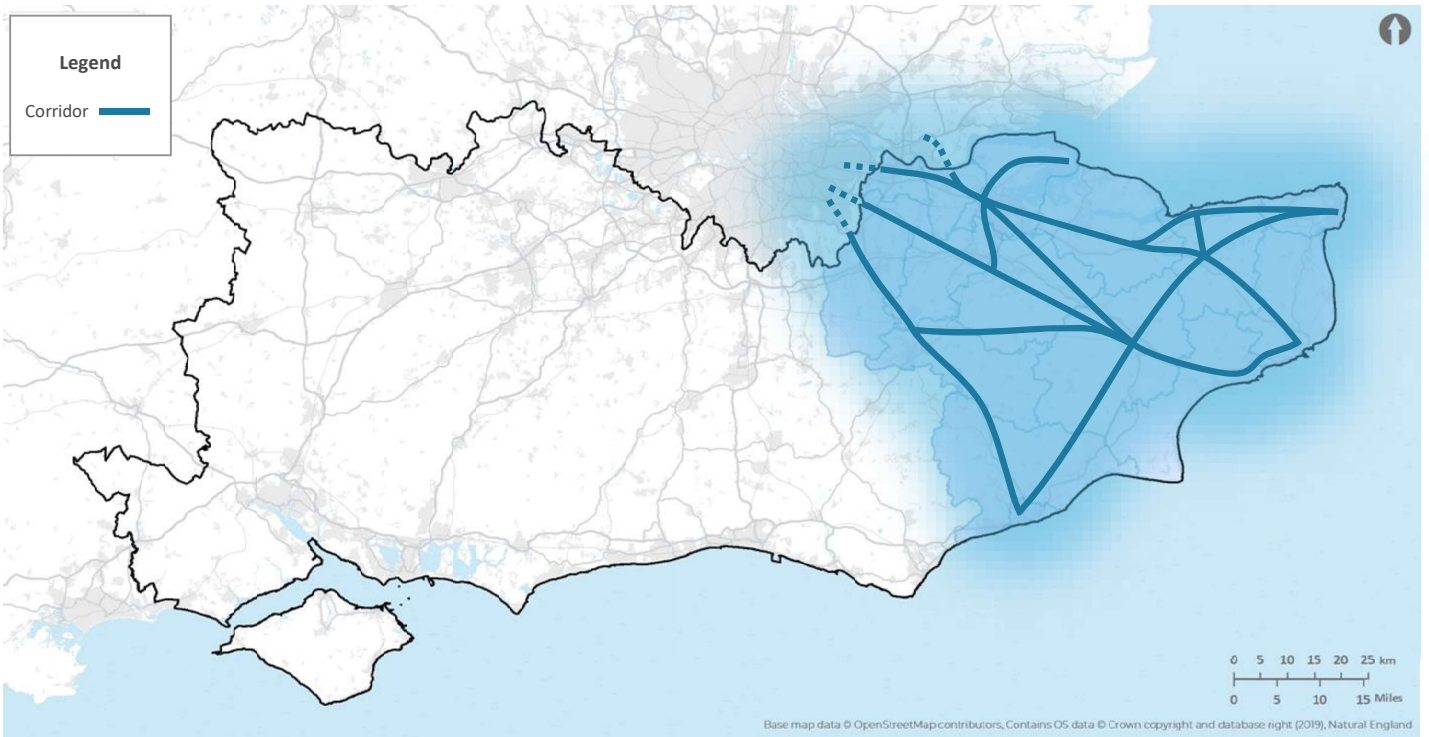
South East Radial Area | Corridors



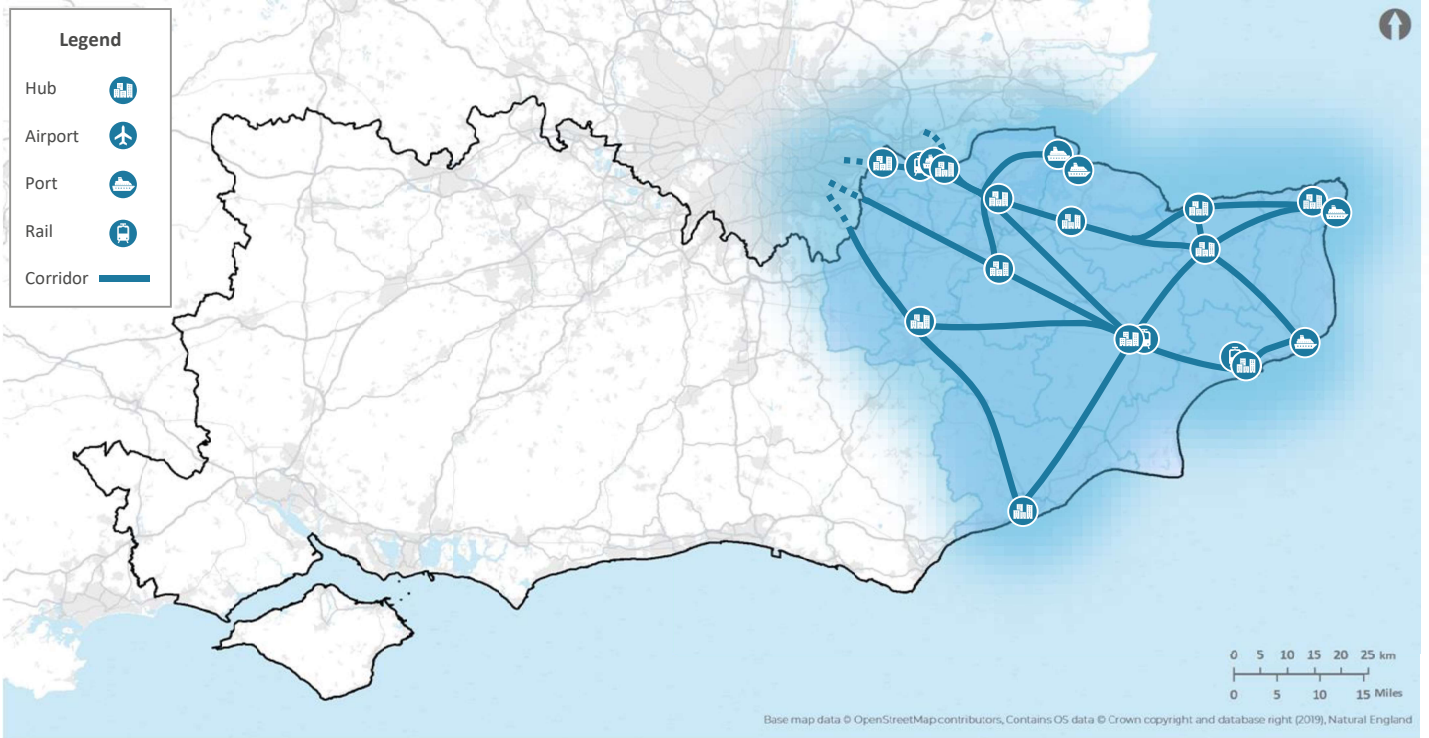
South East Radial Area | Major Economic Hubs and International Gateways



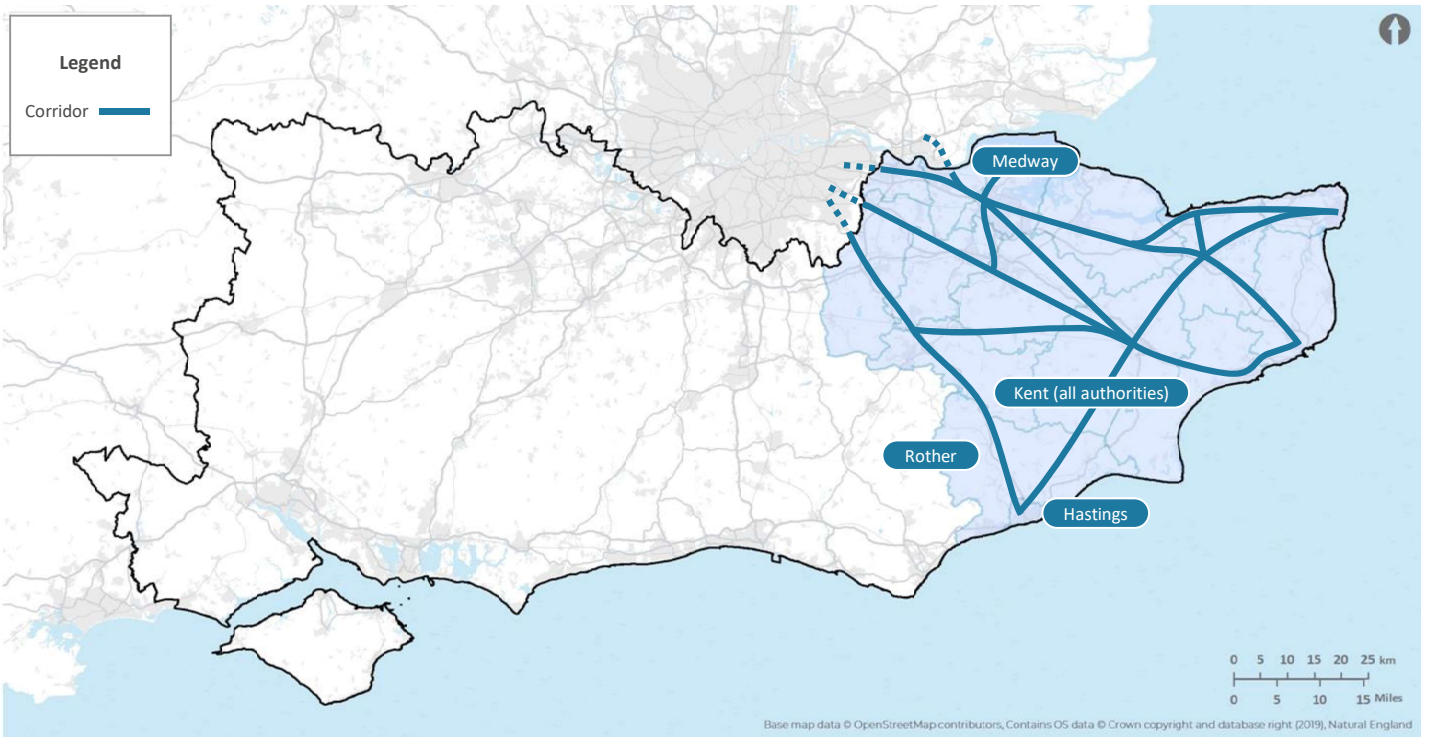
South East Radial Area | Corridors



South East Radial Area | Major Economic Hubs and International Gateways

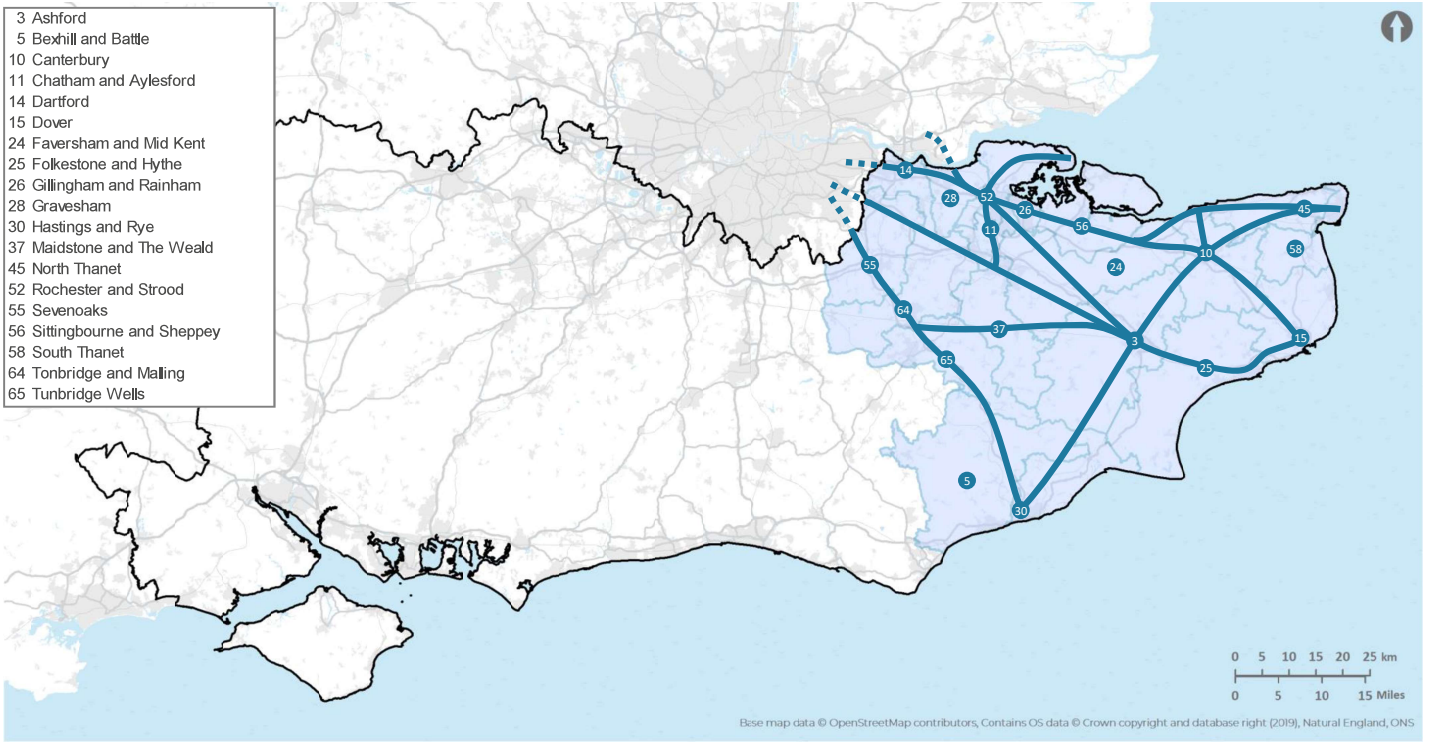


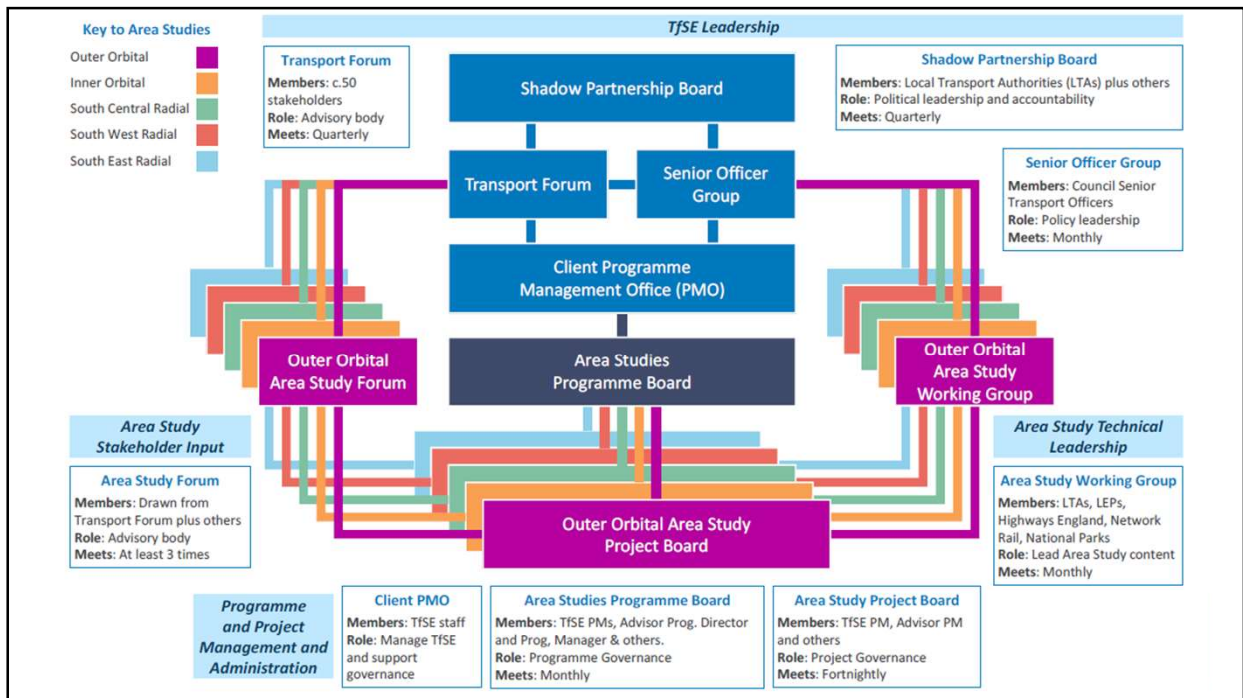
South East Radial Area | Authorities



South East Radial Area | Constituencies

- 3 Ashford
- 5 Bexhill and Battle
- 10 Canterbury
- 11 Chatham and Aylesford
- 14 Dartford
- 15 Dover
- 24 Faversham and Mid Kent
- 25 Folkestone and Hythe
- 26 Gillingham and Rainham
- 28 Gravesham
- 30 Hastings and Rye
- 37 Maidstone and The Weald
- 45 North Thanet
- 52 Rochester and Strood
- 55 Sevenoaks
- 56 Sittingbourne and Sheppey
- 58 South Thanet
- 64 Tonbridge and Malling
- 65 Tunbridge Wells



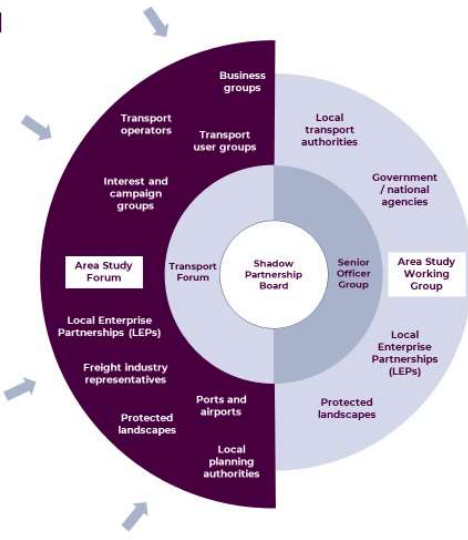


Outer Orbital Area Study Stakeholder engagement

The role of the Outer Orbital Forum is to provide stakeholder expertise, intelligence and advice to the Outer Orbital Working Group and project team. The forum will add to the knowledge-base of both TfSE and the consultants commissioned to develop the outer orbital area study. Members will offer local and strategic insight to key themes, helping to develop strategic outputs that are of benefit to the entire area study geography.

Area Study Forum – Outer Orbital

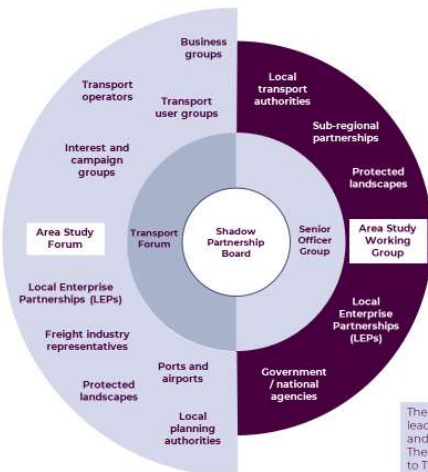
- Interest groups**
Friends of the Earth
Motorcycle Action Group
RailFuture
Sustrans
Transport Action Network
- Environmental groups**
Campaign to Protect Rural England
South Downs Society/SCATE
- Protected landscapes**
New Forest National Park Authority
- Public transport user groups**
Buses in Fleet
South East Community Rail Partnership
Three Rivers Community Rail Partnership
Transport Focus
- Rail operators**
Covia Thameslink Railway
Great Western Railway
Southeastern
South Western Railway
- Bus and coach operators**
Arriva
Brighton and Hove Buses
Confederation of Passenger Transport
Go South Coast
Stagecoach
- Government/national agencies**
Homes England
- Local enterprise partnerships**
Coast to Capital LEP
Enterprise M3 LEP
Solent LEP
South East LEP
- Business groups**
Confederation of British Industry (CBI)
Federation of Small Businesses
- Freight**
Freight Transport Association
Rail Freight Group
Road Haulage Association
- International gateways**
Dover Harbour Board
Newhaven Port Authority
Southampton Airport
Southampton Port
- Local government**
South East England Councils
- Local planning authorities**
Adur District Council
Arundel District Council
Ashford Borough Council
Brighton & Hove City Council
Chichester District Council
Dover District Council
Eastleigh Borough Council
Farnham Borough Council
Folkestone & Hythe District Council
Gosport Borough Council
Hastings Borough Council
Havant Borough Council
Horsham District Council
Lewes District Council
Mid Sussex District Council
New Forest District Council
Portsmouth City Council
Rother District Council
Southampton City Council
Thanet District Council
Wealden District Council
Winchester City Council
Worthing Borough Council



Outer Orbital Area Study Stakeholder engagement

Area Study Working Group – Outer Orbital

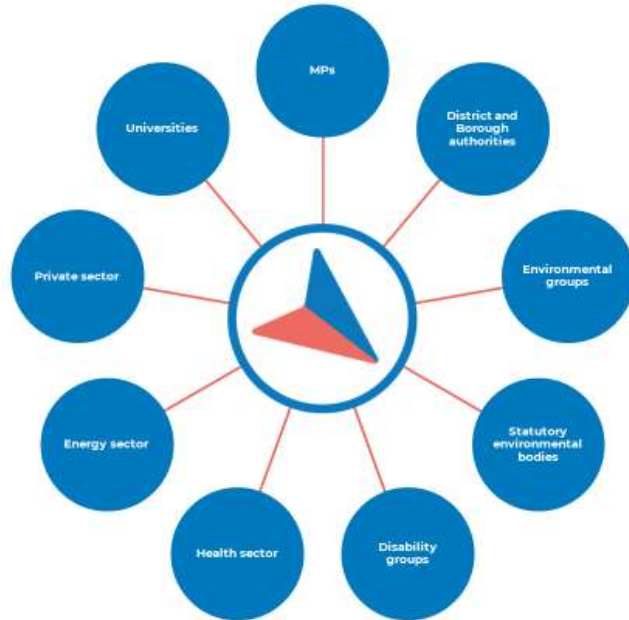
- Local transport authorities**
Kent County Council
East Sussex County Council
Brighton & Hove City Council
West Sussex County Council
Hampshire County Council
Portsmouth City Council
Southampton City Council
- Sub-regional partnerships**
Solent Transport
- Protected landscapes**
South Downs National Park Authority
- Local enterprise partnerships**
Enterprise M3 LEP
Solent LEP
South East LEP
- Government/national agencies**
Department for Transport
Network Rail
Highways England



The role of the Outer Orbital Working Group is to provide technical leadership to the Outer Orbital Area Study, to drive the area study and make key decisions to allow the study to progress to schedule. The group will provide professional, technical and strategic insight to TfSE and the consultants commissioned to develop the study.

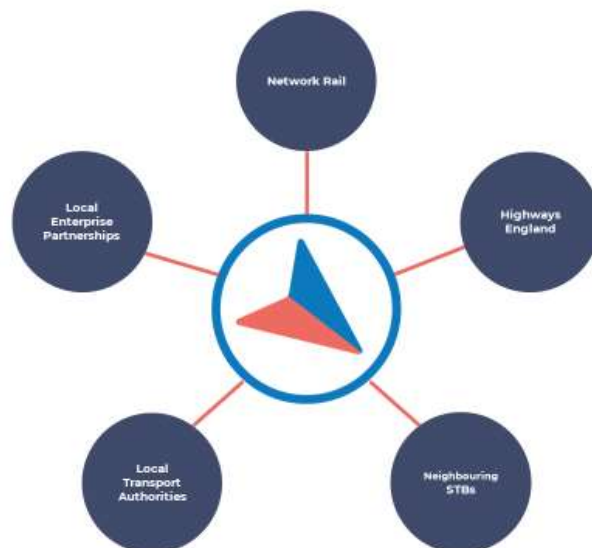
Additional engagement

We will undertake bespoke engagement through a variety of channels with a wide range of stakeholders.



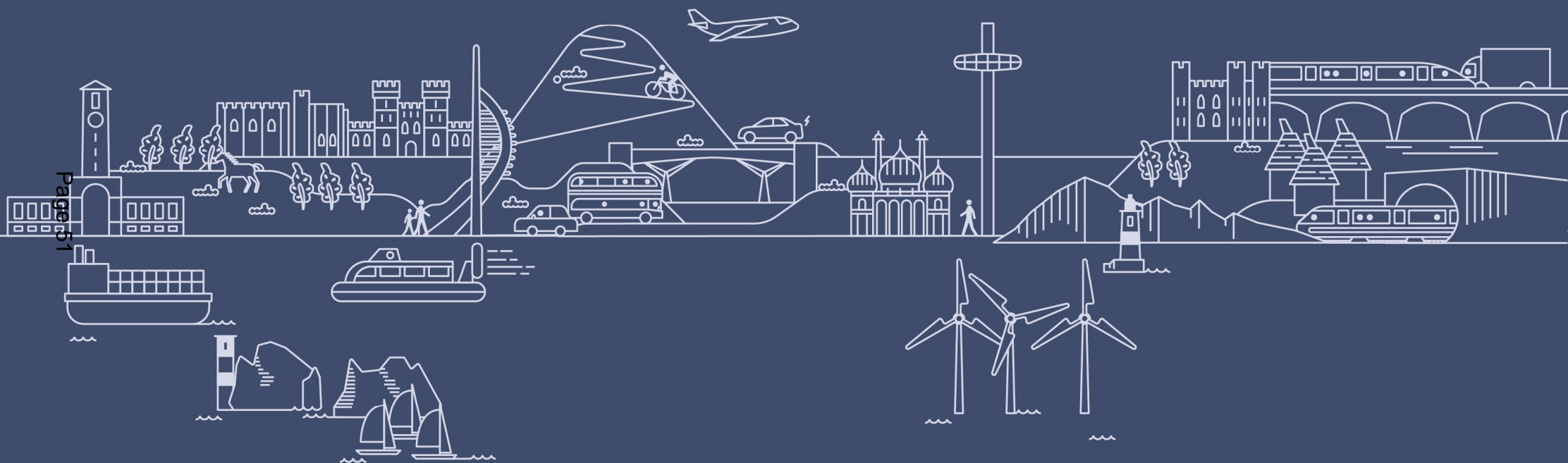
Additional technical engagement

We will also undertake detailed technical engagement with our constituent authorities, government agencies and neighbouring sub-national transport bodies (STBs) to ensure that the area studies take account of and align with their work.



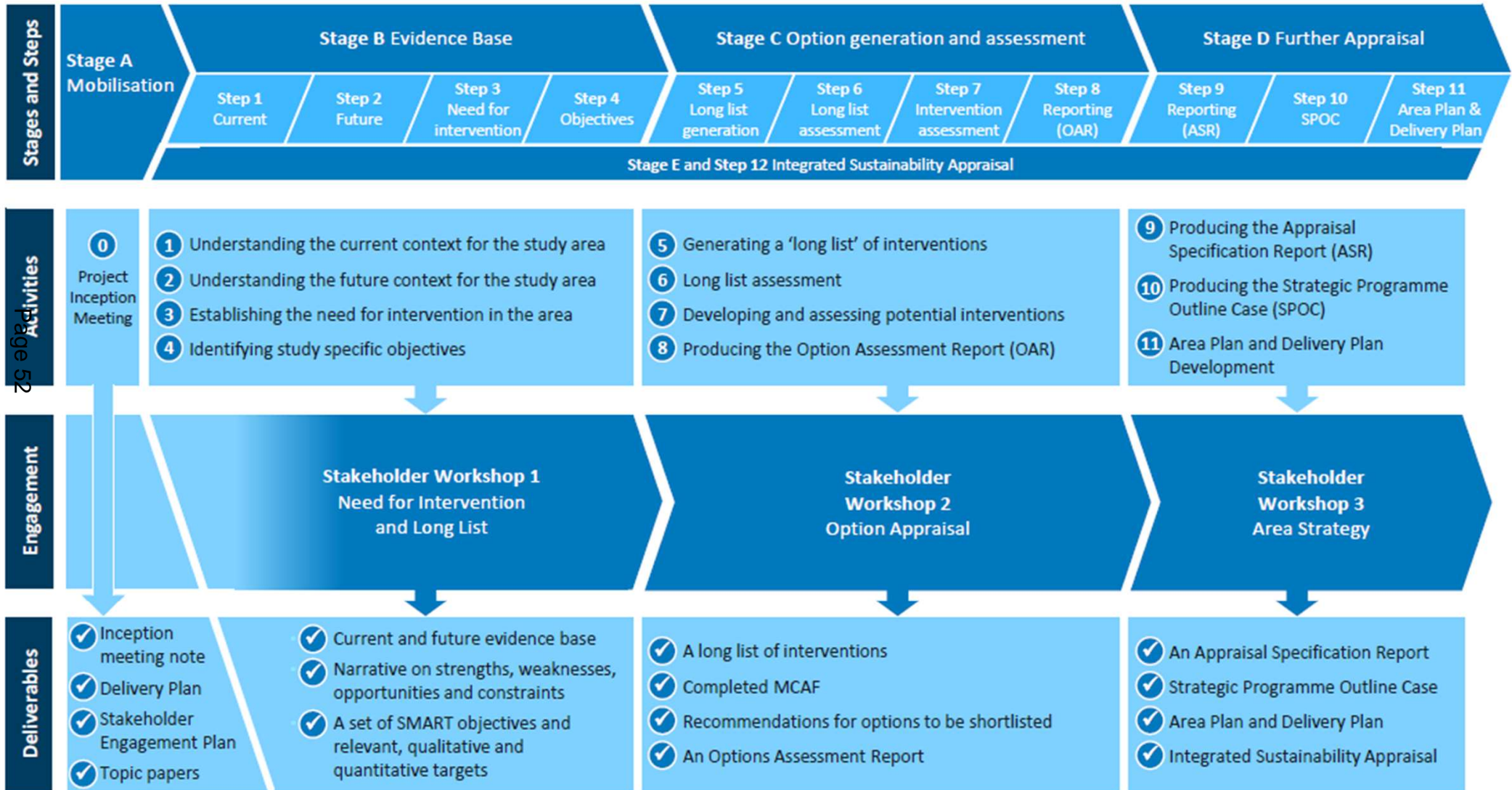
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Area Studies Programme



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Area Study Methodology and Stages



Area Studies Programme

Outer Orbital

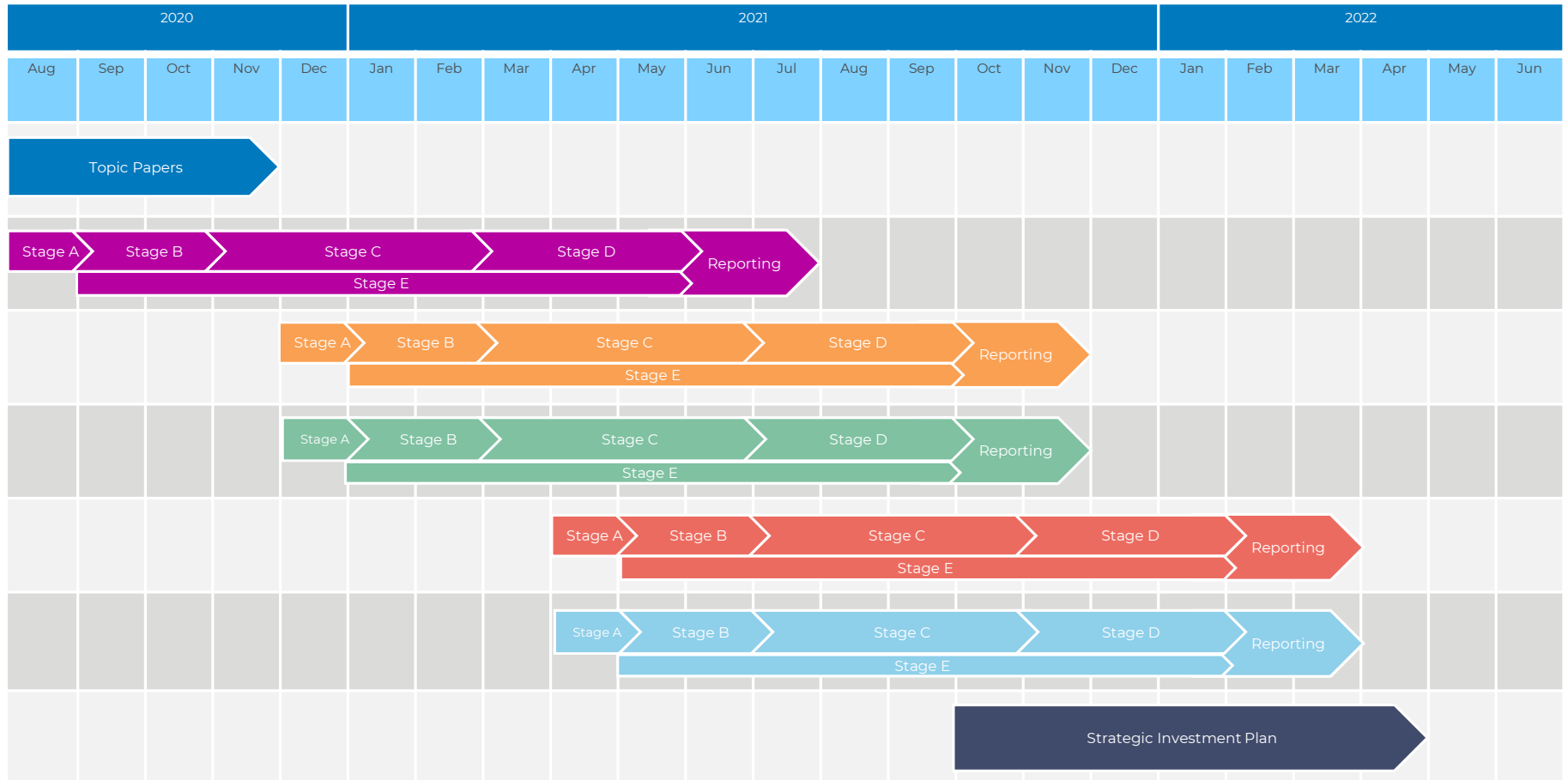
Inner Orbital

South Central Radial

South West Radial

South East Radial

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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Technical Programme Progress Update**

Purpose of report: **To provide a progress update on the future mobility strategy, the freight, logistics and gateways strategy, the carbon emissions assessment work, and the Covid-19 impact assessment work**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note progress on the development of the future mobility strategy;**
 - (2) Note the progress on the process for securing a consultant to develop the freight, logistics and gateways strategy;**
 - (3) Note the progress of the carbon emissions assessment work; and**
 - (4) Note progress on the Covid-19 impact assessment work.**
-

1. Introduction

1.1 The purpose of this report is to provide an update on various elements of the technical work programme. The report includes a progress update on the development of the future mobility strategy, as well as an update on the process to secure a consultant to develop the freight, logistics and gateways strategy. The report also describes the progress of the carbon emissions assessment work that was commissioned to understand the potential impact of the interventions identified as part of the area studies on carbon emissions and the trajectory to net-zero emissions. The report concludes with an update on the progress of the Covid-19 impact assessment work.

2 Future mobility strategy

2.1 In July 2020 members of the Shadow Partnership Board received an update on progress to develop a future mobility strategy. WSP in partnership with Steer were awarded the contract to undertake the work in March 2020. The value of the tender submitted by WSP and Steer was £97,000.

2.2 WSP and Steer commenced work on the four tasks in April 2020. The current status of these tasks is as follows:

- Core Task 1: high level strategy, policy and investment fit - completed
- Core Task 2: the potential that future mobility interventions could have in meeting future social, economic and movement needs – nearing completion
- Core Task 3: future mobility strategy development – scoping work has begun
- Core Task 4: action plan development – yet to commence

2.3 The development and implementation of the future mobility strategy and action plan is being overseen by a Future Mobility Steering group, formed of key stakeholders with a professional interest in the future mobility area, including local authorities, business, public transport, freight, energy and telecoms. The steering group first met in July 2020, with the recent meeting on the 23 September discussing the vision and objectives for the strategy, as well as identifying a long list of future mobility interventions.

2.4 The Transport Strategy Working Group receive regular progress updates on the development of the strategy. The future mobility strategy and action plan is due to be completed in early 2021, and the outputs from the work will identify future mobility interventions that can be considered as part of the area studies assessment process, and which can help to deliver the transport strategy.

2.5 A further update on the progress of the future mobility strategy will be presented to the Shadow Partnership Board at the January 2021 meeting.

3 Freight, logistics and gateways strategy

3.1 In July 2020, the members of the Shadow Partnership Board received an update on the scoping work undertaken by AECOM to develop a brief for a freight, logistics and gateways strategy. The scoping work included undertaking a number of stakeholder workshops and considered the establishment of a Freight Forum (as a sub-group of the TfSE Transport Forum) which would be tasked with overseeing the development and the implementation of the freight, logistics and gateways strategy.

3.2 AECOM submitted the final scoping study report in July 2020.

3.3 Following the confirmation of the 2020/21 grant from DfT, the TfSE secretariat has begun compiling the procurement documentation ready to be issued later in 2020. The cost of the development of the freight, logistics and gateways strategy is estimated at £125,000. Consequently, a Request for Quote (RFQ) procurement process will be used to select a supplier to undertake the work in accordance with the procurement rules operated by East Sussex County Council (ESCC) as the accountable body for TfSE.

3.4 A report will be brought before the next Board meeting in January 2021, to update members on progress with the procurement activity for the freight, logistics and gateways strategy.

4 Carbon emissions assessment work

4.1 At the Shadow Partnership Board in July 2020, members were provided with details of the additional enabling work that was required that would enable the potential impact of schemes and interventions identified in the area studies on carbon emissions to be assessed.

4.2 Steer were commissioned to undertake the work. This included the following tasks:

- Updating the existing South East Economic and Land Use Model (SEELUM) to enable the impact of the use of different fuel types, energy sources and fuel efficiency levels and potential changes in fleet mix to be assessed;
- Create an interface for transferring highways data from SEELUM into the Carbon Emissions Factors Toolkit that has been developed jointly by the DEFRA and the DfT;
- Calculate future emissions for rail travel which are not undertaken in the Emissions Factor Toolkit;
- Test the current future demand scenarios that were developed to inform the 2050 vision for the transport strategy;
- Develop and test new scenarios that would enable net zero emissions to be achieved by 2050.

4.3 The report has now been received and approved by the TfSE secretariat. This has been shared with the Transport Strategy Working Group, and they have been updated on the outputs and recommendations made in the report.

4.4 A meeting has taken place with the DfT to discuss the technical detail of the work and its findings prior to its circulation. The results of this work and the enhanced version of the SEELUM model that has now been developed will then be used in the development of the area studies to determine the impact of the range of schemes, policies and interventions identified on carbon emissions and the trajectory to net zero.

5 Covid-19 work

5.1 At the Shadow Partnership Board in July 2020, the Board received an update and presentation on the Covid-19 impact assessment work which had been initiated to identify the potential impact of the Covid-19 pandemic on future travel behaviour in the Transport for the South East area. Steer had been instructed to undertake the work under the existing contract for the development of the transport strategy.

5.2 In outline, the work seeks to answer a number of questions about what may happen as the pandemic progresses in the future including:

- If social distancing continues reducing public transport capacity, how will the system cope?
- How long will public transport operators require subsidy?
- How much will car travel increase if people are afraid of public transport?
- How will continued home working affect transport demand?
- What happens if lockdowns have to be re-imposed?

5.3 The TfSE secretariat has received a draft of the final report, which is currently being reviewed, and will be circulated to the Transport Strategy Working Group for comment. The outputs of this work will be available for the area studies to enable the shorter-term impacts of the release from lockdown to be taken into account when assessing the need for different transport interventions. A further report on the

outcomes of this work will be presented at the next Shadow Partnership Board meeting in January 2021.

6 Financial considerations

6.1 In May 2019 the DfT made a grant award of £500,000 to TfSE to take forward the technical work programme, including the development of the future mobility strategy and the scoping work for the freight, logistics and gateways strategy brief. On 13 March 2020, the DfT approved a variation to the £500,000 grant, authorising TfSE to undertake additional preliminary tasks to ensure that a robust evidence base was in place for the area studies, which included the carbon emissions assessment work. The Covid-19 impact assessment work is funded from the overall budget allocation for the transport strategy development work.

6.2 In August 2020, the 2020/21 grant award of £1.225m from the DfT was confirmed. This will enable the TfSE secretariat to proceed with the procurement process to secure a provider to develop the freight, logistics and gateways strategy.

7 Conclusions and recommendations

7.1 The Shadow Partnership Board is recommended to note the progress being made on developing the future mobility strategy and work is progressing well. The scoping work to develop the brief for the freight, logistics and gateways strategy and action plan is complete and the procurement process to develop the strategy is planned to commence later in 2020. The report on the work to assess the carbon emissions impacts of future transport interventions identified as part of the area studies has been received and approved, and has been shared with the DfT. The final report on the Covid-19 impact assessment work has been received and is being reviewed by the TfSE secretariat. A further update on this work will be presented to the Shadow Partnership Board at their meeting in January 2021.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Financial Update and Budget for 2020/21**

Purpose of report: **To update on the budget position for Transport for the South East and note the Comprehensive Spending Review submission**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Agree the amended budget proposal for 2020/21, which is based upon receipt of the £1.225m grant from the Department for Transport;**
- (2) Note the current financial position for 2020/21 to the end of September 2020, including the forecasts for end of year spend; and**
- (3) Note the submission to Treasury for consideration in the forthcoming Spending Round.**

1. Overview

1.1 The purpose of this report is to update the Shadow Partnership Board on the revenue budget for Transport for the South East (TfSE).

1.2 The paper provides an update on the financial position for 2020/21 to the end of September 2020, including forecasts for the projected spend at the end of the financial year.

1.3 The paper also presents the submission to the Treasury for consideration as part of the forthcoming spending round.

2. 2020/21 budget

2.1 The Department for Transport (DfT) confirmed at the beginning of August 2020 that TfSE had successfully secured £1.225m of grant funding for 2020/21. This is incredibly welcome news and will enable TfSE to progress with the planned technical work programme at an accelerated rate. It takes the total amount of DfT investment to £2.825m over a four-year financial year period.

2.2 As the grant funding was not announced until August 2020 TfSE had previously been working on the assumption of a zero DfT grant allocation, although the Board had considered a number of budget scenarios up to £1m DfT grant. As the grant allocation was higher than the scenarios anticipated, it has been necessary to develop a revised budget profile (Appendix 1).

2.3 The DfT grant is conditional and the funding can only be used for activities relating to the technical programme, although the conditions do enable the recruitment of some fixed term staff to support the delivery of the technical programme. The grant conditions are clear that the grant cannot be used for any lobbying activity.

2.4 The revised budget sets out the proposed technical programme to the end of March 2021. This includes elements of work that were already underway through previous grant allocations (i.e. completion of the Transport Strategy, the outer orbital area study and the future mobility strategy). Additional work that will be completed through the new grant allocation includes two additional area studies, the freight and logistics strategy and a number of smaller technical studies to support the delivery of the strategic investment plan. The funding for the remaining two area studies would need to come from a subsequent funding allocation for 2021/22. It is proposed that a small contingency is included in the budget to cover the need for additional technical work that arises in the next six months, as previous experience has demonstrated that the technical programme needs to evolve to consider wider factors (e.g. Covid-19 and carbon assessment work).

2.5 The grant also makes provision for the appointment of two fixed term staff to support the delivery of the technical programme. Recruitment is underway for a Transport Strategy Manager and a Support Officer for a period of two years. These posts will be funded entirely through the DfT grant settlement.

2.6 The budget also makes provision for operational costs and communications and engagement activities, including events, website development and stakeholder management tools. A proportion of funding is allocated for additional work associated with the ongoing development of the bid for statutory status. This will be used to develop the TfSE operational model and governance structures, which will need consideration even if TfSE does not secure statutory status at this time.

3 Q2 Budget Update

3.1 Appendix 2 sets out the spend position to the end of September 2020. To date, spend has been focused on staffing costs and the technical programme.

3.2 The technical programme costs, which amount to just over £210,000, have included the final work on the transport strategy, initial work on the future mobility strategy and the Outer Orbital Area Study and the additional work on the SEELUM model (including the carbon assessment work stream).

3.3 We are currently forecasting that a total of £704,000 will be spent from the technical programme by the end of March 2021. However, it is important to note that a number of significant workstreams, including the area studies and freight strategy, will continue into 2021/22 and therefore the funding that will be carried forward is already committed to activities.

3.4 Staffing costs are forecast to be slightly higher than anticipated, which reflects the inflationary pay rise applied to all staff. The costs associated with the additional two members of staff (DfT funded) will be confirmed following the recruitment process. The amount budgeted for these staff is to cover the full two-year costs associated with the two posts and therefore the underspend from this financial year

will need to be carried forward and ringfenced to cover their costs until the end of January 2023.

4 Comprehensive Spending Review 2020

4.1 The Government has announced that a three-year revenue spending review will take place later this year and will come into effect from 2021/22, although this may be subject to change due to the ongoing Covid-19 situation. The deadline for call for submissions to HMT was 24 September 2020 and TfSE submitted a bid to the Treasury, copied to ministers from the DfT and MHCLG.

4.2 The DfT has also made a submission to HMT setting out their departmental priorities, including a view on future funding for STBs. TfSE has shared its proposals with officials from the DfT to ensure that the approach aligns with the Department's.

4.3 TfSE's submission to the Treasury sets out the funding that we are seeking to support our core operational costs beyond those covered by the constituent authority contributions, as well as funding to deliver and implement the technical programme. Appendix 3 provides a copy of the TfSE submission.

4.4 The document makes a strong case for investment in TfSE. It sets out how departmental funding has been used to help TfSE deliver against its technical programme, including delivering the Transport Strategy and setting out priority schemes for MRN and RIS. It also outlines how multi-year funding is crucial to support the ongoing delivery of the Strategic Investment Programme and its implementation and the value that this will add to the work of the Government.

4.5 The core element of the bid will support TfSE's operational costs, including some increased staff funding, increased levels of communication and engagement activity and back office costs. The proposal includes an assumption that local contributions will continue to fund the current staffing costs as it is anticipated that this will be a requirement for any future grant funding through the DfT. Core costs increase slightly each year to take account of inflation.

5 Conclusions and Recommendations

5.1 The Shadow Partnership Board are recommended to agree the revised budget proposal which incorporates the £1.225m received as grant funding from DfT. The Board are also asked to note the financial position to the end of September 2020/21 and the end of year projections.

5.2 Members are asked to note the Comprehensive Spending Review submission.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Appendix 1: TfSE Budget 2020/21

INCOME	
Local Contributions	£382,000
DfT Grant	£1,225,000
Reserves	£263,887
Carry forward	£226,399
Committed funding	£557,725
TOTAL INCOME	£2,655,011
EXPENDITURE	
Staffing	
Core Policy Team	£530,000
Additional team resource	£240,000
Technical Programme	
Transport Strategy	£53,000
Covid-19 Scenarios	£30,000
SEELUM	£20,000
Carbon Assessment	£50,000
Area Studies - Tranche 1 (1 study)	£350,000
Area Studies - Tranche 2 (2 studies)	£700,000
Future Mobility Strategy	£110,000
Freight scoping work	£23,175
Freight and Logistics Strategy	£125,000
Data & Modelling development	£15,000
SIP Brief	£15,000
Project view	£12,000
Other strategy costs	£40,000
Sub national Transport Body Proposal	£40,000
Operational Expenses	£15,000
Communications/ Engagement	
Events	£20,000
Advertising and publicity	£10,000
Website	£5,000
Stakeholder Database	£6,000
Media Subscriptions	£2,500
Reserves	£243,336
TOTAL EXPENDITURE	£2,655,011

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Appendix 2: TfSE Budget Update – Q2

INCOME	Budget	YTD	Forecast	Notes
Local Contributions	382,000	382,000	382,000	Two LAs paid in previous year
DfT Grant	1,225,000	0	1,225,000	
Reserves	263,887	263,887	263,887	
Carry forward	226,399	226,399	226,399	
Committed funding	557,725	557,725	557,725	
TOTAL INCOME	2,655,011	1,430,011	2,655,011	
EXPENDITURE				
Staffing				
Core Policy Team	530,000	230,723	534,995	
Additional team resource	240,000		23,000	TBC following recruitment. Variance to be ringfenced to cover costs for two year FTC
Technical Programme				
Transport Strategy	53,000	53,812	53,812	
Covid-19 Scenarios	30,000		29,725	
SEELUM & Carbon Assessment	70,000	61,938	70,000	
Area Studies - Tranche 1 (Outer Orbital)	350,000	10,582	219,358	Variance committed for next year
Area Studies - Tranche 2 (2 studies)	700,000		90,880	Variance committed for next year
Future Mobility Strategy	110,000	52,268	110,000	
Freight scoping work	23,175	23,175	23,175	

Freight and Logistics Strategy	125,000		25,000	TBC following procurement Variance committed for next year
Data & Modelling development	15,000		15,000	
SIP Brief	15,000		15,000	
Project view	12,000		12,000	
Other strategy costs	40,000	9,160	40,000	
Sub national Transport Body Proposal	40,000	0	40,000	TBC following proposal response
Operational Expenses	15,000	3,182	15,000	
Communications/ Engagement				
Events	20,000	7,250	11,500	
Advertising and publicity	10,000	3,030	10,000	
Website	5,000	5,074	6,000	
Stakeholder Database	6,000		6,000	
Media Subscriptions	2,500	940	2,500	
Reserves	243,336		462,304	£217,215 ringfenced for additional team resource
TOTAL EXPENDITURE	2,655,011	461,134	1,815,249	
Committed Technical Programme Expenditure for 21-22			839,762	
SURPLUS	0		0	

Comprehensive Spending Review 2020

Transport for the South East
submission

September 2020

About Transport for the South East

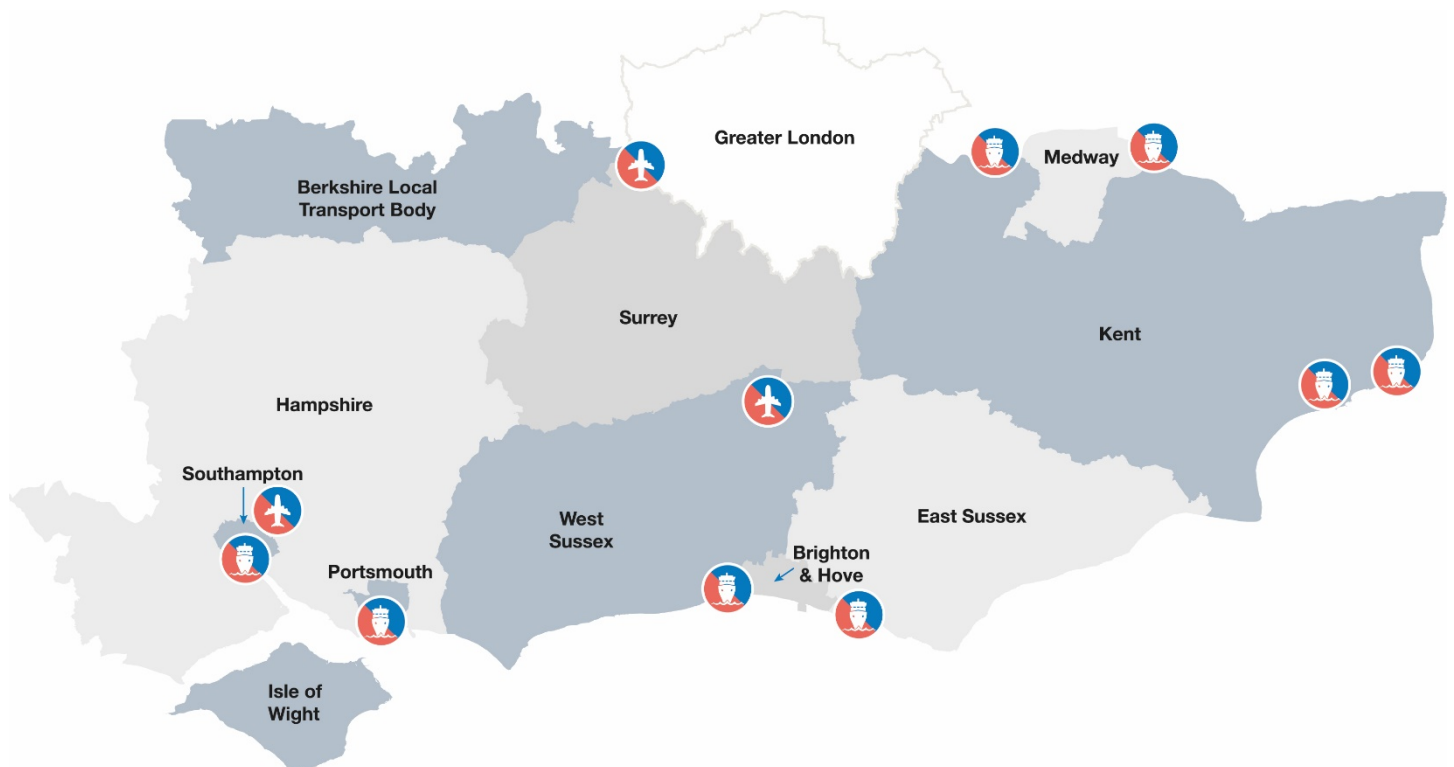
Transport for the South East (TfSE) is the sub-national transport body for the South East of England. Our partnership brings together 16 local transport authorities, five local enterprise partnerships, 46 district and borough authorities alongside a range of stakeholders from the worlds of transport, business and the environment.

Together, we're dedicated to creating an integrated and sustainable transport system that makes the South East more productive and competitive, improves the quality of life for all our residents and protects and enhances our unique natural and built environment.

By speaking with one voice on our region's transport priorities, we're able to make a strong case for the investment the South East needs.

We do this by working in partnership at a local, regional and national level. Our small team works closely with, and draws additional support from, officers from our constituent authorities and LEPs while our funding comprises contributions from our constituent authorities alongside grant funding from the Department for Transport.

This mixed funding model, coupled with our commitment to partnership working, enables a lean, efficient team to deliver against agreed priorities while providing best value to our partners, government and taxpayers.



Our ambition

The South East is a powerful motor for national prosperity, adding more to the UK economy than any region outside London. Our ports, airports and cross-Channel rail links connect Britain to Europe and the rest of the world. Our roads and railways help tie the country together. Our people and businesses drive innovation across a range of high-growth sectors and industries.

Transport for the South East's focus is on ensuring that success story continues, working in partnership to deliver a safe, sustainable and integrated transport system that benefits people and businesses in our region and across the UK.

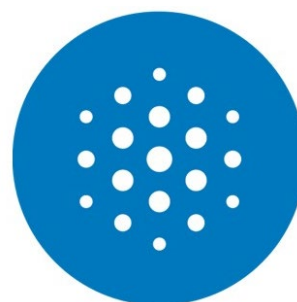
At the heart of this is our thirty-year **transport strategy**, setting out a bold vision for the South East in 2050 and a framework for investment to help us achieve it. The strategy was published in summer 2020 following more than two years of development with our partners and stakeholders including a three-month public consultation.



£300bn GVA boost to the UK economy



500,000 new jobs



Net-zero carbon emissions by 2050 at the latest

Our transport strategy is an important waypoint on a longer journey, culminating in the publication of our **strategic investment plan** in 2022. This will set out, for the very first time, a prioritised programme of investment for our area, created by those who know it best.

The building blocks of the strategic investment plan will come from a series of area studies, the first of which are now under way. These will see us working with partners at a local level to understand the specific schemes and initiatives which will help us deliver our vision.

We'll also feed in the results of two key thematic studies – covering future mobility and freight, logistics and international gateways – to build a comprehensive, effective and futureproof investment plan for our region and the 7.5 million people who live and work here.

To do all this, we are seeking a **multi-year funding commitment** from government in the forthcoming spending round which will enable us to complete our work in a timely, efficient and effective way.

Our achievements

Transport for the South East has quickly emerged as a powerful and effective partnership for our region. Since 2017, we have delivered consistently against the priorities we have agreed with the Department for Transport and added significant value to partners and stakeholders.

Transport for the South East has secured £2.825 million from the Department of Transport (DfT) over the last three financial years to support the delivery of our technical programme. This has been used to produce our transport strategy and supporting documentation, including our Economic Connectivity Review, analysis of Covid-19 scenarios and work on decarbonisation.

During this period, we have also brought in £500,000 per annum in contributions from our 16 local authority partners. This has been used to recruit a small secretariat, support our core functions (including communications, stakeholder engagement and operational costs) and deliver elements of the technical programme not covered by grant funding.

Economic Connectivity Review

Published in 2018, the review marked the first major component of our transport strategy for the region. It analyses current and future economic activity in the South East and its connections to major centres beyond the region. Areas covered include economic hubs and industrial clusters, high-value industries, connectivity needs and challenges, the shape of labour markets, international gateways and transport corridors within the South East and regional scenarios for growth.

Transport strategy

Our transport strategy sets out a thirty-year framework to guide decisions about where, when and how money is invested in the South East's transport network. The strategy is clear that 'business as usual' is not a sustainable way forward. For this reason, we have adopted a different approach to traditional transport strategies – setting out a vision for the future we want and how transport investment can help us achieve it, rather than endlessly chasing forecast growth in demand for transport (particularly on our roads).

Highways investment priorities

Transport for the South East has played a critical role in the formation of the Major Road Network (MRN) in our region and the development of priorities investment programmes across the MRN and the Strategic Road Network (SRN), a number of which have been successful. We have done this in partnership with our local authorities and LEPs, Highways England and DfT, providing a clear, evidence-based pipeline for progression and delivery. We are also working with Highways England to align elements of our strategic work, developing consistent methodology and data collection which will benefit us both.

Planning a better railway

We have formalised our relationship with Network Rail through a Memorandum of Understanding. This has enabled Network Rail to use our transport strategy data to inform cost/benefit analysis of potential network improvements, enabling the wider economic benefits to be captured as part of its planning process. We also submitted evidence to the Williams Review on behalf of our partners, making a strong case for an increased role for sub-national transport bodies, and have worked with partners to support business case development for the extension of high-speed services in coastal Kent and East Sussex.

Covid-19

We have completed a study looking at how various possible Covid-19 scenarios could affect our transport network and investment priorities. The study uses the South East Economy and Land Use Model (SEELUM) developed for our transport strategy, which simulates the interaction of transport, people, employers and land use.

By allowing us to model potential future scenarios related to the easing of lockdown measures, we can test how effective transport investment will be in helping the South East's economy recover and grow. The outputs from this work will inform our area and thematic studies, ensuring the schemes and initiatives put forward deliver the best outcomes for our region in terms of economic recovery and sustainable growth.

Proposal to government for statutory status

In July 2020, following the completion of our transport strategy, we submitted a proposal to government for statutory status. The proposal had been developed with our partners and has their full backing, with support also received from a wide and varied range of stakeholders including MPs, major employers, ports and airport, transport operators, chambers of commerce and more. Our bid makes a compelling strategic and economic case for a statutory transport body for our region and sets out the powers we need to deliver our strategy and realise our vision.

Decarbonisation

We have commissioned a piece of work which will enable us to assess the impact specific schemes identified in our area studies will have on the South East's carbon emissions. This includes modelling alternative scenarios for conversion to electric vehicles and recommendations on the policy interventions that will be needed to ensure that we achieve net zero by 2050. We have shared initial findings with the DfT with a final report to follow later this year.

Stakeholder engagement

Partnership working is at the heart of everything we do. Over the last three years we have built productive relationships with a range of people and organisations who can help us achieve our objectives and put in place a programme of high-quality communications. We have broadened membership of our Transport Forum, which provides insight and advice to our Board, identified collaboration opportunities with our region's world-class universities and set up a private sector innovation forum to discuss potential future funding and financing.

Our work programme to date has been delivered with minimal resource, both in terms of staffing and revenue funding. Our lean and efficient structures and governance mean that we are well placed to progress our technical programme to the next level – setting the prioritised programme of investment for the South East and building strong business cases to attract the investment we need.

Our funding requirements

We are seeking **long-term funding certainty** in the forthcoming spending round. This will enable us to complete the work on our strategic investment plan and progress the development of schemes to transform our economy, improve the quality of life of our residents and protect and enhance our environment.

Appendix A sets out our funding requirement for the three years from 2021/22 to 2023/24. This includes core costs and estimated costs to progress our technical programme, including the completion of our strategic investment plan and the development of relevant business cases for key schemes and projects.

This work will provide the Department for Transport with a clear and evidenced picture of the South East's transport investment priorities, including for the Roads Investment Strategy, Major Road Network and rail enhancements pipeline.

DELIVERING OUR TECHNICAL PROGRAMME

Transport strategy £350,000

We need to maintain and update the evidence base behind our transport strategy, especially given the ongoing impacts of Covid-19 on our economy and transport networks. This strand of our work programme will enable us to update our Economic Connectivity Review and support the development of our innovative ProjectView data tool, which brings together in one place a wide range of land use planning and transport planning data from across the TfSE region.

Area studies £700,000

A series of geographic area studies will identify the specific schemes, projects and policy initiatives to deliver our strategy in each part of our region. They will assess the impact of these interventions against the transport strategy's economic, social and environmental goals and measure their contribution towards our carbon reduction trajectory. We have secured funding from the Department for Transport to deliver three of the five studies and require additional funding to complete this work.

Thematic studies £450,000

Work is underway on two thematic workstreams that will support the delivery of the area studies. The future mobility strategy and the freight, logistics and international gateways strategy are funded by the Department for Transport and will form an important part of the evidence base for our strategic investment plan. However, there is a need to undertake further thematic studies on key areas of challenge and opportunity, for example:

Rural mobility

This study would provide a valuable link with the DfT's forthcoming rural mobility strategy. It would identify the barriers to rural accessibility to employment, education and other key services in our region and develop a range of solutions across traditional and new mobility and digital – including reducing the need to travel.

Rail

This study would determine how rail will help to deliver the vision and objectives set out in our transport strategy, looking at journey times, service levels, reliability and punctuality, route and track upgrades to cater for growth in passengers and freight, rolling stock, station access and facilities, and integration with wider transport networks.

Smart ticketing/MaaS

Building on work taking place with the Rail Delivery Group, this study would identify how the rail Account Based Ticketing structure would be delivered locally and how to integrate other modes including bus and potentially shared transport and micromobility. The outcome would be a roadmap and funding requirement to implement in the South East.

Strategic investment plan £150,000

The outputs of the area and thematic studies will be brought together and prioritised to feed into a strategic transport investment plan for the South East. This will be developed in partnership with stakeholders from across the region including Highways England and Network Rail. We know that public investment alone will not be able to meet the scale of investment needed to deliver our plan, so we are already working with the private sector to consider alternative funding and financing models.

Analytical framework £1.55 million

An analytical framework is needed to produce the robust evidence required to support the case for investment. Building on the evidence base developed to support the transport strategy and area studies, it will include the data, modelling and planning tools needed to support the development of business cases for the interventions identified in the strategic investment plan. To ensure maximum added value, we will develop the framework collaboratively so it can be used by our constituent authorities and other key stakeholders and provide the basis for a consistent approach to data, modelling and appraisal in our area.

Implementation £3 million

The interventions set out in the strategic investment plan will need to be subject to their own assessment and business case development, either as individual schemes or as packages of interventions. Evidence, data and analysis generated from the analytical framework will be used to support the development of business cases. These will be developed in line with HM Treasury's advice on evidence-based decision making set out in the Green Book and use its best practice five case model approach.

CORE COSTS

As set out above, Transport for the South East secures contributions from our 16 local transport authorities totalling almost £500,000 per annum which is used to pay the staffing costs for our 7.8 FTE staff.

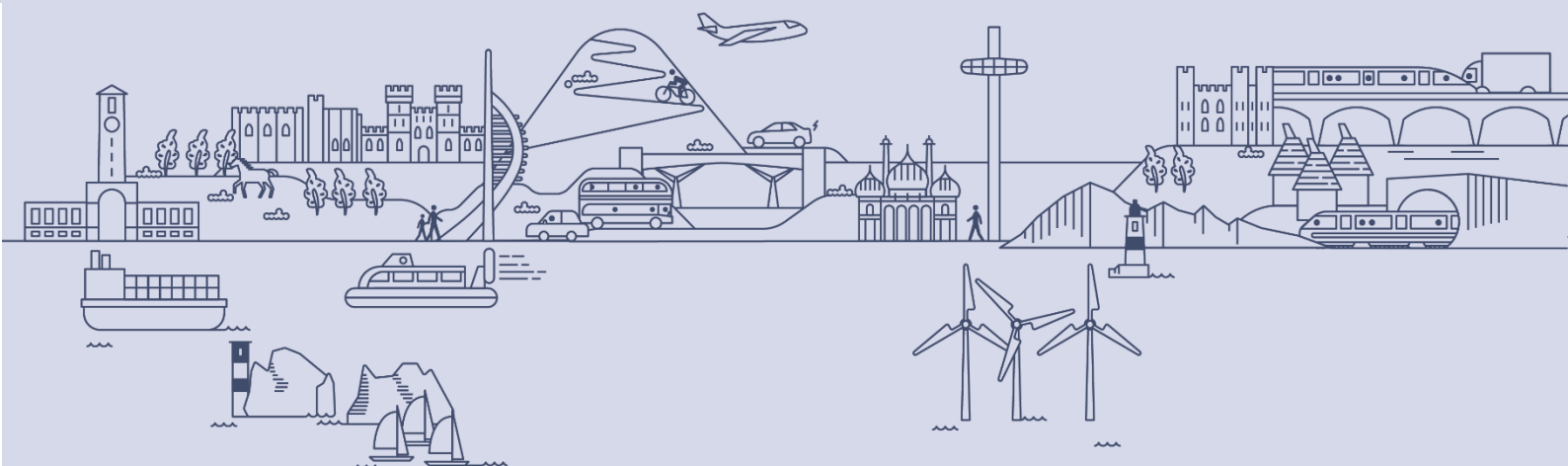
Our core costs proposal includes capacity for additional staff resource in technical and support functions. This would maintain a lean and efficient secretariat, whilst allowing us to increase our capacity to engage with a wider variety of stakeholders, increase our communications activity and deliver the technical programme outlined above. Scope has been included in our proposal for year-on-year inflationary increases.

We have also included allowances for operational costs. At present, our back-office functions are provided by East Sussex County Council as our accountable body. This arrangement is unsustainable owing to the increasing demands Transport for the South East is placing on services such as HR, procurement and finance. We have therefore included scope for contributions to the local authority to cover the costs associated with these critical services. In addition to this, there will be a requirement for Transport for the South East to pay for the office space it uses in East Sussex County Council offices.

The amount requested for core costs averages a total of **£1 million per annum** over the next three years.

Ours is a bold and ambitious transport strategy for the South East. It's the culmination of unprecedented joint working by partners from across the public and private sectors. And it sets out, for the first time, a shared vision of a more connected, productive and sustainable future for our region and a framework for achieving it.

But delivering on our ambition will require more than just partnership working. For this strategy to succeed we need long-term, secure investment in Transport for the South East. We look forward to working with the Government and the Department for Transport to make this happen.



Appendix A

Transport for the South East three-year funding request, 2021/22 - 2023/24

	2021/22	2022/23	2023/24	Notes
Core costs	£960,000	£1,000,000	£1,040,000	Includes all operational and back-office costs and any additional staffing costs (existing salaries are covered by funding from constituent authorities)
Transport strategy	£50,000	£50,000	£250,000	Ongoing Project View costs, plus small contingency for additional evidence base work e.g. Covid-19 analysis, carbon assessment, etc.
Area studies	£700,000	-	-	Completion of the two remaining area studies
Thematic studies	£150,000	£150,000	£150,000	Rural mobility, rail, smart ticketing/MaaS
Strategic investment plan	£150,000	-	-	Will identify priority schemes for the region and set out a clearly defined approach to funding and financing
Analytical & assurance framework	£750,000	£750,000	£50,000	Will support the development of the business cases arising from the SIP
Implementation	£500,000	£1,500,000	£2,000,000	Will support the mobilisation and implementation of priority schemes identified in the area and thematic studies
Total	£3,260,000	£3,450,000	£3,490,000	
			£10,200,000	

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Web: **transportforthesoutheast.org.uk**
Tel: **0300 330 9474**

Report to: **Shadow Partnership Board – Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the board on communications and stakeholder engagement activity**

RECOMMENDATION:

The members of the Shadow Partnership Board are recommended to note the engagement and communication activity that has been undertaken in the past three months.

1. Introduction

1.1 Communications and engagement activity since the last Board meeting has, unusually, been undertaken in an entirely virtual format. Content has focused on the publication of our transport strategy, our submission for statutory status, the technical work programme and our autumn events programme. We have continued to build relationships with current and new stakeholders.

1.2 Interest in Transport for the South East continues to grow at pace, with over 2,000 individuals from 785 organisations now registered on our database and receiving regular communication from us. Social media engagement with new and existing stakeholders along with press coverage in a variety of local news and trade publications continues. We are receiving increasing numbers of speaker invitations to both national and local events covering a vast array of transport related topics.

1.3 We have continued to focus on building relationships with Ministers and raising awareness of TfSE with constituency MPs.

1.4 This paper provides an update on recent activity, as well as updating Shadow Partnership Board members on the communications and engagement that is planned for the next few months. The communications and engagement team have reviewed their ways of operating to ensure that TfSE is able to continue to engage with stakeholders and partner organisations in an effective manner during the Covid-19 situation.

2. Recent communications and engagement activity

Supporting the transport strategy and technical programme

2.1 In the period since the last Partnership Board meeting in July 2020, our transport strategy has been published and submitted to government alongside our proposal for statutory status, the future mobility forum has been established and has met twice and the area study stakeholder and communication plans for both the programme and first project (the outer orbital study) have been developed.

2.2 A significant amount of work was undertaken around the publication of the transport strategy in July and the submission for statutory status that happened in parallel. We ran a targeted communication and engagement programme that ensured every stakeholder received tailored communication around the strategy and submission, along with 'one click' access to all relevant documents.

2.3 Several interviews were given to trade press and a number of speaking opportunities at conferences and events were utilised to promote the publication of the transport strategy.

2.4 We have worked closely with our technical colleagues to form the new TfSE future mobility forum and with the team of appointed consultants to develop stakeholder and communication plans for the area study programme of work. We have gone on to map and appoint stakeholders to the first area study forum (Outer Orbital) which met for the first time on 21 October.

2.5 A survey was sent to all stakeholders in early September, which has helped us to identify which topic areas of interest, and which geographical locations, individuals associate themselves with. This will be of benefit as we work through the thematic and area study programmes.

3. Broadening our engagement

3.1 We have continued our engagement with universities and are currently helping to facilitate discussions for a freight-related project with Kent University, HMRC and the Cabinet Office. We have also facilitated conversations between the university, consultants and private sector partners regarding transport movements and Covid-19. Additionally, we have submitted a letter of support regarding a future mobility project that is being coordinated by the university. A presentation at Portsmouth University's Future of Mobility event in early October was well received. A further meeting of the universities stakeholder group is scheduled for 16 November and Board members are welcome to join.

3.2 The private sector stakeholder group met in August and continue to be actively engaged with and supportive of the work of TfSE. A further meeting of this group was

held on 20 October, where discussion focused on thoughts around a possible concessionary model to fund transport infrastructure in the South East.

3.3 TfSE officers have presented at several online events and seminars including:

- Civil Engineering Contractors Association (CECA) Transport Group
- LGA Decarbonisation webinar
- Railfuture – Sussex and Coastway Meeting – TfSE technical work programme, area studies and rail
- CIHT ‘Towards a Strategic Investment Plan’
- The Intelligent Transport Cluster and the South Coast Centre of Excellence for Satellite Applications at the University of Portsmouth – ‘The Future of Mobility’
- Rail Future annual conference
- South East Community Rail Partnerships – TfSE update and technical work programme
- ICE South Branch – How do we achieve net zero carbon – TfSE approach

3.4 An engagement exercise with district and borough colleagues was undertaken in September. Direct contact was made with all 46 authorities and has resulted in a rich and accurate database of information relating to key officers within the organisations. This information informed the invite list for our October spatial planning event and will ensure that the correct people are invited to future forums, meetings and events.

4. Political engagement

4.1 All constituency MPs and key ministers received targeted communication regarding the publication of the transport strategy and our proposal to government. This resulted in several letters of support to the secretary of state.

4.2 The Chair and relevant board members led a series of successful virtual briefings in July; 24 MPs attended and a further four requested follow-up information. Building on the success of these sessions, a further two sessions have been arranged for 16 and 23 October and Board members have been asked to place holds in their diaries accordingly. The October sessions will focus on our CSR submission, technical work programme and area studies.

4.3 We submitted our CSR representation to the Treasury on 23 September and have shared the contents with our MPs ahead of the October briefing sessions. Clearly these are challenging times for government and it is not yet clear what shape the spending review will take; but we will continue to work with political stakeholders to endorse and advocate for our submission.

4.4 Now that we have full district and borough council representation on the transport forum, further work will be undertaken with the five leaders to ensure that we

have effective mechanisms in place to reach the key politicians within all of our local authorities. If any Board member would like TfSE to present to a meeting of leaders and chief executives, please contact one of the team.

5. TfSE events

5.1 Our annual conference was held on the morning of 14 October, followed by our 'Integrating Spatial Planning' event on the same afternoon. Baroness Vere provided the keynote speech for the morning session.

5.2 The afternoon event was the first time we have brought together district and borough colleagues from the entire TfSE geography. As well as hearing from interesting and topical speakers, delegates were introduced to the TfSE GIS Mapping system, Project View. Further meetings and forums will be arranged for this stakeholder group as we continue to build our relationship with district and borough colleagues.

5.3 A further verbal update / de-brief on these events will be provided at the meeting.

6. Media, social media and digital communications

6.1 A considerable amount of media activity has taken place over the summer months with positive coverage achieved across a wide range of local news media and specialist trade publications. A full list of coverage, including web links, is provided in Appendix 1.

6.2 Highlights include widespread coverage of our proposal to government among our region's highest circulation newspapers, with supportive comments from a number of Shadow Partnership Board members. Constituent authorities, LEPs and other partners also supported our activity on social media.

6.3 We were also pleased to have secured an interview with RAIL magazine for TfSE lead officer, Rupert Clubb. A four-page feature covering our transport strategy, proposal to government and partnership with Network Rail (including supportive comments from NR) was published in August and is included in Appendix 2. RAIL magazine has a circulation of more than 20,000.

6.4 We have used our social media channels to help our recruitment of a new transport strategy manager and support officer. Other popular social media posts included our announcement of the MoU with Network Rail.

6.5 We have also substantially completed work on our new website, which enables us to showcase the full range of our technical work, offers greater functionality and provides an improved user experience.

7. Conclusion and recommendations

7.1 We will continue to keep the Communications and Engagement Strategy 2020/21 under review in light of the Covid-19 situation. We continue to ensure our engagement is appropriate to the situation.

7.2 The Shadow Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken in the past 3 months.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Appendix 1: Media coverage

Press release (21/9): [New partnership seeks shift from road to rail in the South East](#)

[New partnership seeks shift from road to rail in the South East](#) – Rail Professional
Memorandum signed over vision for the South East – RAIL

[This is what reforming Britain's railways could mean for Kent's passengers](#) - Kent Online

Press release (4/8): [Partners announced to deliver 'building blocks' of strategic investment plan](#)

[Atkins, WSP and Steer win South East transport job](#) – New Civil Engineer

[South-east transport body appoints team to devise strategic plan](#) – Infrastructure Intelligence

[TfSE announces area studies team](#) – Transport Network

[TfSE awards area based study contract](#) – TransportXtra

Press release (29/7): [Action plan needed to make sure ban on new petrol, diesel and hybrid vehicles is 'realistic and achievable'](#)

[Government called to create 'clear action plan' for petrol ban proposal](#) - The News (Portsmouth)

[Ban on new petrol cars needs action plan - Transport for the South East](#) – Basingstoke Gazette

[Ban new petrol, diesel and hybrid vehicles say south east leaders](#) - Isle of Wight County Press

[Transport group calls for task force to ensure net zero carbon deadline is met](#) – Motor Transport

[Action plan needed for petrol, diesel and hybrid vehicles ban](#) – Intelligent Transport

[Action plan needed for replacement of fossil fuel vehicles by EVs](#) – Renewable Energy Mag

[Diesel ban needs action plan, says transport group](#) - ITS International

Press release (22/7): [Transport for the South East submits bid for statutory status](#)

[Council join forces in Transport for the South East](#) - Daily Echo (Southampton)

['Pitiful' railway speeds between Portsmouth and Southampton could be boosted if huge regional transport plan goes ahead](#) - The News (Portsmouth)

[Transport for South East submits devolution bid](#) - The Argus (Brighton)

[Sussex all on board with plans for 'green transport revolution'](#) - Sussex Express

[Reading Borough Council joins South East bid for transport devolution following Covid-19](#) - Reading Chronicle

[Berkshire councils join forces for bid to take control of transport in South East](#) - Berkshire Live

[Sussex all on board with plans for 'green transport revolution'](#) - Chichester Observer

[Sussex all on board with plans for 'green transport revolution'](#) - Hastings Observer

[South East councils in bid for more transport powers](#) – Andover Advertiser

[Councils unite to press for transport improvements](#) - Hampshire Chronicle

[Councils join forces in bid to transform transport across south-east](#) - New Milton Advertiser

[South east of England leaders submit bid for transport devolution](#) - Infrastructure Intelligence

[Transport for the South East bids for statutory status](#) - Transport Network

[Devolution bid made by Transport for the South East](#) - New Civil Engineer

[South East submits transport devolution bid](#) - Passenger Transport

[South East in transport devolution bid](#) - The Planner

[Bid for transport devolution for the South East](#) - Rail Insider

A transport vision for the South East – RAIL (see below)

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A transport vision for the South East

To trace the short history of sub-national transport bodies (STBs), we must go back four years to the passing of the Cities and Devolution Act 2016.

Paving the way for the introduction of directly elected mayors to combined authorities in England and Wales, it was this piece of legislation that also made provision for the creation of STBs, to provide strategic transport governance and to identify investment priorities at a regional level.

The Act's provision for STBs was not intended to apply to Scotland or Wales, where transport is already a devolved matter.

Meanwhile, no further provision was required for London, where Transport for London has been exercising its various devolved responsibilities for the past 20 years.

But elsewhere in England, it was recognised that a large gap existed between strategic planning and investment decisions conducted at a national level, and the power of individual local authorities to effectively influence them.

A total of seven STBs have therefore been created in the past few years, grouping together local authorities, Local Enterprise Partnerships (LEPs), businesses and other stakeholders in order to provide a single voice on behalf of the regions they represent.

To date, the most high-profile STB has undoubtedly been Transport for the North. Bringing together 20 local and combined authorities from across the north of England, it became the first STB to transition from shadow form to full statutory status in April 2018.

This move to statutory status required the passing of secondary legislation that enshrines a wide range of devolved powers into law in areas including franchising and smart ticketing.

It also means that government must formally consider TfN's recommendations and the STB's 30-year Transport Strategy, when making future strategic transport investment decisions.

Following closely behind Transport for the North are six other emerging STBs that cover the length and breadth of England. The most mature of these are Midlands Connect (RAIL 877), England's Economic Heartland (RAIL 881) and Transport for the South East, while Transport East, Western Gateway and Peninsula Transport are still in earlier stages of development.

In pole position to become the second STB

Transport for the South East Lead Officer RUPERT CLUBB tells PAUL STEPHEN about the sub-national transport body's bid for devolved powers, as it prepares to implement an ambitious 30-year Transport Strategy

to achieve statutory status is Transport for the South East (TfSE), which submitted its proposal to government in July.

Established in 2017, the STB and its transport forum comprise 16 local transport authorities, five LEPs, plus representation from Network Rail, Highways England and a host of other organisations (see panel, page 89), in a region that stretches from Berkshire and Hampshire in the west to the Kent coast in the east.

The TfSE area contains some 7.5 million people and 300,000 businesses that are largely centred on a number of key transport corridors linking London to the coastal towns and cities of Southampton, Portsmouth, Brighton, Dover, Folkestone and Margate (see map, page 60).

The area also encompasses the major international gateways of Gatwick and Heathrow Airports, the ports of Southampton and Dover, plus the Channel Tunnel and HS1.

According to TfSE Lead Officer Rupert Clubb, the powers currently being sought by the STB would enable it to implement a 30-year Transport Strategy for the region.

These powers include the ability to deliver region-wide smart ticketing and to implement road charging schemes and clean air zones. However, they do not include the same sort of powers that were secured by TfN to co-manage the Northern and TransPennine Express franchises.

Clubb explains: "Since our first board meeting in 2017, we've stepped out way through the publication of an Economic Connectivity Review and a Transport Strategy. For us it was a crucial starting point to identify the economic opportunities in the South East, without which it would have been very difficult to develop a Transport Strategy that genuinely facilitates economic growth."

"More latterly, we have submitted both our Transport Strategy and a proposal for powers to make that strategy a reality. Those are both with government, but the emphasis of what we're about is basically to have a future that is a benefit to people, businesses and the

environment."

Published in July, the Transport Strategy sets out a vision of how this future may look, with commitments to achieving net zero carbon by 2050 and to fully integrate transport, digital and energy networks. Key to achieving this will be skills, innovation, commercial and housing development, plus investment in

transport and other civic infrastructure.

According to the Transport Strategy, the region has a Gross Value Added of £183 billion, which could grow to as much as £450bn and create nearly 500,000 extra jobs by 2050.

That's provided the right interventions are made to improve connectivity to make the transport network more resilient, to get people out of their cars, and to better integrate land use and transport planning.

TfSE describes the Transport Strategy as "a waypoint" in a journey that will culminate in 2022 with the publication of a strategic investment plan, to be implemented with national agencies such as Network Rail and

Highways England.

Five area studies have now begun to inform the strategic investment plan, by looking in more detail at exactly what interventions will best support the vision outlined in the Transport Strategy.

A joint team of WSP, Atkins and Steer was appointed in early August to deliver the area studies, while WSP has also been commissioned to carry out a future mobility study and action plan. A partner for a freight

logistics and international gateways study is due to be announced later this year.

"In effect, the Transport Strategy provides the framework that will allow us to build a strategic investment plan which we hope to publish in the next couple of years," adds Clubb.

"That will set out the things that we believe need to happen in the South East to bring about growth."

"In terms of COVID-19, we absolutely

A Southeastern Class 395 Jewel in approaches Ebbsfleet International on February 20, with a domestic high-speed service to St Pancras International. Transport for the South East is advocating an extension of the Crossrail route from Abbey Wood to Ebbsfleet, in order to boost economic growth and improve connectivity to deprived communities in Kent's coastal areas. JACK BOSKETT/RAIL



“The emphasis of what we’re about is basically to have a future that is a benefit to people, businesses and the environment.”

Rupert Clubb, Lead Officer, Transport for the South East

TfSE Transport Forum members

- Associated British Ports Southampton
- Brighton & Hove Buses
- British Ports Association
- Civil Engineering Contractors Association
- Coast to Capital LEP
- Confederation of Passenger Transport
- Department for Transport
- District and borough authorities (representatives from Kent, East Sussex, West Sussex, Surrey and Hampshire)
- Energy UK
- Enterprise M3 LEP
- First Group
- Freight Transport Association
- Friends of the Earth
- Gatwick Airport
- Go South Coast
- Heathrow Airport
- Highways England
- Motorcycle Action Group
- Network Rail
- Rail Delivery Group
- Road Haulage Association
- Solent LEP
- South Downs National Park
- South East England Councils
- South East LEP
- South Western Railway
- Stagcoach Group
- Sussex Community Rail Partnership
- Thames Valley Berkshire LEP
- Transport Action Network
- Transport Focus
- Transport for London

(Left to right) Southern 377438 stands at Redhill on June 3 with the 1430 Reigate-London Victoria, while 377306 is at the buffer stops with the 1401 from Tonbridge. 455812/839 occupy Platform 0 with a Streatham Hill circular service via Brighton. As one of the most important transport corridors in the South East, further upgrades to the Brighton Main Line is a key priority for TfSE. ALEX DASH-SUTTON.



is some recognition there of the role STBs have to play. We are having consultation with government and we have shared ambitions, so there's not really a timeline on this. In the meantime, we will crack on."

Now that its proposal is with government, and work has commenced on developing a strategic investment plan, TfSE has recently moved to strengthen its strategic and working-level partnership with Network Rail.

Already a key player in TfSE's transport forum, NR signed a Memorandum of Understanding to underpin the relationship between the two parties on August 7 (RAIL 912).

Although not legally binding, the document commits NR and TfSE to the delivery of a shared vision for the region which is conducive to the Transport Strategy. This includes facilitating modal shift, achieving net zero carbon targets, better integrating transport and land use planning, and providing best value to taxpayers.

Both TfSE and NR have pledged to explore options to improve cross-regional services on routes including HS1, Ashford-Reading and Brighton-Southampton, and to support the development of capacity improvements via schemes such as Woking and Croydon Area Remodelling.

The document also commits both parties to working towards the withdrawal of rolling stock recognised as no longer fit for purpose, ➔

recognise that there is a strong focus on having a green recovery. We think that the strategic direction we've set out until 2050 is very much the right direction.

"We also know that road and rail corridors are very important to us. And although rail is going through some challenges at the moment, the need for a green recovery and to manage our carbon emissions presents a real opportunity if we get the right levels of investment."

As the region with the highest number of rail journeys outside of London (300 million in 2018), but also with a heavy reliance on private cars (70% of all journeys, compared with 4% for rail and 5% by bus), increased investment to add capacity and to improve reliability on the main routes in and out of London can be expected to feature highly in the strategic investment plan.

TfSE is also likely to call for investment in rolling stock and in enhancing radial lines running from east to west, to speed up journey times and improve the customer experience.

Examples given in the Transport Strategy include extending Crossrail from Abbey Wood to Ebbsfleet, extending domestic high-speed services on High Speed 1 to call at additional stations, and improvements to the East and West Coastways that converge on Brighton.

Chubb describes journeys on the West Coastway Line from Brighton to Southampton as "like a throwback to the 1960s", owing to Southern's continued use of elderly Class 313s (actually built in 1976-77).

He also calls it "absolutely crazy" that it takes longer to travel by train from Brighton to Southampton (65 miles) than from London to York (200 miles).

Chubb also points to the Transport Strategy's compatibility with the Government's self-proclaimed 'levelling up' agenda, despite the region's relative prosperity compared with the rest of the country.

Statistics reveal that when disaggregated from neighbouring London, transport spending per head of population in the South East is actually significantly lower than the

national average in England (see graph, below).

It is also easy to overlook the fact that pockets of deprivation exist in places such

as Hastings (ranked in 2019 by the Ministry of Housing, Communities and Local Government as the 13th most deprived of 317 local council areas in England), Thanet (ranked 30th) and the Medway towns.

Chubb adds: "It is a challenge for us that London tends to get included in the South East, when infrastructure spending is a lot higher there than it is here. There are parts of the South East that are definitely prosperous, and we have some really strong businesses that are really productive, but there are also massive pockets of deprivation.

"Hastings, for example, is in the top 10% by most indices, and a number of other coastal communities really struggle. There are challenges around rural deprivation, too, so it's not always the same picture as that which gets painted.

"Part of our job is that if we're genuinely going to emerge with a stronger economy, then transport connectivity is vital - in particular how we better connect some of these deprived communities and attract inward investment."

In terms of TfSE's decision not to follow exactly the same route chosen by Transport for the North in its bid for statutory status, Chubb

says the proposal to government reflects the desires of the partner organisations.

It also reflects the vastly different geography of the TfSE region, where franchises are less self-contained when compared to the north of England and the Northern and TransPennine Express franchises that are co-managed by TPN.

There are also important contextual factors to account for, including the unknown nature of the restructuring to the rail industry that is expected to follow the yet-to-be published Williams Review.

Government is also expected to publish a devolution White Paper later this year which could have an effect on what types of powers are shifted from Whitehall in future.

Chubb explains: "You have seven STBs around England and they all reflect local circumstances. It is tempting to request TfN-

type powers] but we have at least said in our proposal that we want to be consulted about new rail franchises.

"We are still waiting for the Williams Review and to understand what that throws out. But we are signalling our ambition that if Williams is true to his word and wants to bring track and train closer together, then we'll want to be all over that.

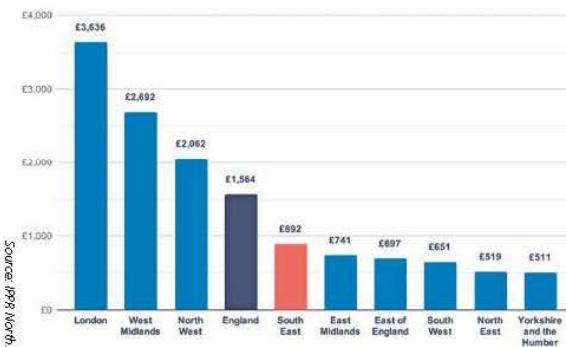
"We're not here to be difficult or awkward. We're here to make the quality of life for our residents and businesses the best it possibly can be. We've therefore asked for powers that we think can help us implement the Transport Strategy, and to support government and policymakers to put in place the right interventions."

He adds: "There is a White Paper coming out in the autumn, and I would hope there

“ There are parts of the South East that are definitely prosperous, and we have some really strong businesses that are really productive, but there are also massive pockets of deprivation. ”

Rupert Chubb, Lead Officer, Transport for the South East

Planned transport infrastructure spending per head



Rupert Clubb

Rupert Clubb has led the development of Transport for the South East since its inception in 2017. As chief officer lead, he chairs the Senior Officer Group and supports the Chair and Partnership Board.

He is also the Director of Communities, Economy and Transport at East Sussex County Council.

A former president of the Association of Directors of Environment, Economy, Planning and Transport, Rupert is a Chartered Civil Engineer and Fellow of the Institution of Civil Engineers and the Chartered Institution of Highways and Transportation.

including the much-maligned '313s'. Originally the Memorandum of Understanding (MoU) was due to have been signed in February, before its formal agreement was delayed by the outbreak of the Coronavirus pandemic.

Clubb says: "The MoU is a natural progression of the close relationship we have established over the past couple of years. It sets out those common goals and objectives that we have on net zero carbon - an improved customer experience, better integration and much more."

NR London and South Strategy and Planning Director Mike Smith adds: "This MoU is a signal of our intent, but also the action that we've already begun to take. It's been brilliant to have worked side by side with TfSE over the last few weeks, months and years, and the MoU formally establishes the good, strong and open discussions that we've been having."

Having been involved in strategic planning and route enhancements in the South East for more than a decade, Smith says the establishment of TfSE has been hugely beneficial, given its ability to provide a single voice on behalf of its members.

The area covered by TfSE also broadly mirrors the geography of NR's devolved South East Route business, making the link-up an obvious and mutually beneficial one.

He says: "One of the challenges we've always had is the sheer number of organisations involved. It has sometimes been difficult to get a sense of strategic direction when you have so many transport authorities."

"Nobody falls out or sets out in a completely different direction, but when you're trying to make a case for inward investment you need a level of regional cohesion."

“ The changing environment around COVID-19 and everything else also means that people are starting to think about how we can use transport in different ways. That conversation would be very difficult without TfSE playing a role. ”

Mike Smith,

London and South Strategy and Planning Director, Network Rail

Key population centres, international gateways and transport corridors in the TfSE area



Source: TfSE

The rail network of the TfSE area



Source: TfSE

"The Transport Strategy has such a powerful message around innovation and quality, around having the right mix of transport modes, and provides a timely call to ourselves to recognise that we have to use transport for what it's best at, which is driving economic growth and connecting communities."

"The changing environment around COVID-19 and everything else also means that people are starting to think about how we can use transport in different ways. That conversation would be very difficult without TfSE playing a role."

Although the Memorandum of Understanding is primarily forward-looking,

both Clubb and Smith say that it cements a close working partnership that has already yielded results, including work to improve capacity at Gatwick Airport station and to reduce disruption during the Brighton Main Line Upgrade programme.

With NR fully on board with the aspirations of TfSE and its Transport Strategy, all eyes must now be on the Government and whether it too will provide the necessary backing by granting statutory status.

Clubb concludes: "What we don't want is for people to visit some plush office in London where the Transport Strategy is lying on the coffee table, but that's all it ever does."

"We need something from government that says 'TfSE, we believe in what your strategy says and understand the rationale and the points you make about the statutory powers - now go and turn it into a reality.'"

Further reading

- England's Economic Heartland's Action Plan - RAIL 851.
- Connect more - RAIL 877.

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Report to: **Shadow Partnership Board –Transport for the South East**

Date of meeting: **22 October 2020**

By: **Interim Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 06 October 2020 and inform the Board of the Transport Forum’s recommendations.**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to:

- (1) Note the recent meeting of the Transport Forum;**
 - (2) Note and consider the comments from the Forum on rural mobility; and**
 - (3) Note and consider the topics to be discussed at future Forum meetings.**
-

1. Introduction

1.1 The purpose of this report is to update the Shadow Partnership Board on the most recent meeting of the Transport Forum and the Forum’s future work plan.

1.2 Due to the current situation with Covid-19 the meeting took place virtually and was attended by more than 50 members of the Forum.

2. Feedback from Transport Forum Meeting on 06 October 2020

Rural Mobility

2.1 Rob Dickin explained how important the issue of rural mobility is to TfSE and is being considered as the different technical workstreams progress. Rob explained that TfSE are listening and want the Forum to help shape how we deal with this issue. It is important to understand the work that has taken place in other locations that are experiencing this urban/rural mobility divide and how they are approaching the situation.

2.2 Renee VanBaar from Midlands Connect gave a presentation on their recently completed ‘Future of Rural Mobility’ study. Renee explained why the study was commissioned, the focus of the study and the toolkit/menu of options that were developed. The study also explored the opportunities for rural hubs and developed guidance for these.

2.3 The Forum moved into smaller groups to discuss the following questions, ‘what are the key challenges in our geography?’ and ‘what are the potential solutions to these challenges?’

2.4 Facilitators from each group outlined their top three challenges and solutions. The main themes were;

- Restrictions on the provision of infrastructure and services
- Lack of viable alternatives to the car

- Rural policy
- Funding and viability of rural public transport
- Disconnect between transport and land-use planning
- Provision for first mile / last mile leg of journeys
- Diverse geography of rural areas
- Socio-demographic characteristics of people living in rural areas

2.5 See Appendix 1 for a detailed breakdown of the notes from each group and challenges and solutions identified. These will be considered by the team, especially as work on the technical programme progresses.

Summary of Forum comments

2.6 Forum members understood the many challenges around rural mobility and some suggested solutions could be explored as part of the current technical programme (area studies and future mobility strategy).

2.7 The feedback has shown the effect outside influences can have on transport demand (for example increasing digital connectivity to bring businesses to the area and reduce the need to travel) and the need to work in a more holistic and collaborative way to ensure TfSE's vision for the future can be realised in rural areas.

2.8 TfSE will keep in mind the possibility of a rural mobility strategy for the South East if funding becomes available.

Area studies

2.9 Sarah Valentine updated the forum on the area studies including the methodology and the locations that will be considered in each of the area studies.

2.10 Lucy Dixon-Thompson outlined the governance arrangements for the studies and how stakeholders will be engaged throughout the process and which sectors will be represented on the area studies forums and working groups.

Summary of Forum comments

2.11 Forum members were content with the proposals and will feedback to Lucy any additional organisations or sectors they believe should be engaged.

Updates

2.12 Rob Dickin updated the forum on the future mobility strategy and the progress of its core tasks. Rob also explained that now funding has been secured from the DfT, procurement can progress for the freight strategy. Rob also outlined the TfSE submissions to recent consultations.

2.13 Jasmin Barnicoat outlined the agenda and speakers for TfSE's annual conference on 14 October 2020. Jasmin explained the theme of the conference will be embedding TfSE's transport strategy in the real world and exploring the disconnect between the key components of transport and land use planning.

Summary of Forum comments

2.14 Forum members were content with the progress that has been made with the thematic strategies and are keen to be involved in the freight strategy where appropriate.

3. Future Transport Forum Engagement

3.1 The next meeting of the Transport Forum will be held on Tuesday 12 January 2021. Some future subjects to be discussed are; the link between transport and planning policy, the Williams Rail Review, carbon pathways, decarbonisation, future transport and energy concerns.

4. Conclusions and recommendations

4.1 It is recommended that the Board note the successful virtual meeting of the Transport Forum and the important communication link this provides TfSE with its key stakeholders. It is also recommended that the Board note the future programme of the Transport Forum.

4.2 It is recommended that the Board note and consider the comments raised by Forum members.

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TfSE Transport Forum October 2020: Notes from group discussions on rural mobility

Note – Anything in red was most frequently mentioned

	Challenges	Solutions
Restrictions on the provision of infrastructure and services	<ul style="list-style-type: none"> • Accessibility to health care • Access to / for public & active transport including for disadvantaged groups • Access to opportunities – employment, education, training etc • Connections to Heathrow via rail (multi modal connectivity) • Need to invest in digital infrastructure – broadband • Poor maintenance of rural infrastructure • Digital connectivity is often poor, which makes remote working/WFH a real challenge • Lack of EV charging infrastructure is preventing people from choosing EV's/plug-ins. 	<ul style="list-style-type: none"> • Improve the digital network, which will potentially lead to a reduction in the need to travel and will also provide for new mobility choices emerging e.g. Connected and autonomous vehicles. Mustn't forget those not digitally connected, and they must be catered for. • Think 'outside the box' (Dutch model) for infrastructure development • Repurposing of premises • Hub model offers potential to provide sustainable alternatives including car clubs, e-bikes etc – but need infrastructure to make it viable/attractive
Lack of viable alternatives to the car	<ul style="list-style-type: none"> • Access to public transport for all, enabling access to public transport for all & enabling disadvantaged groups (young people, older people, etc) to utilise it • Road danger – can't just walk or cycle simple journeys – denying people a choice so have to drive • Differing views & opinions re. solutions • Alternatives to the car are lacking in rural areas – leading to connectivity problems for residents to essential services • Put off using public transport as its not readily available, if you want to go shopping, then you need a vehicle to bring it in with. • Often there is poor connectivity and integration between modes to enable sustainable access to rail stations. Example given of stations with no pavements, parking or bus access, so therefore rail use is low. 	<ul style="list-style-type: none"> • Rail & bus hubs could serve rural communities better, remove barriers to 'hub' use e.g. effective park & ride schemes
Rural policy	<ul style="list-style-type: none"> • Need for investment in walking and cycling in rural areas. 	<ul style="list-style-type: none"> • Understand what individual people need from transport

	Challenges	Solutions
	<ul style="list-style-type: none"> • Safety – Default 60mph speed limit, crashing down to 30mph before speeding back up 60mph. • More holistic approach to rural issues needed from all tiers of government 	<ul style="list-style-type: none"> • Data sharing / ride sharing (esp young people) – demand responsive • Re-evaluate what we need from public transport in rural areas, frequency etc, guaranteed levels of transport. • Re-regulation of bus services could enable the LA's to stipulate frequency, level of service and cost. • The end of the sale of internal combustion engine vehicles will drive behaviour change. There will need to be government incentives to drive the change, and support for LTAs with installing charging infrastructure. • Need to consider alternative fuels. • Ensuring everyone pays for the mobility they use is important in driving change, so as fuel duty/VED reduces as we electrify, then a new solution such as road user charging can help drive change. • Integrated transport, paying for the full multi-modal journey with Mobility as a Service will drive change. Placing the user at the centre of thinking and drive user reliability and quality.
Funding and viability of rural public transport	<ul style="list-style-type: none"> • Challenging environment for operation of public transport (infrastructure & demand/finance) • Expense of travel / price • Rail – balance long distance vs rural demand. Makes it difficult to be cost effective • Initiatives that reduce demand could reduce the viability of some services – local services can benefit, however. • Local authority funding for public transport in rural areas has been reducing over number of years. • Financial viability of both infrastructure and the cost people are willing to pay to use it • Reduction in passenger numbers • Rural mobility is low on the government agenda, with low funding to match. Bus services have been stripped back as financial viability in rural areas is poor 	<ul style="list-style-type: none"> • DRT offers viable alternative to bus services & other shared forms of transport may provide solutions if take up could be maximised • Significant financial investment to improve existing infrastructure • Creating a viable alternative / attractor; Car drop offs rather than car parking; Incentives and disincentives • Restrict car use to popular places (e.g. NT sites) and provide public transport alternatives • Invest in places where stations currently exist and focus on active travel / FMLM around these areas • Park and ride (or cycle/walk and ride) – but needs careful planning • Reappraise the wider value of rural connectivity and apportion funding appropriately

	Challenges	Solutions
	<ul style="list-style-type: none"> Rural bus services require subsidy which is challenging financially in the current climate The cost of transport is very expensive. 11 mile journey is £8.20 on the local bus. Without demand on bus services, then higher fares are needed to make the journeys worthwhile for operators. 	<ul style="list-style-type: none"> Better leveraging of funding for transport enhancements through planning process (s106 etc) With a bus service, it could have other uses instead of just passengers. For example, using a bus to carry parcels and deliveries to these areas.
Disconnect between transport and land-use planning	<ul style="list-style-type: none"> Behavioural change – both users and planners (transport & housing) Lack of integration between transport & land use planning – unsustainable development Many transport issues in existing rural communities are the result of car-centric planning in the past. New-build rural housing estates are being built without adequate sustainable transport options Integrated land use planning and transport planning is a major issue, with car use becoming locked in for rural residents accessing services including healthcare and employment Big supermarket chains are a challenge. These have caused major issues in larger towns, the concept of villages has now changed. 	<ul style="list-style-type: none"> More effective and joined up planning to ensure we don't build the same issues TfSE should develop a rural transport strategy Stricter planning policy re: new builds Focus on place-making to ensure 'planning for people rather than vehicles' isn't just an urban solution
Provision for first mile / last mile leg of journeys	<ul style="list-style-type: none"> DRT (demand responsive transport) service – is it a silver bullet? Look at costs – significant challenges to overcome – more expensive than conventional solution Large number of small/medium villages & towns with dangerous infrastructure connections – makes it impossible to make end to end journey connections (due to road design) Need better connectivity of rural areas to main corridors First and last mile legs of journeys can be several miles, sometimes on poor/difficult roads 	<ul style="list-style-type: none"> Need to provide sustainable connected safe transport network as alternative to cars, providing safe infrastructure for active travel, convenience is key. (Reduce car dependency) Improving connectivity with rural rail stations can drive up usage for longer distance journeys. Needs to be integrated. Potential for rail stations as hubs for other services also.
Diverse geography of rural areas	<ul style="list-style-type: none"> Extremes of geography of SE, magnifying the rural issue – rural & 'other' isolation issues 	<ul style="list-style-type: none"> Put key services back into rural areas – but ensure this is carried out holistically with sustainable transport infrastructure installed

	Challenges	Solutions
	<ul style="list-style-type: none"> • Social split between low income and no access to cars & impact of high dependency on cars for those who can afford them • Physical access / proximity to bus / train routes • Variety of rural settlements – more deprived areas don't have access to cars, limited choice of public transport options • Difference socio-economic status of settlements within the south east – more affluent areas don't use public transport • Biggest requirement for leisure journeys to the rural areas is on weekends at the minute – increased demand at these times. • Rural areas are very extensive. Changes are required to bring people together to in order to make the journeys reasonable. • Rural areas in the South East are significantly different to other regions in the UK. Other areas are a lot more built up than the South East, major roads, villages have become towns. In the South East, the villages are traditional villages and more rural than other areas. • A large amount of protected environment in the South East. A potential reason for the lack of development that we have seen elsewhere. 	<ul style="list-style-type: none"> • Clear on what are the key services that have been withdrawn – health, education, transport, understand the difficulties • Need to consider how whole region connects holistically, urban to rural and rural to urban in a sustainable way – superhighways, e bikes are increasing distances able to travel • E-bikes and e-mobility can be part of the solution, opens up active travel to a lot of new users. • Potential for rural areas to have a pool of e-vehicles which can be used by the community - increasing shared modes.
Socio-demographic characteristics of people living in rural areas	<ul style="list-style-type: none"> • High levels of car use – both people living in rural areas, but also others accessing rural for leisure • Young people in rural areas particularly are excluded from employment • Access to facilities and opportunities • Extent to which people need to travel – many people in knowledge-based industries who don't need to travel for work. Should focus resources on supporting the people who do need to travel 	<ul style="list-style-type: none"> • Reducing the need to travel through the use of hubs, digital technology can reduce car use. • Click and collect has increased in supermarkets. Maybe we could get supermarkets to use minibuses to run a service from rural areas to the stores.

	Challenges	Solutions
	<ul style="list-style-type: none"> • People may choose to live further away from work and commute longer journeys on one or two days per week (result of Covid) • Young people more disadvantaged by lack of public transport – reliant upon parents. Car becomes only option once they reach 17+. Opportunities to target public transport – but isn't cost effective. Journeys with parents are 'free' – need to make public transport more appealing (travel to and from education free). • Demographics changing rural areas not as attractive to younger people, or non-car drivers • Many reasons why people want to live in rural areas, many walk and cycle for leisure, but not necessarily for utility reasons. Perceived safety issues often prevent wider use, as well as poor infrastructure. Pavements and cycle lanes are often not economically viable in rural locations. How do we fund them? • Lack of choice for rural residents, but people make their own vehicle sharing arrangements within the community, so the willingness may be there. Mustn't forget the 10% of rural residents with no car access • Social isolation – Unlikely to be commercially viable to run a bus service. 	

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Report to: **Shadow Partnership Board - Transport for the South East**

Date of meeting: **22 October 2020**

By: **Lead Officer, Transport for the South East**

Title of report: **Responses to Consultations**

Purpose of report: **To agree the draft responses submitted to various consultations**

RECOMMENDATIONS:

The members of the Shadow Partnership Board are recommended to endorse the draft responses to the following consultations:

- (1) Department for Transport - Transport Decarbonisation Plan**
 - (2) Network Rail - Unblocking the Croydon Bottleneck**
 - (3) Western Gateway - Draft Strategic Transport Plan 2020 – 2025**
 - (4) Highways England – Lower Thames Crossing**
 - (5) England’s Economic Heartland – Draft Transport Strategy**
-

1. Introduction

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations. This paper provides an overview of the responses to the following consultations:

- Department for Transport - Transport Decarbonisation Plan
- Network Rail - Unblocking the Croydon Bottleneck
- Western Gateway - Draft Strategic Transport Plan 2020 – 2025
- Highways England – Lower Thames Crossing
- England’s Economic Heartland – Draft Transport Strategy

2. Department for Transport – Transport Decarbonisation Plan

2.1 The Government has undertaken a consultation seeking views and ideas about the next steps that should be taken to reduce transport emissions in transport and creating a decarbonisation plan to ensure the UK transport sector reaches net zero emissions by 2050.

2.2 A copy of the draft TfSE response to the consultation is contained in Appendix 1. The draft response fully supports the development of the Transport Decarbonisation

Plan and recognises the scale of the challenge in reaching net zero by 2050. As set out in the TfSE transport strategy, this must mean a shift from the traditional transport planning approach of planning for vehicles, to a longer-term vision of planning for people and places. This requires a more integrated transport system, which is also integrated with the spatial planning system in order to reduce the need to travel, provide low carbon choices, an improved public transport offer, and improved opportunities for active travel.

2.3 This consultation closed on 31 August 2020. The draft officer level response contained in Appendix 1 was submitted in advance of the deadline. Members of the Shadow Partnership Board are recommended to agree the draft response.

3. Network Rail - Unblocking the Croydon Bottleneck

3.1 Network Rail has consulted on proposals to unblock the Croydon bottleneck to provide Brighton Main Line passengers with more reliable, more frequent and faster services, and to provide the capacity needed for future growth. Key to the upgrade are major proposals to remove the bottlenecks at the 'Selhurst triangle' and East Croydon station.

3.2 To deliver the proposals Network Rail would need to obtain powers to work outside the railway boundary through a Transport and Works Act Order (TWAO). Network Rail is currently in the process of preparing an application for these powers, referred to as the East Croydon to Selhurst Junction Capacity Enhancement Scheme.

3.3 This consultation closed on 20 September 2020. The draft officer level response contained in Appendix 2 was submitted in advance of the deadline. The draft response strongly supports Network Rail's plans for the scheme to improve services on the Brighton Main Line around Croydon. As identified within the TfSE transport strategy, the Brighton Mainline is one of the key transport corridors within the south east, and many coastal towns and conurbations along the length of the route depend on the efficient running of the mainline for their economic prosperity.

3.4 Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 2.

4. Western Gateway – Draft Strategic Transport Plan 2020 - 2025

4.1 Western Gateway Sub-national Transport Body have undertaken a statutory consultation on their draft strategic transport plan 2020 – 2025. The purpose of the strategic transport plan is to provide clarity on Western Gateway's priorities for investment in their discussions with the DfT, neighbouring STBs, transport infrastructure providers and transport operators with the aim of providing more effective and meaningful engagement.

4.2 The consultation closed on 31 July 2020. The draft officer level response contained in Appendix 3 was submitted in advance of the deadline. This response gives support to the focus on decarbonising the transport network in the draft strategic transport plan as this has many synergies with the TfSE transport strategy. The draft response points to the need for more consideration about how improved transport connectivity could be a possible solution for tackling some of the areas that are facing deprivation across the Western Gateway area.

4.3 Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 3.

5. Highways England – Lower Thames Crossing

5.1 Highways England's latest consultation on the Lower Thames Crossing sought views on a number of refinements to the design for the scheme. This consultation follows the Statutory Consultation in 2018 and Supplementary Consultation that was completed earlier this year. The four-week consultation requested feedback on the latest refinements to the design including more detailed landscaping proposals; updated paths for walkers, cyclists and horse riders; and further developed environmental mitigation plans. These refinements were based on feedback received from the supplementary consultation held earlier this year, ongoing design work, and a greater understanding of technical constraints.

5.2 This consultation closed on 12 August 2020. The draft officer level response contained in Appendix 4 was submitted in advance of the deadline. The draft response supports the proposals for a new Lower Thames Crossing. The TfSE transport strategy published in July 2020 identified the need for improvements to the strategic connectivity between the international gateways. The scheme would enhance connectivity between the port of Dover and key customers in the Midlands and the North as well as providing resilience for the Dartford Crossing.

5.3 The response also highlights TfSE's concerns about the omission of the previously proposed Tilbury junction and reiterates that local connections are vital to ensuring the forecast economic and regeneration benefits are achieved in Kent, Thurrock and Essex. For similar reasons, we also remain concerned that the proposed A13/A1089 junction is not an all movements junction.

5.4 Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 4.

6. England's Economic Heartland – Draft Transport Strategy

6.1 In July, England's Economic Heartland (EEH) launched its Draft Transport Strategy to set out a new approach to connectivity and to enable a green recovery for the EEH area. At the same time, they also launched a consultation on their integrated sustainability appraisal and their bid for statutory status.

6.2 The strategy includes an investment pipeline containing the strategic transport infrastructure that will be needed to enable the region to meet its ambitions of reaching net zero carbon emissions before 2050. It also contains details of connectivity studies that will be taken forward by EEH working with its partners, through which future investment requirements will be identified.

6.3 EEH's Draft Transport Strategy includes measures to:

- Work with the area's innovators to trial and deploy cleaner and smarter connectivity across the region
- Champion investment in better digital connectivity to increase people's ability to work from home, reducing the need to travel
- Maximise the potential of East West Rail and use it as the catalyst for transforming public transport across the region
- Enhance walking and cycling infrastructure and 'shared transport' to improve local connectivity
- Ensure the region's freight and logistics needs continue to be met, while lowering their environmental impact
- England's Economic Heartland is also seeking views on plans to become a statutory body, increasing its ability to influence the national agenda and deliver the Transport Strategy.

6.4 The consultation closed on 6 October 2020. The draft officer level response contained in Appendix 5 was submitted in advance of the deadline. This response gives support to the transport strategy, their integrated sustainability appraisal and the EEH bid for statutory status. TfSE fully supports the commitment within the EEH transport strategy to decarbonise the transport network and meet net-zero by 2050. This commitment is included in our own transport strategy, and TfSE are supportive of the approach to achieve net environmental gain when planning future interventions. The response sets out how TfSE is extremely keen to continue working closely with EEH to ensure a coordinated approach to the development of strategic transport investment plans for both STBs.

6.5 Members of the Shadow Partnership Board are recommended to agree the draft response contained in Appendix 5.

7. Conclusion and recommendations

7.1 The members of the Shadow Partnership Board are recommended to agree the responses to the five consultations on DfT's transport decarbonisation plan, Network Rail's unblocking the Croydon bottleneck consultation, Western Gateway's draft strategic transport plan, Highways England's Lower Thames Crossing scheme and the England's Economic Heartland Draft Transport Strategy.

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Draft Response to the Department for Transport's 'Transport Decarbonisation Plan'

Transport for the South East response to the request from the Department for Transport for ideas about the next steps to reducing emissions in transport and creating a decarbonisation plan ensuring we are net zero in emissions by 2050.

1. Introduction

1.1 This document constitutes the draft officer response to the request from the Department for Transport (DfT) for ideas about the next steps to reducing emissions in transport and creating a decarbonisation plan ensuring we are net zero in emissions by 2050.

1.2 Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London.

1.3 TfSE provides a single voice on the transport interventions needed to support sustainable economic growth across its geography. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

1.4 TfSE welcomes the Government's ambition to develop a Transport Decarbonisation Plan (TDP) to guide the transport sector towards net zero, and we recognise the scale of the challenge as set out in the 'Decarbonising Transport - Setting the Challenge' document. Our response will share the commitment set out in the TfSE transport strategy to achieve net zero emissions by 2050 at the latest, and will share the findings of our decarbonisation work, commissioned in advance of our forthcoming area studies.

1.5 Our response will also identify a number of key issues that TfSE suggests the Transport Decarbonisation Plan will need to address in order to set out a robust trajectory to net zero, including the methodology for measuring emissions, the mechanism to identify local carbon budgets and trajectories to net zero as well as the identification of roles and responsibilities for Government, regional transport bodies and local authorities. We will also identify some of the key transport initiatives which have been identified by our constituent authorities as being crucial to the decarbonisation agenda.

1.6 TfSE recognises the need to take action to address what is the biggest transport challenge facing us over the coming decades. STB's are in a unique position to help drive this forward at the local level through their close partnership working with local transport authorities, LEP's, and other key stakeholders. We would therefore urge Government to make use of this unique partnership in order to deliver change at the local level.

2 TfSE decarbonisation work

2.1 Within the TfSE transport strategy, formally approved by the Shadow Partnership Board in July 2020, we have included a commitment within our vision to reach net zero by 2050 at the latest. The transport strategy sets out an overview of how we plan to manage and invest in the south east

transport network over the next 30 years, following a process of choosing a preferred future scenario and backcasting the schemes, initiatives and policies needed to help us to reach our vision for 2050. During the development of the transport strategy, the issue of decarbonisation became increasingly prevalent.

2.2 In April 2020, TfSE commissioned Steer to undertake additional work to enable us to assess the impact of interventions to be identified as part of our forthcoming area studies on carbon emissions. The scope of the work was discussed and agreed with DfT and involved the use of the Emissions Factor Toolkit, originally developed by DEFRA, which is now being enhanced by DfT. Part of the work involved designing an interface between the Emissions Factor Toolkit (EFT) and the South East Economic and Land Use Model (SEELUM), which was developed as part of the TfSE transport strategy. This work included the following tasks:

- Updating the existing South East Economic and Land Use Model (SEELUM) to enable the impact of the use of different fuel types, energy sources and fuel efficiency levels and potential changes in fleet mix to be assessed;
- Creating an interface for transferring highways data from SEELUM into the Carbon Emissions Factors Toolkit;
- Calculating future emissions for rail travel which are not undertaken in the Emissions Factor Toolkit;
- Testing the current future demand scenarios that were developed to inform the 2050 vision for the transport strategy to assess their impact on carbon emissions;
- Developing and testing new scenarios that would enable net zero emissions to be achieved by 2050.

2.3 TfSE will submit the report detailing the findings of this study to the Transport Decarbonisation Plan team at DfT once finalised, to assist with evidence gathering for the plan. The headline findings from this work were as follows:

- Emissions from rail are forecast to reduce heavily between now and 2050, however, these emissions comprise a relatively small percentage of all transport emissions from travel in the TfSE area. Based on DfT forecasts of the conversion of vehicle fleets to electric rolling stock, still resulted in 11% of 2018 emission levels for rail travel by 2050.
- Road transport is the greater challenge both in terms of percentage reduction still required and as a proportion of total emissions. Based on DfT forecasts of the conversion of vehicle fleets to electric vehicles, still resulted in 67% of 2018 emission levels for road travel by 2050.
- The report modelled three alternative and more “optimistic” options for conversion rates to zero emission road vehicles for 2050; ‘Conservative’, ‘Intermediate’ and ‘Express’. The three options resulted in 35%, 28% and 13% residual emission by 2050 on 2018 levels, respectively. This demonstrates that ‘electrification’ is unlikely to be sufficient to achieve net zero carbon by 2050.

- The work demonstrated that if we are to achieve net zero carbon emissions from transport by 2050, a greater shift to sustainable modes will be required, including a reduction in the total number of trips we make or generate, particularly by private vehicles.

2.4 The report goes on to make recommendations about the policy interventions that will be needed to ensure that we achieve net zero emissions by 2050. These include the need for:

- policy and wider intervention to accelerate the conversion of private car fleet to zero emission;
- policy and wider intervention to accelerate the conversion of road freight to zero emission vehicles and more sustainable modes;
- policy and wider intervention to increase active travel mode share considerably; and
- policy and implementation of:
 - localised demand management interventions;
 - investment and roll out of enhanced digital technology to facilitate home working and online access to services and amenities;
 - more wholesale review of local planning and its impacts on carbon emissions, including from transport and travel; and
 - the operation of other generators of travel demand (e.g. education, healthcare).

2.5 We will explore these themes in more detail in the rest of our submission and provide further insight as to how this will assist in the journey to net zero.

3 Key issues

3.1 As the initial findings of our decarbonisation report demonstrate, the decarbonisation of transport across the UK is complex and challenging, requiring a step change in approach to ensure that we commit to a trajectory that will ensure we reach the desired target date of 2050. TfSE advocates the need for whole systems approach, to provide consistency across Government departments, regional and local transport bodies. The aim of this approach, and the derived benefits, would be to identify a carbon baseline which all key actors sign up to, along with an agreed methodology for identifying the trajectory to net zero. Having defined this the TDP should then set out clear roles and responsibilities for all those with a role in delivering reductions in emissions so that they are aware of the part that they must play.

3.2 STB's and local authorities will have a vital role to play in delivering the country's response to the challenge. We therefore advocate that legislated national carbon budgets should be translated into regional and local carbon budgets, with associated central Government funding aligned with the plans and policies required to ensure those authorities can follow the emissions reductions trajectories that will be needed to ensure they do not exceed the carbon budget for their areas. There is a role for STB's in assisting their constituent authorities in identifying regional and local solutions to deliver the reductions necessary to achieve net zero emissions.

3.3 The role of carbon budgeting, in particular carbon budgets already set out in legislation as proposed by the Committee on Climate Change (CCC) and formally adopted by Government, are key to the UK reaching net zero by 2050. To date these budgets have been reached, but on the current policy trajectory Carbon Budget 4 (2023 – 2027) and Carbon Budget 5 (2028 – 2032), will not be reached. The TDP should set out the indicative trajectories to net zero 2050 beyond the carbon budgets that have already been set. The TDP needs to include an action plan, that will set out the

actions required to ensure those budgets are not exceeded and the role of the Government, regional transport bodies, and local transport authorities in delivering those actions.

3.4 Currently funding for regional and local transport bodies is predominantly competition-based. With the challenge of reaching net zero, there is the need for certainty over long term funding, so that strategies and implementation plans can be planned, and bought into locally, without the uncertainty of funding coming to an end, and the damaging prospect of emission reductions stalling. This would also ensure a consistent approach to the challenge across the country, and across more local areas.

3.5 The development and approval process for major transport schemes, particularly those that would assist with the decarbonisation of the network, are time consuming, expensive to navigate and do not adequately take into account the carbon reduction benefits of these schemes e.g. a rail scheme that has significant potential for encouraging modal shift from road based to rail. We would support a move to ensure that the appraisal process adequately measures the carbon reduction benefits of major schemes so that schemes with a high contribution towards net zero can be suitably fast-tracked through the development process. The separate joint STB response to this consultation advocates the development of a Transport Infrastructure Fund to remove the current mode-based funding mechanisms and evolve a holistic approach to funding major infrastructure. TfSE supports this position.

3.6 The TDP should identify the need for a national conversation about how we use and pay for travel and transport. This is particularly pertinent in view of the impact that the ending of the sale of diesel and petrol fuels will have on revenue generated from Vehicle Excise Duty and Fuel Duty. We believe there is an opportunity for a national conversation about the development of a pay-as-you-go mechanism for travel and transport, that would manage demand for individualised forms of transport, reduce emissions and generate revenue that could be hypothecated to support public and shared transport schemes. The development of smart ticketing systems has the potential to place users at the heart of the transport network, and to help on the route to net zero by encouraging modal shift. STB's are well placed to assist with the planning and implementation of this approach with their constituent authorities.

3.7 Throughout the development of the TfSE transport strategy, key stakeholders have identified the current disconnect between transport planning and spatial land use planning. This issue should be identified as one for action within the TDP and its associated action plan. Currently there is a very high risk that many of the planned development sites set out in Local Plans are at risk of locking in car use, due to the lack of integrated planning around how future residents will travel to and from local services. TfSE would suggest that there is an opportunity to refocus to place planning for people and places at the heart of the planning system, with a higher priority given to new developments on sustainable transport corridors to help reduce carbon emissions.

4 Transport initiatives

4.1 In this section we will set out transport initiatives that could help the trajectory to net zero. The suggestions have been compiled with the assistance of our constituent authorities. We should be clear that each constituent authority faces many unique local challenges, that they are best placed to make informed decisions on. In particular, mobility in urban and rural settings require fundamentally different approaches, and this should be acknowledged and catered for in the outcomes of this consultation.

4.2 With the electrification of the transport network and the end of the internal combustion engine (ICE) a Government commitment, the TDP must set out a pathway to achieve this. There must be a clear action plan that identifies a pathway to electrification of the road fleet, along with clear responsibilities set out for those organisations involved in its' delivery. This must include all tiers of government, the private sector, as well as energy companies and the National Grid. As the TfSE decarbonisation work has shown, the current trajectory of policy for electric vehicles is not ambitious enough to decarbonise before 2050, and therefore a more ambitious timeline will need to be planned and implemented.

4.3 The current pause on new electrification schemes on the rail network risks this sector losing its current low carbon status over the longer term. TfSE looks forward to seeing the recommendations of the Network Rail 'Traction Decarbonisation Network Strategy' when this is published and would support an ongoing programme of electrification which would remove diesel trains from intensively used routes. The consideration of battery and hydrogen technology for less intensively used routes, and/or combinations of bi and tri-mode traction should also be considered as a short-term step towards decarbonisation. Consideration should be given within the decarbonisation plan to the clear benefits of electrification, and the other societal benefits, including improved air quality, and the long-term health benefits from the removal of diesel traction.

4.4 TfSE is aware of planned hydrogen schemes beginning to move from concept to planning across the south east area. The use of hydrogen fuel cells for both road and rail has the potential to accelerate the decarbonisation of the transport network, alongside electrification. We would urge the department to set out its ambition for production of carbon free hydrogen generation, using the current and future renewable energy generation which is operating and planned around the south east coastline.

4.5 The decarbonisation of the freight network is particularly challenging. The electrification of road freight HGV's and their current projected range is a considerable barrier to their decarbonisation. Similarly, the space required to transport the volume of hydrogen required to allow the range for fuel cell HGV's to remain similar to ICE HGV's, presents challenges. TfSE would support continued investment in the development of electric and hydrogen powered HGV's to overcome these barriers. TfSE also strongly supports the shift from road to rail freight wherever possible, as a low carbon freight solution. We are aware of the implications that this has for the rail network, in terms of accommodating increasing passenger and freight services. We would therefore suggest that all future Network Rail 'Continuous Modular Strategic Plans' (CMSP's) and 'Rail Network Enhancement Pipeline' (RNEP) schemes should have enhancing rail freight as a core component of their study.

4.6 Linked to the above, we would urge the department to recommend a review of the strategic locations of distribution hubs as an outcome of the TDP. Within the south east, TfSE is aware that much of the freight arriving at our ports and gateways is transported from it's arrival point, on to distribution points in the Midlands and the north, to be deconsolidated and then transported back to the consumer within the south east. For last mile delivery in towns and cities, consideration should be given to regional freight consolidation centres, with 'last mile' delivery undertaken by electric vans and cargo bikes.

4.7 TfSE would also highlight the importance of the TDP addressing rural transportation, as well as that within and between urban centres. We are aware that decarbonising transport within rural areas is challenging due to the lack of alternatives to the private car. This is a particular issue in our geography as a large part of the TfSE area is made up of rural areas. We would recommend that the

department consider the potential for Mobility Hubs at strategic locations on the transport network and set out within the TDP how this can be progressed and by whom. The sustainable transport connections between the mobility hubs and rural settlements should also be considered. This should include a review of technology to improve accessibility, including Mobility as a Service (MaaS), shared transportation, Demand Responsive Transport (DRT), Micromobility, as well as traditional modes of public transport.

4.8 Earlier in our submission, we identified the importance of beginning to plan for people and places, rather than the traditional transport planning approach of planning for vehicles. This entails a shift towards planning for modal shift, away from road based private transportation, towards attractive, high quality public transport alternatives. This also includes the necessity to plan an integrated transport policy, with land use planning which reduces the need to travel, adopting emerging transport technologies and implementing more significant demand management policies.

4.9 TfSE would also strongly support a funding mechanism for local authorities that provides long term revenue and capital funding certainty for active travel schemes beyond the recent funding that has been provided to capitalise on the changes in travel behaviour which have manifested themselves during the Covid -19 pandemic. As mentioned previously, these funding streams such as the Local Sustainable Transport Fund (LSTF) and the Access Fund for Sustainable Travel have been competition based, which has meant that many local authorities, and consequently residents, have been unable to derive the benefits that these projects have delivered elsewhere. We strongly believe that travel behaviour change must be at the centre of the decarbonisation plan. There is a need to understand how citizens can be encouraged into healthier travel behaviours, and the incentives that may be required to facilitate that change.

4.10 Finally in this section, TfSE would identify the importance of consistent messaging across all levels of Government on the importance and immediacy of decarbonising transport, and the wider economy. As the impact of change required is so challenging, we would highlight the importance of holding a national conversation with the public, clearly setting out the challenges and the medium, and longer-term, benefits of decarbonisation. This will need to be an open and frank conversation, and clearly set out the benefits for the individual and the wider good of our society, including improvements to health, air quality, reduced congestion and quality of life. Quality conversations will be needed so that schemes with a higher decarbonisation outcome are acceptable to the public and are able to be progressed with local support.

5 Conclusion

5.1 TfSE fully supports the development of the TDP and recognises the scale of the challenge in reaching net zero by 2050. As set out in our transport strategy, in our view this must mean a shift from the traditional transport planning approach of planning for vehicles, to a longer-term vision of planning for people and places. This needs a more integrated transport system, which is also integrated with the spatial planning system in order to reduce the need to travel, provide low carbon choices, an improved public transport offer, and improved opportunities for active travel.

5.2 TfSE recognises that decarbonisation is the biggest challenge of our generation, and we are keen to work closely with DfT to play our part in meeting it. Our unique partnership with our constituent authorities, LEP's and stakeholders means we are ready to help government on the journey to net zero over the coming years.

Emailed to: consultation@cars2.networkrail.co.uk

9 September 2020

Dear Sirs,

Transport for the South East response to the Unblocking the Croydon Bottleneck consultation.

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the Unblocking the Croydon Bottleneck consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London.

TfSE provides a single voice on the transport interventions needed to support sustainable economic growth across its geography. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

As stated in our response to the previous consultation on the scheme which took place at the end of 2018, TfSE strongly supports Network Rail's plans for the scheme to improve services on the Brighton Main Line around Croydon. As identified within the TfSE transport strategy, the Brighton Mainline is one of the key transport corridors within the south east, and many coastal towns and conurbations along the length of the route depend on the efficient running of the mainline for their economic prosperity. Therefore we are supportive of plans to improve rail service reliability on the line which will have wider economic benefit to the TfSE area.

We are mindful of the impact that the current Coronavirus pandemic has had on the use of the railway during 2020, and the uncertainty around the length of time it will take for passenger numbers to return to pre-Covid levels. It is our view that the East Croydon scheme, and other railway enhancement schemes, must proceed to assist with the economic recovery of the south east. Many of the longer-term challenges, including reducing carbon emissions to net zero by 2050, and tackling congestion and encouraging modal shift, are dependent on the long-term planning of enhancements to the railway network. In the short term, we would encourage Network Rail to undertake analysis of reliability improvements to services, which have occurred during the pandemic, and embed these into timetables to improve the passenger experience and the overall reliability of the Brighton Mainline.

Over the last 20 years, passenger numbers on the Brighton Mainline have more than doubled, with forecast growth by the early 2030's expected to reach 90 million journeys. TfSE encourages Network Rail to ensure that forecast growth is accommodated in the planning stages for the East Croydon remodelling programme, taking into account the potential for further enhancements which may arise from the Rail Network Enhancements Pipeline (RNEP) and from Third Party Rail Investments. TfSE encourages Network Rail to have due regard to enhancements which may include new lines (including Crossrail 2, and others) as well as other remodelling programmes such as Victoria Station improvements, that may enhance journey opportunities across the region over the next 30 years, which could help to create the basis for further economic growth across the South East.

TfSE would also encourage Network Rail to ensure that future opportunities to enhance rail freight capacity through East Croydon are considered during the planning process. This could facilitate a shift from road haulage to rail on some freight flows, with resulting positive economic and environmental impacts of modal shift by reducing road congestion.

East Croydon is the meeting point of rail routes that serve the wider south east area, therefore maintaining a level of service throughout the construction process is crucial. We would encourage Network Rail to ensure that every effort is made to avoid weekend and bank holiday closures of the mainline, particularly over the summer months, to ensure that the visitor economies of places that rely on seasonal trade are not unduly impacted.

This is an officer response. The TfSE Shadow Partnership Board meets on 22 October 2020 and will consider the draft response and a further iteration of this response may therefore follow.

We look forward to working with Network Rail as the Croydon enhancement scheme moves from planning to implementation, to ensure that the resulting economic benefits are realised across the TfSE area.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Rupert Clubb', with a long horizontal flourish extending to the right.

Rupert Clubb
Lead Officer, Transport for the South East

Emailed to:

WesternGatewaySTB@westofengland-ca.gov.uk

Thursday 30 July 2020

To whom it may concern,

Transport for the South East's response to the consultation on Western Gateway's Draft Strategic Transport Plan 2020 – 2025

I am writing to you in my capacity as Lead Officer for Transport for the South East (TfSE), in response to Western Gateway's Draft Strategic Transport Plan 2020 – 2025 consultation.

Transport for the South East (TfSE) is a Sub-national Transport Body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London. TfSE provides a single voice from across its geography on the transport interventions needed to support sustainable economic growth.

Firstly, TfSE welcomes the opportunity to comment on the Draft Strategic Transport Plan 2020 – 2025 at this early stage, and we welcome the collaborative ethos which runs throughout the document. With Western Gateway being a neighbouring Sub-national Transport Body, we recognise the importance of developing a strong working relationship between the two organisations. Several of the strategic corridors identified in the document have a direct link to the TfSE area, and we welcome the opportunity to participate in the proposed strategic partnerships which will begin to identify potential solutions on these corridors.

TfSE fully supports the commitment within the Draft Strategic Transport Plan to decarbonise the transport network, and this commitment is reflected in the TfSE Transport Strategy. We would urge Western Gateway to commit to meeting net-zero transport emissions by 2050, at the latest, in the final Strategic Transport Plan, to provide certainty of intent to stakeholders, which will begin the process of mapping the trajectory towards net-zero.

The Draft Strategic Transport Plan clearly sets out the importance of low carbon transit solutions as a means of meeting the strategic aims of the plan. We welcome the focus on mass transit solutions that can provide low carbon solutions and alternatives to car use. We are pleased to see the production of a rail strategy as

part of the draft plan, and we support the Western Gateway vision for rail to provide high quality, value for money travel opportunities across the area. This aligns with TfSE's Transport Strategy, and we look forward to working with Western Gateway on improving rail journeys between the two areas.

TfSE welcomes the focus on promoting interurban cycle route priorities. Within the TfSE Transport Strategy, we have identified the importance of first mile and last mile journeys and as part of our forthcoming area studies we will start to look at the first mile and last mile interventions and potential improvements to the strategic cycling networks that are required. We look forward to hearing more about your plans for improving strategic cycle routes.

With the current Coronavirus pandemic, we understand the desire of stakeholders in the Western Gateway area to begin to identify schemes and initiatives which will help with the economic recovery in the short term. TfSE welcomes the commitment within the draft plan to follow this with a Long Term Strategic Transport Plan, which will have an extended timeframe to 2050. We would encourage Western Gateway to expedite the Long Term Strategic Transport Plan, as this will provide the evidence base to support the delivery of schemes and initiatives to deliver on a vision for 2050 for the west Gateway area. One of the risks of developing a short-term plan is that it can result in the continuation of a business as usual approach based on predict and provide.

We welcome the connectivity improvements identified in the Draft Strategic Transport Plan, with the aim to improve productivity and increase GVA across the area. In particular we would support the emphasis on enhancing connectivity to international gateways as a key aim. We would see this focus on improving freight and passenger connectivity as a key issue that needs to be coordinated in the south east and the western gateway areas. This includes the importance of rail, freight, access to international gateways, and road capacity which, with longer term investment and enhancements, will benefit residents and business across the two STB geographies.

TfSE welcomes the importance placed within the Draft Strategic Transport Plan on considering future mobility options to reduce dependency on private car use and to create a more sustainable and low carbon transport network. TfSE is currently developing a Future Mobility Strategy and action plan for our area, and we would be willing to share details of this process with you. TfSE strongly supports the focus on enhancing digital connectivity for economic opportunities and transport technology. We note that in the future, Western Gateway plan to produce a strategy on Future Mobility Options for Rural Transport. We recognise the challenge and opportunities that future mobility provides for increasing connectivity and improving accessibility for rural communities. We look forward to seeing this important area of work develop, which could provide evidence and possible solutions for all STBs.

A key omission in the Draft Strategic Transport Plan which TfSE would identify, is that there is very little mention of improved transport connectivity as a possible solution to tackle some of the issues facing areas of deprivation, and the communities who live in them, across the western gateway area. In the final Strategic Transport Plan we would suggest that this is included, as improved

transport connectivity has the potential to increase access for employment, education and other essential services, which in turn has a positive impact on the economies and social cohesion of those places.

Once again, thank you for giving Transport for the South East the opportunity to respond to the Draft Strategic Transport Plan 2020 - 2025. Moving forward Transport for the South East is extremely keen to continue working closely with Western Gateway to ensure a coordinated approach to the development of our strategic transport investment plans.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'Rupert Clubb', written in a cursive style.

Rupert Clubb
Lead Officer, Transport for the South East

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Emailed to: LTC.CONSULTATION@TRAVERSE.LTD

12 August 2020

Dear Sirs,

Transport for the South East response to the Lower Thames Crossing design refinement consultation.

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the Lower Thames Crossing design refinement consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London.

TfSE provides a single voice on the transport interventions needed to support sustainable economic growth across its geography. The South East is crucial to the UK economy and is the nation's major international gateway for people and business with some of the largest ports and airports in the country. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

As stated in our responses both to the statutory consultation on the scheme which took place at the end of 2018, and the further consultation in March 2020, TfSE welcomes proposals for a new Lower Thames Crossing (LTC). Our Transport Strategy published in July 2020 identified the need for improvements to the strategic connectivity between the international gateways. The LTC will enhance connectivity between the port of Dover and key customers in the Midlands and the North as well as providing resilience for the Dartford Crossing.

The additional capacity and congestion relief to the Dartford crossing that the new LTC will provide is welcomed, however, with the creation of this new strategic route there will be increased pressure and wider traffic impacts on both the strategic and local road networks within the TfSE area. It is vital that the Strategic Road Network (SRN) is not looked at in isolation and that wider network improvements including those required on the local road network are delivered alongside the new LTC to maximise the benefits and ensure the success of the new crossing whilst also minimising the impacts on local communities.

Therefore, whilst we welcome the recent announcements within RIS2 that the Brenley Corner and A2 Access to Dover schemes are to be developed as pipeline schemes for RIS3, it is essential not only that these schemes are delivered in a timely manner alongside the LTC, but that the wider impacts across the local road network are also considered holistically. A number of schemes led by Kent County Council which will provide capacity enhancements on the local road network feature within TfSE's priority schemes for the Major Road Network (MRN) and Large Local Major (LLM) programmes. We would welcome the opportunity to work closely with both Highways England and Kent County Council to ensure that the right package of mitigation and complementary measures is brought forward alongside the LTC across the highway network as a whole.

In relation to this design refinement consultation, TfSE remain concerned by the omission of the previously proposed Tilbury junction. Local connections are vital to ensuring the forecast economic and regeneration benefits are achieved in Kent, Thurrock and Essex. A significant economic opportunity will be missed if these important local connections are not provided. For similar reasons, we also remain concerned that the proposed A13/A1089 junction is not an all movements junction.

The absence of any rest and service facilities within the design is a concern for TfSE. TfSE's recent Freight Logistics and International Gateways Study that was developed as part of our Transport Strategy, recognised that inappropriate lorry parking is already a significant issue in Kent and the complete omission of any rest and service facilities will only further exacerbate this issue.

Whilst TfSE considers that it is important to facilitate improved connectivity to our international gateways, this needs to be undertaken in ways that minimise impacts on the environment and communities. The TfSE Transport Strategy highlights the need for improving air quality and achieving net zero-carbon by the year 2050. Road transport is a leading source of carbon emissions and it is imperative that the completion of this scheme does not counteract the efforts of local authorities and central government in improving area quality and achieving net-zero carbon. TfSE would expect that in developing the scheme details, Highways England continue to have due regard for the environmental impacts of the scheme, particularly in relation to air quality, and the impacts on protected landscapes, and that appropriate mitigation is provided.

This is an officer response. The TfSE Shadow Partnership Board meets on 22 October 2020 and will consider the draft response and a further iteration of this response may therefore follow.

We look forward to working with the Highways England on the outcomes of the design refinement consultation.

Yours sincerely,

Rupert Clubb
Lead Officer, Transport for the South East

Emailed to: engagement@englandseconomicheartland.com

Monday 5 October 2020

Dear Sirs,

Transport for the South East's response to the consultation on England's Economic Heartland's Transport Strategy, Integrated Sustainability Appraisal and Statutory Status Consultations

I am writing to you in my capacity as Lead Officer for Transport for the South East (TfSE), in response to England's Economic Heartland's (EEH) Transport Strategy, Integrated Sustainability Appraisal (ISA) and Statutory Status Consultations.

Transport for the South East (TfSE) is a sub-national transport body (STB), which represents sixteen local transport authorities. These are Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. These authorities are represented on the Shadow Partnership Board along with representatives from the region's five Local Enterprise Partnerships, District and Borough authorities, the protected landscapes in the TfSE area, Highways England, Network Rail and Transport for London. TfSE provides a mechanism for its constituent authorities to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography.

Firstly, TfSE welcomes the opportunity to comment on EEH's Transport Strategy, Integrated Sustainability Appraisal and Statutory Status Consultation, and we welcome the collaborative ethos which runs throughout the strategy. With EEH being a neighbouring Sub-national Transport Body, we recognise the strong working relationship that already exists between the two STBs. The similarity of the overall approach within both of our strategies reinforces the need for further collaboration as we move to implement the strategies and reach our shared vision to achieve sustainable economic growth.

We support the EEH 'Decide and Provide' approach, which accords with the approach set out in our own transport strategy. This methodology provides the basis for creating a vision for the future, and then a programme of work to be developed to realise the vision. The focus within the strategy on addressing issues of social inequality and economic deprivation, whilst placing people and places as a central principle, creates a powerful argument for change, which TfSE advocates and supports.

TfSE fully supports the commitment within the transport strategy to decarbonise the transport network and meet net-zero by 2050, at the latest. This is reflected in our transport strategy, and we are supportive of the approach to achieve net environmental gain when planning future interventions. In view of recent government announcements on reversing increasing natural habitat and ecosystem loss, we would be keen to collaborate with EEH to ensure both STBs are addressing this as our technical work programmes proceed. We acknowledge and support the scale of the ambition to deliver economic growth and build in sustainability to be delivered through a whole systems approach.

The transport strategy clearly sets out the importance of low carbon transit solutions as a means of meeting the strategic aims of the plan. We welcome the focus on mass transit solutions and active travel modes that can provide low carbon solutions and alternatives to car use. We recognise the potential of new technologies such as electrification and hydrogen in realising this aim, however, this is only likely to be part of the solution. We would endorse the stated aim for existing infrastructure to be repurposed in favour of public transport and active travel modes, which will assist with the approach of reducing the overall number of vehicles on the road network. We support the policy-led behavioural shift approach to reduce the number of car trips, as a clear potential to reduce carbon emissions, and realise the modal shift ambition. We also share your ambition to ensure that buses remain a fundamental part of the transport solution, and that the integration of modes, and the coordination of onward travel is prioritised.

The importance of rural connectivity and integration is also a strong theme in the EEH transport strategy, and this is a challenge that we share as large parts of our geography are predominantly rural. We support the approach described in the draft strategy that highlights the importance of the regional evidence base in facilitating the analysis of the travel behaviours of the regions' population, and development of bespoke solutions that reflect their characteristics. The first/last mile segmentation work is of great interest, and we are undertaking similar work as part of the development of the TfSE future mobility strategy. We are keen to discuss this future mobility work further with EEH, as we begin to identify the solutions that have the potential to bring about changes in travel behaviours that help us to realise the ambition set out in the transport strategy.

TfSE welcomes the support in the strategy for the creation of a pan-regional network of greenways, which has the stated aim of enhancing opportunities for walking and cycling, and also provides opportunities for Local Transport Authorities to develop 'first mile/last mile' plans to link into the network in their Local Transport Plans (LTPs). We have identified the importance of first mile and last mile journeys and as part of our forthcoming area studies we will start to look at the first mile and last mile interventions and potential improvements to the strategic cycling networks that are required. We look forward to hearing more about your plans for improving strategic walking and cycling routes, which may enhance our thinking on this important issue.

We are pleased to see the production of a Passenger Rail Study as part of the transport strategy, which provides a baseline assessment and review of the existing rail network, including identifying rail connectivity gaps and possible rail enhancements. TfSE shares EEH's long term aspirations for rail and we support the

EEH approach to the development of a rail strategy. We look forward to working with EEH on improving rail journeys between the two areas, and await stage 2 of the study with interest as it will identify conditional outputs for rail that will support the aims of the transport strategy.

The recognition of the importance of freight in the transport strategy is welcomed, and this focus is shared by TfSE in our transport strategy. We are already collaborating on the joint Network Rail/Highways England Solent to the Midlands Continuous Modular Strategic Planning (CMSP) study, and we would identify further collaborative opportunities on alignment of freight data which we are in discussions with the other STB's on. We recognise that the freight and logistics industry is currently one of the largest contributors of carbon emissions, but also one of the most difficult to implement solutions, and it is only through joint working that we will begin to identify solutions. We look forward to working closely with EEH as we begin to develop our own Freight, Logistics and Gateways Strategy, to ensure alignment with your thinking.

We support your approach in responding to the current Coronavirus pandemic, and the emphasis you place on the transport strategy being part of the solution to help with the economic recovery in the medium and long term. TfSE has undertaken a Covid-19 assessment to determine the likely short-term impacts of the pandemic on travel behaviour, and we would be happy to share this with EEH as we look at the impact on our programme of area studies which have recently commenced.


The Integrated Sustainability Appraisal is an important element in the development of a transport strategy, and we support your proportionate approach based on the broad themes and interventions described. As mentioned earlier, if we are to ensure net environmental gain and set out a trajectory to net zero by 2050, at the latest, then we must share best practice. This is especially important as we begin work on our respective area studies and corridor studies, to ensure they are compliant and respond to the sustainability requirements. TfSE is committed to working with EEH and sharing our approach to address these challenges and address stakeholder expectations.

TfSE is pleased to support your proposal to establish EEH as a statutory body. As you are aware, TfSE submitted our proposal for statutory status to government in July. It remains our view that statutory status ensures permanence and certainty for STBs, ensuring that we can continue to develop the high-quality technical work, and provide the regional evidence base upon which government base their transport investment decisions. Statutory status also provides STBs with the equivalence needed to ensure we can work effectively with other statutory bodies such as Highways England and Network Rail. STB's and their local partnerships are best placed to achieve sustainable economic growth. We support your approach, and we look forward to working with you on developing the case to government.

In conclusion, we are very supportive of the EEH Transport Strategy and your bid for statutory status, as there are many aspects of the approach that you have adopted that are closely aligned with our own. Moving forward Transport for the South East is extremely keen to continue working closely with EEH to ensure a coordinated

approach to the development of our strategic transport investment plans, and we wish you well with the next stages of your development.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Rupert Clubb', enclosed in a thin black rectangular border.

Rupert Clubb
Lead Officer, Transport for the South East