

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: **Comprehensive Spending Review 2021**

Purpose of report: **To agree a multi-year funding bid for Transport for the South East and the additional in year funding bid for new workstreams**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) agree the multi-year funding bid for submission to the Department for Transport; and**
- (2) agree the funding proposals for the additional four workstreams.**

1. Overview

1.1 The purpose of this report is to present the proposed multi-year funding bid for Transport for the South East and the in-year funding bid for four additional workstreams.

1.2 The Chancellor announced the launch of Spending Review 2021 on 7 September 2021. Government departments were given a deadline of 13 September 2021 to submit their departmental bids to Treasury and the Spending Review will be announced on 27 October 2021, alongside the Autumn budget. It is intended that the Spending Review will be a three year settlement and will focus on the Government's priorities, including levelling up and leading the transition to net zero.

1.3 In addition to the forthcoming Spending Review, the Department for Transport have recently asked STBs to bid for additional in-year funding to support the delivery of four new workstreams.

2. Spending Review 2021

2.1 A three-year spending review was launched on 7 September 2021, with a closing date for departmental bids to be submitted to the Treasury by 13 September 2021. The Spending Review will be announced on 27 October 2021, alongside the Autumn Budget.

2.2 As part of its departmental bid, the DfT is hoping to secure funding to support the seven STBs in England. The details of the DfT's proposals for STBs will be clarified following the publication of the Spending Review in October, and STBs are required to submit competitive bids for funding to the DfT as part of this process.

2.3 STB bids to the department will need to set out how the STB will support the delivery of the DfT's priorities. It is likely STBs will be required to provide a local contribution, which we already undertake.

2.4 TfSE will be submitting a multi-year funding bid to the department. Although it remains unclear whether multi-year funding will be available to STBs, it is important to make the case for longer term funding settlements to ensure that there is certainty over the technical work programme as TfSE progresses into delivery of the strategic investment plan (SIP). The bid will be focused on the delivery of the core functions of an STB, particularly the technical programme and the delivery of the SIP in 2023/24 and 2024/25.

2.5 Central to our proposal is the need to bring forward credible and affordable long-term proposals. The submission sets out how we will use the certainty provided by a multi-year funding settlement to accelerate delivery, speed up processes and realise efficiencies.

2.6 The draft bid is attached as Appendix 1 for agreement for submission to the Department for Transport. The key elements of the bid are:

- Our Ambition – building on the 2050 vision in the transport strategy, the bid sets out what TfSE would like to achieve through the delivery of its strategic investment plan;
- Our achievements – TfSE has consistently delivered against its agreed objectives and priorities, as well as working flexibly to respond to emerging policy and changing circumstances, e.g. Covid-19 pandemic, Bus Back Better research, etc. This section of the bid highlights our achievements over the last three years and the benefits this has delivered;
- Supporting delivery of DfT priorities – the work undertaken by TfSE has aligned closely with DfT priorities. This is reflected in the warm welcome that the TfSE transport strategy has received from the department and TfSE continues to ensure that it is well positioned to inform and deliver against departmental priorities, such as decarbonisation, Bus Back Better and EV infrastructure;
- Our funding requirements – this section of the submission sets out the financial ask over the three year period. The bid mainly focuses on the continued delivery of the technical programme and moves into the delivery of schemes included in the SIP in the final two years of the bid. The technical programme includes work on an analytical and assurance framework to support the development of business cases for SIP schemes, additional work on thematic areas (such as future mobility, freight, rural and rail) and the ongoing implementation of the four new work streams that STBs have been asked to lead by DfT (see below). The additional work included with the implementation of the SIP and the four new workstreams does mean that there will be potential implications on the capacity within TfSE to deliver. As such the bid does include provision for additional staff, with the intention that any new posts would be funded through DfT funding and the Board would be informed of any future staffing proposals.

2.7 The multi-year funding proposal is ambitious and will cement TfSE's role as a strategic leader with the ability to implement our transport strategy. The proposal has

been developed to ensure that TfSE has the tools to deliver against challenging workstreams, such as decarbonisation, local capability and capacity, as well as moving the organisation in a direction to implement the strategic investment plan through the required business cases and scheme development. The proposal will enable TfSE to move faster and further than previously, delivering benefits to local authorities, residents, the DfT and the national economy.

3. Additional STB priorities – funding bid

3.1 The Department for Transport has written to all STBs in England to request that they prepare non-competitive funding bids for four new areas of work:

- **Decarbonisation** – helping the Department and local authorities to implement the commitments made in the Transport Decarbonisation Plan.
- **Buses** – helping local authorities to deliver on the commitments in Bus Back Better and develop an effective intra-regional bus network.
- **EV Infrastructure Strategy** – assisting local authorities in the rollout of EV infrastructure, potentially through regional strategies.
- **Local Authority Capability** – playing a role in building capability within resource constrained local authorities, to help them in the planning and delivery of local transport.

3.2 The four areas reflect DfT priorities and STBs will be expected to work with local authorities on the delivery of the proposals. STBs have been given 6 weeks to bid and have been asked to keep proposals brief (1-2 pages per workstream), covering an overview of the aims of the project, the methodology that will be followed and a timeline of work. The work must commence this financial year, but delivery can roll over into 2022/23.

3.3 The Department guidance states that joint bids from STBs will be welcomed for appropriate workstreams and we have been working closely with all six STBs to develop the most appropriate mix of delivery methods.

3.4 A full update on each of the proposals will be shared at the Partnership Board meeting. The information below provides a summary of the proposals:

Decarbonisation

3.5 TfSE is working jointly with England's Economic Heartland and Transport East to shape a programme of activity that will help local transport authorities to implement the commitments made in the Transport Decarbonisation Plan.

3.6 The proposal will develop an understanding of the options and interventions local authorities can make, ensuring they are applicable locally and support place-making and policy goals. This will facilitate authorities to begin planning for activities and interventions of the type and scale that will be required to deliver the Transport Decarbonisation Plan and meet the UK's legally binding net zero targets.

3.7 The governance mechanisms for this workstream are in development and a detailed update on the proposal will be presented at the Board meeting.

Bus Back Better

3.8 Working alongside England's Economic Heartland and Transport East, TfSE will develop a programme of activity to support local authorities to deliver on the commitments in the national bus strategy and develop an effective intra-regional bus network. This will include improved delivery of BSIPs and Enhanced Partnerships, and more informed and ambitious BSIP2, through enhanced evidence bases through research papers on prioritised knowledge gaps; knowledge sharing within and between STBs and their constituent members and between the public and private sectors; and better resourced local transport authorities through prioritised third-party support, provided in targeted areas.

3.9 This will support the delivery of the Government's priorities through outcomes aligned to the national bus strategy regarding increased patronage, enhanced accessibility and social inclusion, reduced carbon emissions and improved public health, and more commercially sustainable bus networks.

3.10 Although the workstream will be developed jointly with England's Economic Heartland and Transport East, it is proposed that each STB will lead their own consistent programme of delivery with reporting and approval of work within each STB's existing governance structures and processes. Each STB will be guided by a steering group of key stakeholders from the public and private sectors and academia. On a monthly basis, a cross-STB forum will be convened by TfSE comprising STB officials and selected steering group members. Third-party support will be procured to administer triage work, prioritisation, research, and to facilitate engagement, in part to provide independent analysis and assessment.

3.11 The work will be undertaken in three phases, with the initial 'triage' stage completed by the end of December 2021 (subject to approval of funding by DfT in October 2021). The 'implementation' phase will run from January to October 2022, with the support made available to the local transport authorities. The TfSE element of the bid has been costed at £100,000.

Local Capacity and Capability

3.12 TfSE is working to develop processes to identify and deliver the support needed to assist local transport authorities with the procurement of support, development, and delivery of Local Transport Plans, focusing on alignment with Government and TfSE priorities (e.g. quantified carbon impact assessment).

3.13 The approach will develop a better understanding of the types of support required by local transport authorities, ease access to support through existing and new procurement channels and increase resource available through prioritised third-party support, provided in targeted areas. This will result in accelerated delivery of Local Transport Plans, leading to more sustainable economic growth allied to levelling up priorities.

3.14 TfSE will lead delivery of this workstream and the transport strategy working group will guide and monitor its implementation. Third-party support will be procured to administer the technical work and facilitate engagement, in part to provide independence of analysis and assessment.

3.15 The work will be undertaken in three phases, with the initial 'triage' stage completed by the end of December 2021 (subject to approval of funding by DfT in October 2021). The 'implementation' phase will run from January to October 2022, with the prioritised support packages made available to the local transport authorities.

3.16 The value of the bid is £180,000, with an additional proposal for a further £100,000 to enable the work to be scaled up.

Common Analytical Framework

3.17 As a supplementary bid for local capacity and capability funding, TfSE is working collectively with the other six STBs to develop a common analytical framework. This will ensure there is a consistent approach to data, modelling and analysis capabilities to support the development of transport scheme business cases. The work will be beneficial to TfSE as the work on the SIP progresses.

3.18 It is intended that a cross-STB governance group would be established to oversee the implementation of this workstream. The technical work would be delivered by the analytics team at Transport for the North (who have the capabilities to lead and develop this work), with the work concluding by March 2022.

3.19 There will be a requirement for TfSE to advance this initial work so that it can be utilised in business case development and provision has been included in the CSR proposal to support this next stage of the work.

3.20 The value of the bid is £140,000 between the seven STBs, amounting to a contribution of £20,000 from TfSE.

EV Charging Infrastructure

3.21 TfSE is intending to develop a regional strategy for EV charging infrastructure, to support both a national EV charging strategy and to provide the evidence base and support for LTAs. This will include a clear vision for the region, a strategy and an action plan.

3.22 The strategy would facilitate the provision of overarching guidance to local transport authorities, but also speak with a single voice for the south east. This will facilitate engagement between the private sector operators and public sector commissioning authorities.

3.23 TfSE will lead delivery of this workstream. Work will be guided by a steering group of key stakeholders from the public and private sectors and academia. Stakeholders will be a combination of local stakeholders from within the TfSE area (e.g. local transport authorities) as well as national stakeholders (e.g. Department for Transport, Energy Saving Trust). Third-party support will be procured to administer the technical work and facilitate engagement, in part to provide independence of analysis and assessment.

3.24 Work on the strategy development is intended to commence in November 2021, with the initial stages focusing on the development of the evidence base and

assessment of current demand and provision. The strategy will be published in May 2022.

3.25 The bid is costed at £100,000, with an option for an additional £50,000 to support engagement sessions with Charge Point Operator / Distribution Network Operator and other commercial asset managers.

3.26 The spending round proposal includes provision to continue the delivery of these four workstreams beyond the initial funding period. Given the importance of all four areas, it is appropriate to ensure that consistent support can continue over a multi-year period and this route offers the most efficient and effective way to deliver against the priorities.

3.27 The deadline for bids is 20 October 2021. TfSE will submit its proposal following Board approval.

4. Conclusions and Recommendations

4.1 The Partnership Board are recommended to agree the three-year funding bid to the Department for Transport as part of the Spending Round settlement and to agree the bid for in-year funding for the four additional workstreams.

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Comprehensive Spending Review 2021

Transport for the South East
submission

October 2021



About Transport for the South East

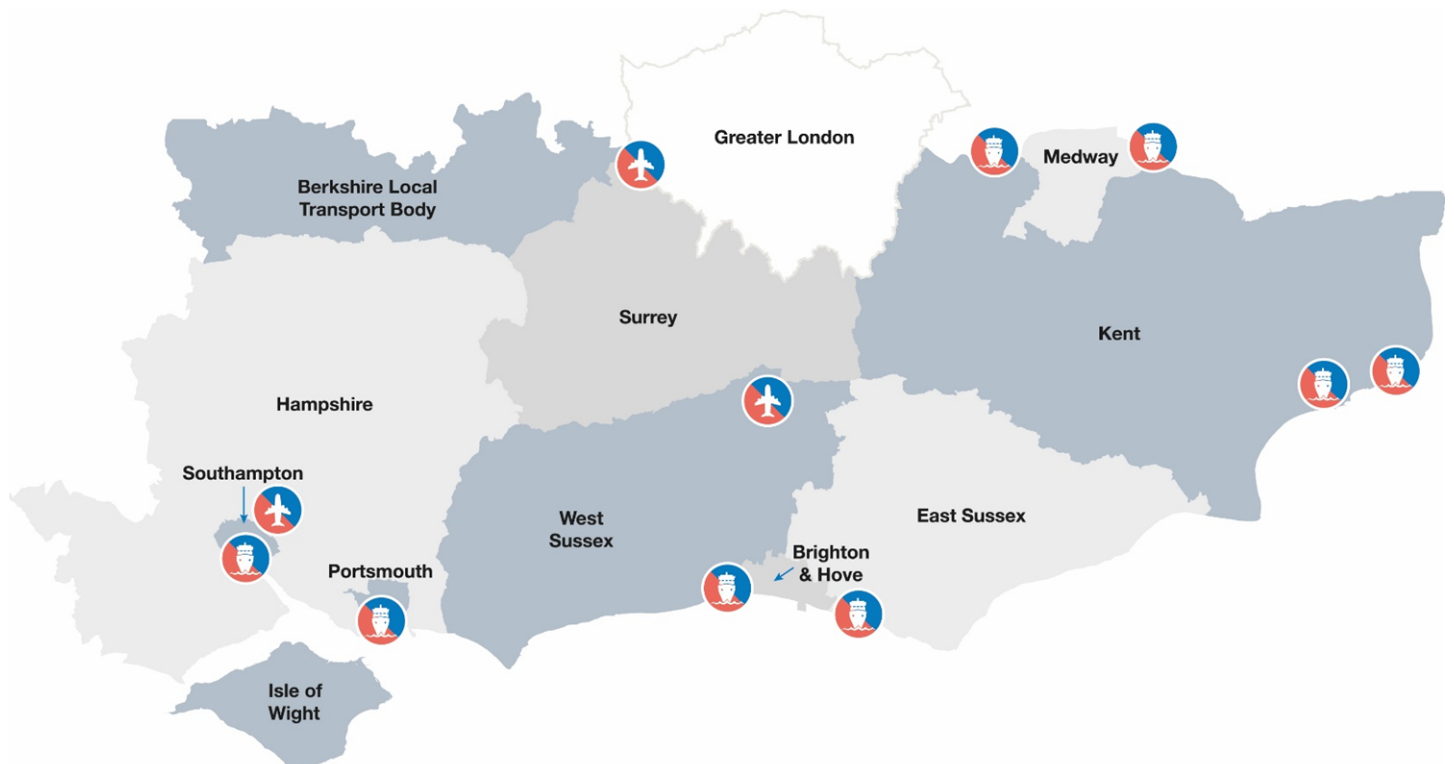
Transport for the South East (TfSE) is the sub-national transport body (STB) for the South East of England. Our partnership brings together 16 local transport authorities, five local enterprise partnerships (LEPs), 46 district and borough authorities alongside a range of stakeholders from the worlds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

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.

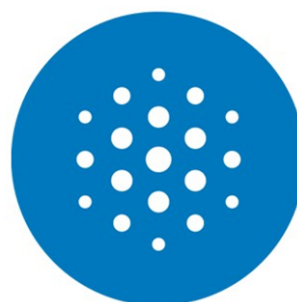
At the heart of this is our thirty-year **transport strategy**, setting out a bold vision for the South East in 2050 and a framework for investment to help us achieve it. The strategy was published in summer 2020 following more than two years of development with our partners and stakeholders including 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 (SIP)** in 2023. The SIP will be the thirty-year investment blueprint for the south east, setting out where, when, and under what conditions packages of schemes, interventions and wider policy initiatives should be implemented to deliver the transport strategy and achieve the vision for 2050.

The building blocks of the SIP will come from a series of area studies, which are now underway. Through these studies, we are working with partners at a local level to understand the packages of 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 (DfT) and added significant value to partners and stakeholders.

Transport for the South East has secured just under £3 million from the 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 freight and future mobility strategies, analysis of Covid-19 scenarios and work on decarbonisation.

During this period, we have also been supported by our 16 local authority partners who contribute £500,000 per annum. 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 LEAs, National Highways and DfT, providing a clear, evidence-based pipeline for progression and delivery. We are also working with National Highways 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 are working with the Transition Team at Great British Railways to ensure STBs are represented within their strategic plan 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 modelling potential scenarios related to the easing of lockdown measures, we have been able to test how effective transport investment will be in helping the South East's economy recover and grow. The outputs from this work have been fed into 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.

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. In addition to this, we have worked closely with Centre for Research into Energy Demand Solutions (CREDS) to trial a tool that enables carbon footprint of neighbourhood areas to be assessed.

We have recently established the 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 will continue to guide our work and act as a route to share best practice as we work towards our SIP.

Future Mobility Strategy

Developed with our partners in the South East and nationally, our future mobility strategy sets out a people and place-based approach to future mobility – ensuring that the benefits of innovation and investment are maximised in each part of our region. Alongside this, our action plan sets out the steps to get us there, so we can track our progress and deliver tangible results.

It builds on the challenges and opportunities identified in our thirty-year transport strategy, providing a framework for local authorities and other key partners to help them understand where, when and how to invest in new transport technology, systems and services.

The transport technologies of the future will make journeys faster, safer, greener, easier, more comfortable and more affordable. They will make our towns and cities quieter and less polluted and enable us to provide mobility as a service – integrated and accessible to all.

Freight Strategy

Our freight, logistics and international gateways strategy will identify what investment is needed to better connect our region's ports, airports and international rail links, which provide access to overseas markets for the whole of the UK and provide an important asset to support national growth.

To drive this work forward, we've created a steering group and a wider industry forum bringing together partners from across the freight and logistics sector, local authorities, national agencies and transport bodies. Together, they will provide the energy, enthusiasm and investment needed to accelerate our journey towards a better connected, more productive and more sustainable future. Work on the strategy started in early 2021 and is due to be complete by early 2022.

ProjectView

As part of the transport strategy we worked with partners to develop a web-based data mapping tool. The platform enables key data sets collected as part of the development of the transport strategy to be visualised across the TfSE area on a consistent and common platform. The tool presents these datasets in an easy to view mapping format.

ProjectView was launched to our constituent authorities in August 2020. Going forward, we plan to run a further set of training workshops in autumn 2021 with the objective of ProjectView being used across all local transport authorities and district and borough authorities from across the TfSE area. A refresh of data is also scheduled and we will be looking to further develop ProjectView through the inclusion of new datasets from the current technical workstreams including the area studies, future mobility strategy and freight, logistics and gateways strategy.

Stakeholder engagement

Partnership working is at the heart of everything we do. Over the last four 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 effectively and efficiently with minimal resource. The structures and governance we already have in place mean that, with the right support, we are well placed to take our technical programme to the next level, with the right support, to set a programme of investment for the South East and build the business cases to attract the resource we need to deliver against this plan. Strategic investment that will benefit not just the South East but the whole of the UK.

Supporting Department for Transport priorities

Transport for the South East is well placed to support the Department for Transport (DfT) in the delivery of its priorities, helping to shape and deliver national policy.

Speaking with one voice on behalf of the region, Transport for the South East can support the DfT in the delivery of its emerging policy and priorities. We have worked collaboratively with our local authority partners to deliver the core functions of the STB, including the development of our transport strategy. The recent opportunity for STBs to take a lead on four additional workstreams has demonstrated the valuable role that TfSE can play in assisting local authorities and the department.

We can also help shape the development of emerging national policy, supporting the department to make difficult choices, ensuring that STBs are well equipped to accelerate delivery and achieve strong outcomes.

Decarbonisation

TfSE is working jointly with England's Economic Heartland and Transport East to shape a programme of activity that will help the Department and local transport authorities to implement the commitments made in the Transport Decarbonisation Plan.

Our programme of work will help local transport authorities to develop understanding of the options and interventions they can make, identifying how they can be applicable to their local areas and support place-making and policy goals. It will facilitate authorities to begin planning for activities and interventions of the type and scale that will be required to deliver the Transport Decarbonisation plan and meet the UK's legally binding net zero targets.

We plan to expand and develop this programme – both in terms of remit and duration – with additional funding from our spending round bid. This critical work will enable us to continue to develop the evidence base and tools required by local transport authorities to deliver against the transport strategy vision.

Bus Back Better

Working alongside England's Economic Heartland and Transport East, TfSE will develop a programme of activity to support local authorities to deliver on the commitments in the national bus strategy. This will include improved delivery of BSIPs and Enhanced Partnerships, and more informed and ambitious BSIP2, through enhanced evidence bases through research papers on prioritised knowledge gaps; knowledge sharing within and between STBs and their constituent members and between the public and private sectors; and better resourced LTAs through prioritised third-party support, provided in targeted areas.

This will support the delivery of the Government's priorities through outcomes aligned to the national bus strategy regarding increased patronage, enhanced accessibility and social inclusion, reduced carbon emissions and improved public health, and more commercially sustainable bus networks.

Our proposal will ensure that we can carry on this work beyond the initial funding period and expand the support available to local authorities to implement the national bus strategy.

Local Capacity and Capability

TfSE is working to develop processes to identify and deliver the support needed to assist local transport authorities with the procurement of support, development, and delivery of Local Transport Plans, focussing on alignment with Government and TfSE priorities (e.g. quantified carbon impact assessment).

Our approach will develop a better understanding of the types of support required by local transport authorities, ease access to support through existing and new procurement channels and increase resource available through prioritised third-party support, provided in targeted areas. This will result in accelerated delivery of Local Transport Plans, leading to more sustainable economic growth allied to levelling up priorities. We believe there will be merit in expanding the timescales for this support and our spending round bid includes provision for the project to run beyond the initial period.

Common Analytical Framework

Working collectively with the other six STBs, TfSE is supporting the development of a common analytical framework (CAF) to ensure there is a consistent approach to data, modelling and analysis capabilities to support the development of transport scheme business cases.

The initial phase of the CAF development would involve preparation of the 'flat-pack' model concept, initially set-up and delivered by TfN. Phase 1 of this initial CAF development work will provide all six STBs outside of TfN, and in turn their LTAs, with the vital input components required for modelling, as well as enabling access to TfN's appraisal tools, all required for a Strategic Outline Business Case (SOBC).

Our spending round bid will enable us to move to the next phase of the CAF development work which entails the development of further component parts of the CAF in the TfSE area to deliver the modelling and analysis outputs required to support work on the development of the business cases for the interventions identified in our strategic investment plan.

EV Charging Infrastructure

TfSE is intending to develop a regional strategy for EV charging infrastructure, including the development of the evidence base and scenarios to define issues and opportunities. This will include a clear vision for the region, a strategy and an action plan.

The strategy would facilitate the provision of overarching guidance to local transport authorities, but also speak with a single voice for the south east. This will enable us to engage the industry more broadly, becoming an "honest broker" between the private sector operators and public sector commissioning authorities.

Our bid for further funding will allow us and our partners to implement the strategy and ensure that the required charging infrastructure is in place in the south east.

National policy development and implementation

Transport for the South East can play a key role in helping the department to develop, shape and implement policy. Early involvement in the development of policy will ensure that STBs are well equipped to act as delivery partners for government. Our shared ambitions around issues such as decarbonisation, freight and modal shift, mean that we can support the roll out of new and emerging policy.

Joint STB working

Transport for the South East works collaboratively with the other STBs across England, as well as working with TfL on cross-boundary issues. We have played an active role in the development of joint STB governance arrangements and have worked collectively on issues such as freight, decarbonisation and cross-boundary schemes.

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 (SIP) and progress the development of schemes and business cases 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 2022/23 to 2024/25. This includes core costs and estimated costs to progress our technical programme, including the completion of our SIP and the development of relevant business cases for key schemes and projects.

This work will provide the DfT 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 [£480,000](#)

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 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, as well as allowing us to undertake additional technical studies, such as our Bus Back Better research.

The funding will also enable us to undertake a five year review of the strategy, to ensure that it remains a live document that reflects emerging national policy, legislation and user trends. This is critical to ensure that the evidence behind our strategy is the most relevant and up to date, reflecting changing circumstances including the Covid-19 pandemic and the focus on decarbonisation.

Thematic studies [£650,000](#)

The future mobility strategy and the freight, logistics and international gateways strategy have been funded by the DfT and will form an important part of the evidence base for our SIP. 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 £20,000

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 funding will enable the SIP to be finalised and published by the end of March 2023.

Analytical framework £850,000

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 SIP. 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.

Working with other STBs we have laid the foundation for this work, building on the established framework in place with Transport for the North. The initial work has led to the development of a South East Rail Modelling System (SERMS) and this further investment will ensure that the approach is expanded to support the development of schemes and business cases as identified in the SIP.

DfT Priority Workstreams £2.5 million

This funding will enable us to progress the decarbonisation, Bus Back Better, electric vehicle infrastructure strategy and local capacity and capability workstreams beyond 2021/22. The recently submitted TfSE bids outline the important role that we can play in supporting our constituent authorities in these important areas and we are keen to extend these beyond the end of March 2022. This will include work to develop and implement the decarbonisation toolkit, continuation of the Bus Back Better support framework, implementation of the EV infrastructure strategy and an extension of the local authority capacity and capacity framework, enabling more authorities to access the support.

CORE COSTS (incl. staffing)

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

Our core costs proposal includes capacity for additional staff resource to develop and deliver our technical programme, including the development of schemes and business cases as we start to implement our SIP. 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 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.

SCHEME AND BUSINESS CASE DEVELOPMENT

As set out above, Transport for the South East publish its SIP in March 2023. This will present the packages of interventions needed to deliver transport strategy and the 2050 vision.

The next stage of the work will require the development of schemes and business cases to strategic outline business case (SOBC) level.

It is clear that delivery of the SIP will require a collegiate approach working alongside delivery partners including local transport authorities, National Highways and Network Rail. The schemes included in the TfSE bid relate to schemes and initiatives that can be delivered by TfSE, with the schemes led by other delivery partners requiring development funding through other routes.

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, 2022/23-2024/25

TfSE Programme Costs	2022/23	2023/24	2024/25	Notes
Core costs	£150,000	£150,000	£150,000	Includes all operational and back-office costs, including activities relating to the public engagement and communications required for the strategic investment plan and organisational running costs.
Transport strategy	£80,000	£100,000	£300,000	Ongoing Project View costs, plus small contingency for additional evidence base work e.g. Covid-19 analysis, carbon assessment, etc. Additional funding in 2024/25 will be used for refresh of transport strategy to ensure it is based on most recent data and reflects recent policy changes including Bus Back Better, decarbonisation, Williams-Shapps Review.
Thematic studies	£200,000	£200,000	£250,000	Rural mobility, rail, smart ticketing/MaaS, future mobility
Strategic investment plan	£20,000	-	-	Will identify priority schemes for the region and set out a clearly defined approach to funding and financing
Analytical & assurance framework	£250,000	£300,000	£300,000	Will support the development of the business cases arising from the SIP
DfT Priority Workstreams	£500,000	£1,000,000	£1,000,000	Will support the mobilisation and implementation of the findings from the initial work on the four new workstreams (buses, decarbonisation, capacity and EV infrastructure)
Total	£1,200,000	£1,750,000	£2,000,000	
			£4,950,000	

Staffing Costs	2022/23	2023/24	2024/25	Notes
TfSE secretariat function	100,000	100,000	100,000	To fund the shortfall in core staffing costs, which includes the development of the strategic investment plan, ongoing development of the transport strategy and management of data and analytics.
Business Case development and scheme development	-	150,000	155,000	To fund two additional technical posts to lead the development of business cases and schemes to deliver the SIP.
Strategy development	150,000	155,000	160,000	To fund one additional technical post to deliver the ongoing technical programme and to fund the continuation of the current fixed term post.
Thematic specialists	150,000	155,000	160,000	To fund two additional technical specialists to deliver the thematic work programme, including future mobility and rail.
Communications and Partnerships	200,000	207,000	215,000	Funding to support two additional officer posts in communications and engagement function to support the development and delivery of the strategic investment plan, as well as the continuation of the support officer.
Total	£600,000	£767,000	£790,000	
			£2,157,000	

Business Case Costs	2022/23	2023/24	2024/25	Notes
Business Case and Scheme Development	-	£4,000,000	£4,000,000	<p>The business case and scheme development costs do not include development costs for schemes that fall within existing funding streams (i.e. RIS, CMSP) or schemes that will be taken forward by local authorities (i.e. active travel, etc). The assumption is that these will be funded through other routes as they form an important part of the SIP and the overall benefits will only be realised through the completion of all the schemes within the packages.</p> <p>The total development costs for the first stage of the SIP are estimated to be £24m, with approximately £12m of this falling within TfSE's bid. This bid covers the initial £8m.</p> <p>The schemes and packages have not yet been approved by the Board and have not yet been through technical assessment. The costs are at this stage a reasonable estimate of what could be shortlisted in the SIP and taken forward in the first three years.</p> <p>This funding of SOBC does not mean a commitment to funding the capital costs of the scheme.</p>
Total				
				£8,000,000

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