

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

Date of meeting: **18 October 2021**

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 development of the freight, logistics and gateways strategy, ongoing work to identify the future ambition for bus services in the TfSE area, implementation of TfSE's Future Mobility Strategy and TfSE's current work on decarbonisation.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) note progress on the development of the freight, logistics and gateways strategy;**
 - (2) note the work on defining the future ambition for bus services in the TfSE area following the publication of the Government's Bus Back Better strategy;**
 - (3) note the work that has been initiated on the implementation of TfSE's Future Mobility Strategy; and**
 - (4) note progress with TfSE's ongoing decarbonization work.**
-

1. Introduction

1.1 The purpose of this report is to provide an update on four elements of the technical work programme. These are a progress update on the development of the freight, logistics and gateways strategy, an update on the work taking place to support the development of Bus Service Improvement Plans as well as TfSE's ongoing decarbonisation work.

2. Freight, logistics and gateways strategy

2.1 At the meeting on 22 July 2021, the Partnership Board received a progress update on the work to develop a freight, logistics and gateways that is being undertaken by consultants WSP, along with Steer and Future City Logistics.

2.2 The freight strategy and action plan were due to be presented to this meeting of the Partnership Board for agreement, having taken account of feedback from members of the Transport Strategy Working Group (TSWG) and the Freight Strategy Steering Group (FSSG) that was set up to oversee the development of the strategy. Delays in the drafting of the draft technical reports and the strategy and action plan have set that work programme back. This means that the draft freight strategy will now be presented to the Partnership Board meeting on 24 January 2022.

3 Bus Back Better

3.1 The national Bus Back Better strategy, launched in March 2021, requires local transport authorities (LTAs) to submit a Bus Service Improvement Plan (BSIP) to the Department for Transport by 31 October 2021. The purpose of a BSIP is for each LTA to set out its vision for delivering the step-change in bus service provision that is being sought by the national strategy. Following the launch of the national bus strategy, TfSE has hosted two workshop with representatives from DfT's bus unit so that LTA public transport officers could find out more about the published guidance on BSIPs and the development of Enhanced Partnerships (EPs) with operators. (EP agreements between the LTAs and bus operators need to be complete by the end of March 2022). These workshops were well attended with bus operators being invited to the second workshop.

3.2 The Government is keen that LTAs should set out their ambitions for the future role of bus services in their areas in their BSIPs. This will help the DfT identify the funding requirements that will be needed in future years to deliver these ambitions and will assist them in making the case to the Treasury to secure these funds. Given the very short timescale in which LTAs have been asked to prepare their BSIPs there is a risk that these will primarily focus on ensuring existing levels of service provision is maintained with less focus on the potential future role of buses.

3.3 The TfSE Transport Strategy identified the key role that the bus will need to play in delivering its 2050 vision. Bus patronage will need to more than double if we are to achieve this vision. The ongoing work on the area studies are confirming the enhanced role that buses will need to play. TfSE has commissioned Steer to undertake technical work to produce a regional evidence base to identify in more detail what future bus service provision might need to look like.

3.4 Some of the outputs from this work will be delivered by the end of October 2021 when the BSIPs have to be submitted. However, not all of the work will be completed by this time to enable it to be incorporated into individual BSIPs. In view of this, constituent authorities are being encouraged to reference this work in their October BSIPs submissions. The work will then be available to support the second round of BSIPs and the development of TfSE's Strategic Investment Plan (SIP). An update on the progress with this work will be given at the next Board meeting in January 2022.

4. Future Mobility Strategy Implementation

4.1 At the last meeting on 22 July 2021, the Partnership Board endorsed the TfSE future mobility strategy and action plan. WSP, who developed the strategy, have now been commissioned to commence work on a number of the elements of the action plan. In the longer term, funding will be sought through TfSE's Comprehensive Spending Review bid to appoint a member of staff to lead on this work.

4.2 The further work that is to be undertaken during the remainder of this financial year will include:

- undertaking workshops in three locations with local authorities to present the future mobility strategy and identify their roles, responsibilities and potential actions;
- holding further meetings of the future mobility forum to guide the implementation of the action plan;
- identifying potential locations and partners for further piloting of future mobility interventions;
- scoping the possible development of a future mobility tool that would enable local authorities to identify which future mobility interventions were most appropriate for the different types of places in their areas.

4.3 An update on the progress with this work will be given at the next Board meeting in January 2022.

5. Decarbonisation

5.1 In July 2021 the Government published its Transport Decarbonisation Plan (TDP) setting out a path to net zero transport in the UK by 2050 and the principles that underpin the approach to delivering it. The strategy identifies a key role for local transport authorities in delivering place-based approaches to transport decarbonisation. A transport decarbonisation toolkit is under development to help local authorities in formulating their approach to this challenging issue. The TDP also identifies a key role for STBs in supporting the Government's decarbonisation objectives *"by joining up local plans across a wider geography, to capitalise on economies of scale and ensure coherence across local authority borders"*.

5.2 To date, TfSE's activity on decarbonisation has involved:

- adaptation of TfSE's transport and land use model SEELUM (South East Economy and Land Use Model) to enable the carbon emissions impacts of the packages of interventions identified in the area studies to be assessed;
- trialing of a tool developed by the Centre for Research into Energy Demand Solutions (CREDS) that enables carbon footprints of neighbourhood areas to be assessed;
- establishing a South East Regional Transport Decarbonisation Forum for local authority officers to share best practice, identify areas for joint working and oversee TfSE's work on decarbonisation. The forum has met twice since it was established in June;
- ongoing technical work to identify a carbon budget for the TfSE area and pathways to zero surface transport emissions in each of the constituent authority areas as well as the existing and future policies that would need to be pursued to follow the identified trajectories.

5.3 Further work is being planned on decarbonisation as part of the additional in year funding that has been identified by the DfT for STBs. One of the four workstreams that have been identified is decarbonisation. The scope of the work that is going to be taken forward on decarbonisation using this funding is set out in agenda item 8.

6. Financial considerations

6.1 The budget for the freight logistics and gateways strategy is £125,000. This is being funded from the 2020/21 DfT grant funding of £1.225m. The costs of the future mobility implementation work (£20,000), the carbon budgeting and pathways work (£42,500) and the work to identify the future ambition for bus services (£42,500) are being met from the 2021/22 DfT grant settlement.

7. Conclusions and recommendations

7.1 The Partnership Board is recommended to note the progress being made on development of the freight, logistics and gateways strategy, the work on defining the future ambition for the bus network, the implementation of the future mobility strategy and TfSE's work on decarbonisation.

RUPERT CLUBB

Lead Officer

Transport for the South East

Contact Officer: Tiff Lynch
Tel. No. 07541 612381
Email: tiffany.lynch@eastsussex.gov.uk

Contact Officer: Mark Valleley
Tel. No. 07720 040787
Email: mark.valleley@eastsussex.gov.uk

