

**Transport for the South East  
Partnership Board**

## Agenda

**18 October 2021, 13:00 – 16:00**

**Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ**  
**And virtual via MS Teams**

### Partnership Board Members Attending in Person

Cllr Keith Glazier Leader East Sussex County Council	Cllr Daniel Humphreys Leader of Worthing Council Adur & Worthing Councils (jointly representing District and Borough Councils)	Geoff French CBE Chair Transport Forum
Cllr Joy Dennis Cabinet Member for Highways and Infrastructure West Sussex County Council	Cllr Marley Guthrie Southampton City Council ( <i>deputising for Cllr Moulton</i> )	Ian Phillips Chair South Downs National Park Authority (Representative from Protected Landscapes)

### Partnership Board Members Attending Virtually

Cllr Phil Jordan Cabinet Member for Infrastructure and Transport Isle of Wight Council	Cllr Tony Page, Deputy Leader Reading Borough Council (representing Berkshire Local Transport Body)	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Cllr David Monk Leader Folkestone & Hythe District Council (jointly representing District and Borough Councils)	Cllr Rob Humby Deputy Leader and Executive Lead Member for Economy, Transport and Environment Hampshire County Council	Cllr Amy Heley Chair of the Environment, Transport & Sustainability Committee Brighton and Hove City Council
Alex Williams, Director of City Planning Transport for London	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Lynne Stagg Cabinet Member for Traffic and Transportation Portsmouth City Council

Richard Leonard  
Head of Network Development,  
Strategy & Planning  
National Highways

**Apologies:** John Halsall, Route Managing Director for South East, Network Rail; Martin Harris, Business Representative – Transport Sponsor, Coast 2 Capital LEP (jointly representing LEPs); Cllr Alan Jarrett, Leader, Medway Council; Cllr Jeremy Moulton, Deputy Leader and Cabinet Member for Growth, Southampton City Council; Cllr Matt Furniss, Cabinet Member for Transport and Infrastructure, Surrey County Council;

**Guests:** Stephen Bennett, James Shaw, Yovani Umavassee – All from Arup.

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Minutes from last meeting (p4-13)	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Statements from the public	Cllr Keith Glazier
5	Future board meeting format	Cllr Keith Glazier
6	Future Role and Responsibilities of TfSE - presentation	Arup
7	Lead Officer's Report (p14-17)	Rupert Clubb
8	Comprehensive Spending Review (p18-38) - DfT / STB work streams bid 2021/22	Rachel Ford
9	Financial Update – Quarter 2 (p39-41)	Rachel Ford
10	Area Studies Progress Update (p42-47)	Sarah Valentine
11	Working Towards a Strategic Investment Plan (p48-49)	Rachel Ford
12	Technical Programme Progress Update (p50-53) - Freight, Logistics and International Gateways Strategy - Bus Back Better - Future Mobility - Transport decarbonisation	Mark Valleley / Tiffany Lynch
13	Communications & Stakeholder Engagement (p54-58)	Rachel Ford / Hollie Farley
14	Transport Forum (p59-62)	Geoff French
15	Responses to Consultations (p63-95)	Rupert Clubb
16	AOB	All
17	Date of Next Meeting Monday 24 January 2022, 09:00 – 12:00 <sub>2</sub>	

## **Officers Attending in Person**

Rupert Clubb	Transport for the South East
Mark Valleley	Transport for the South East
Rachel Ford	Transport for the South East
Sarah Valentine	Transport for the South East
Benn White	Transport for the South East
Hollie Farley	Transport for the South East
Jasmin Barnicoat	Transport for the South East
Elan Morgan	Transport for the South East
Tiffany Lynch	Transport for the South East
Mark Prior	Brighton and Hove City Council
Matt Davey	West Sussex County Council
Stuart Kistruck	Network Rail

## **Officers Attending Virtually**

Joseph Ratcliffe	Kent County Council
Andrew Bull	Medway Council
Simon Duke	Surrey County Council
Lyndon Mendes	Surrey County Council
Nikki Nelson-Smith	National Highways
Pete Boustred	Southampton City Council
Kate Martin	Southampton City Council
Pam Turton	Portsmouth City Council
Frank Baxter	Hampshire County Council
Martin Randall	Adur & Worthing Councils
Simon Matthews	Berkshire Local Transport Body / Berkshire Thames Valley LEP
James Hammond	Folkestone & Hythe District Council
Carly Freeston	DfT
Adam Bryan	SELEP
Colin Rowland	Isle of Wight Council
Jonathan Sharrock	C2C LEP

**TfSE Partnership Board  
22 July 2021  
Minutes**

**Partnership Board Members**

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Joy Dennis Cabinet Member for Highways and Infrastructure West Sussex County Council
Cllr Rob Humby Deputy Leader and Executive Lead Member for Economy, Transport and Environment Hampshire County Council	Cllr Lynne Stagg Cabinet Member for Traffic and Transportation Portsmouth City Council	Cllr Tony Page Deputy Leader Reading Borough Council <i>(representing Berkshire Local Transport Body)</i>
Martin Harris Business Representative – Transport Sponsor Coast 2 Capital LEP <i>(jointly representing LEPs)</i>	Cllr Rupert Turpin Portfolio Holder for Business Management Medway Council <i>(Sub for Cllr Alan Jarrett)</i>	Geoff French CBE Chair Transport Forum
Ian Phillips Chair South Downs National Park Authority <i>(Representing protected landscapes)</i>	Cllr Matt Furniss Cabinet Member for Transport Surrey County Council	Cllr David Monk Leader Folkestone & Hythe District Council <i>(jointly representing District and Borough Councils)</i>
Cllr Colin Kemp Executive Member for Leisure and Cultural Services Woking Borough Council <i>(jointly representing District and Borough Councils)</i> <i>(sub for Cllr Daniel Humphreys)</i>	Richard Leonard Head of Network Development, Strategy & Planning Highways England	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP <i>(jointly representing LEPs)</i>

**Guests:**

Giles Perkins, WSP

**Apologies:**

- John Halsall, Route Managing Director for South East, Network Rail
- Cllr Phil Jordan, Cabinet Member for Infrastructure and Transport, Isle of Wight Council
- Alex Williams, Director of City Planning, Transport for London
- Cllr Daniel Humphreys, Leader of Worthing Council, Adur & Worthing Councils  
*(jointly representing District and Borough Councils)*

- Cllr Amy Heley, Chair of the Environment, Transport & Sustainability Committee, Brighton and Hove City Council
- Cllr Alan Jarrett, Leader of the Council, Medway Council
- Cllr Jeremy Moulton, Deputy Leader, Cabinet Member for Growth, Southampton City Council

#### **Observers:**

Rupert Clubb, Transport for the South East  
 Mark Valleley, Transport for the South East  
 Rachel Ford, 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  
 Elan Morgan, Transport for the South East  
 Tiffany Lynch, Transport for the South East

Nikki Nelson-Smith, Highways England  
 Alex Pringle, SDNPA  
 Peter Ramsey, WSP  
 Joseph Ratcliffe, Kent County Council  
 Mark Prior, Brighton and Hove City Council  
 Martin Randall, Adur & Worthing Councils  
 Pete Boustred, Southampton City Council  
 Andrew Bull, Medway Council  
 Peter Duggan, DfT  
 Lee Parker, Surrey County Council  
 Stuart Kistruck, Network Rail  
 Felicity Tidbury, Portsmouth City Council  
 Chris Maddocks, Reading Borough Council  
 Kate Martin, Southampton City Council  
 Simon Matthews, Berkshire Thames Valley LEP  
 Dominic McGrath, Hampshire County Council  
 Ross McNally, Enterprise M3 LEP

Item	Action
<b>1. Welcome and Apologies</b>	
1.1 Cllr Keith Glazier (KG) welcomed Partnership Board members to the virtual meeting and noted apologies.	
1.2 Cllr Glazier introduced the new board members; <ul style="list-style-type: none"> <li>○ <b>Cllr Dan Watkins</b>, Deputy Cabinet Member for Highways and Transport, Kent County Council (<i>replacing Cllr Michael Payne</i>)</li> <li>○ <b>Cllr Phil Jordan</b>, Cabinet Member for Infrastructure &amp; Transport, Isle of Wight Council (<i>replacing Cllr Ian Ward</i>)</li> <li>○ <b>Cllr Jeremy Moulton</b>, Deputy Leader and Cabinet Member for Growth, Southampton City Council (<i>replacing Cllr Steve Leggett</i>)</li> <li>○ <b>Cllr Matt Furniss</b>, Cabinet Member for Transport &amp; Infrastructure, Surrey County Council (<i>replacing Cllr Colin Kemp</i>)</li> </ul>	

<ul style="list-style-type: none"> <li>○ <b>Cllr Joy Dennis</b>, Cabinet Member for Highways and Infrastructure, West Sussex County Council (<i>replacing Cllr Roger Elkins</i>)</li> </ul> <p>1.3 Cllr Glazier also confirmed the LEP representatives approved by the Chairs of all 5 southern LEPs are Martin Harris and Daniel Ruiz.</p>	
<b>2. Minutes from last meeting</b>	
<p>2.1 The minutes of the previous meeting were agreed.</p>	
<b>3. Declarations of interest</b>	
<p>3.1 Cllr Glazier asked Board Members to declare any interests they may have in relation to the agenda. No interests were declared.</p>	
<b>4. Governance</b>	
<p>4.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the process for nominating a Chair for the TfSE Partnership Board.</p> <p>4.2 Members of the Partnership Board nominated Cllr Keith Glazier to be elected as the role of Chair for the next year. Cllr Glazier thanked members of the Partnership Board for their continued support.</p> <p>4.3 Members of the Partnership Board nominated Cllr Tony Page to be elected as the role of Vice-Chair for the next year.</p> <p>4.4 Members of the Partnership Board nominated Geoff French to be elected as the role of Chair of the Transport Forum for the next year.</p> <p>4.5 Members of the Partnership Board agreed to co-opt two representatives from the LEPs and allocate voting rights. Martin Harris and Daniel Ruiz will be the LEP representatives on the TfSE Partnership Board.</p> <p>4.6 Members of the Partnership Board agreed to co-opt two representatives from the district and borough authorities and allocate voting rights. Cllr Daniel Humphreys and Cllr David Monk will continue in their roles of District and Borough representatives on the TfSE Partnership Board.</p> <p>4.7 Members of the Partnership Board agreed to co-opt a representative from the national parks and protected landscapes and allocate voting rights. Ian Phillips, Chair of the South Downs National Park Authority will continue in the role of representing protected landscapes on the TfSE Partnership Board.</p> <p>4.8 Members of the Partnership Board agreed that the representation from Highways England, Network Rail and Transport for London should continue to be co-opted to the TfSE Partnership Board without voting rights.</p> <p>4.9 The Board discussed re-convening the governance member sub-group and agreed this should occur in the autumn, once the final report on</p>	<p><b>Board Members</b></p>

<p>the future development of TfSE had been received. Members who would like to volunteer for this sub group are asked to contact the TfSE secretariat.</p> <p>4.10 The Board discussed arrangements for holding future board meetings, either in person or virtual. The benefits of holding the meeting in both forms were discussed, and the Board agreed that they were content to proceed with holding meetings in both formats and the agenda items could determine which format would be best. It was agreed that the September workshop and the October board meeting will be in held in person.</p> <p>4.11 Cllr Glazier clarified the procedure for Members to declare any interests. He confirmed that Board Members will shortly be contacted to either refresh their previous declaration, or submit a new declaration.</p> <p>4.12 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> <li>(1) Nominate and elect a Chair and Vice-Chair for the period of one year;</li> <li>(2) Agree to co-opt for a period of one year to the Partnership Board: <ol style="list-style-type: none"> <li>a. The Chair of the Transport Forum;</li> <li>b. Two people nominated collectively by the Local Enterprise Partnerships;</li> <li>c. A person nominated by the National Parks and other protected landscape designations;</li> <li>d. Two people nominated by the District and Borough Authorities; and</li> <li>e. A representative from Highways England, Network Rail and Transport for London.</li> </ol> </li> <li>(3) Allocate voting rights of one vote each for the two Local Enterprise Partnership representatives, the Chair of the Transport Forum and the nominated representatives of the district and borough authorities and the protected landscapes;</li> <li>(4) Appoint for a period of one year the Chair for the Transport Forum;</li> <li>(5) Note the proposals for the governance member sub-group;</li> <li>(6) Consider future meeting arrangements for Partnership Board; and</li> <li>(7) Note the request for members of the Partnership Board to complete the register of interests forms.</li> </ol>	
<p><b>5. Statements from the public</b></p>	
<p>5.1 Cllr Glazier confirmed that no statements from the public have been submitted ahead of today's meeting.</p>	
<p><b>6. Future Mobility Strategy Report</b></p>	
<p>6.1 Mark Valleley (MV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>6.2 MV introduced Giles Perkins (GP) from WSP to present the key findings of the strategy.</p>	

<p>6.3 The Board discussed the challenges and opportunities with future mobility, the possible unintended consequences and the role TfSE could have in this area.</p> <p>6.4 Overall the Board were pleased with the strategy, however they recognised the big challenges ahead in how this is implemented. They see a key role for TfSE in bringing the key partner organisations together to ensure the effective roll out of future mobility initiatives across the South East.</p> <p>6.5 The recommendation was <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to agree the future mobility strategy.</p>	
<p><b>7. Lead Officer's Report</b></p>	
<p>7.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>7.2 RC highlighted the recent changes to board membership and also that since this report was drafted, a further publication has been released by the Government, the Transport Decarbonisation Plan.</p> <p>7.3 RC also thanked Russell Spink and Rob Dickin for their time as part of the TfSE Team. Cllr Glazier echoed Rupert's thanks.</p> <p>7.4 Board members reiterated the need to ensure they are given enough time to take any reports through their appropriate democratic processes.</p> <p>7.5 The recommendation was <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note the activities of Transport for the South East between January - July 2021.</p>	
<p><b>8. Finance Update</b></p>	
<p>8.1 Rachel Ford (RF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>8.2 RF detailed the main features of the end of year 2020/21 budget report; including salary costs, technical expenditure and the lower than budgeted operational expenses (due to impact of Covid-19). RF also outlined the proposal for the 2021/22 budget including how the DfT grant will be used.</p> <p>8.3 The Annual Report 2020-21 and Business Plan 2021-22 were outlined and advised they will be uploaded to the TfSE website.</p> <p>8.4 The recommendations were <b>agreed</b> by all Partnership Board members.</p>	



<p><b>RECOMMENDATIONS:</b> The members of the Partnership Board are recommended to:</p> <ul style="list-style-type: none"> <li>(1) Agree the year end budget report for 2020/21;</li> <li>(2) Agree the budget proposal for 2021/22;</li> <li>(3) Note the current financial position for 2021/22 to the end of June 2021; and</li> <li>(4) Agree the final annual report and business plan for 2021/22.</li> </ul>	
<p><b>9. Area Studies Update</b></p> <p>9.1 Sarah Valentine (SV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>9.2 SV highlighted the recent progress in the area studies programme as all studies have now been mobilised. SV detailed the stakeholder engagement programme for the studies as this has been a key feature of how the studies are being taken forward, in a collaborative way.</p> <p>9.3 The recommendation was <b>agreed</b> by all Partnership Board members.</p> <p><b>RECOMMENDATION:</b> The members of the Partnership Board are recommended to note the progress made with work on the area studies.</p>	
<p><b>10. Strategic Investment Plan</b></p> <p>10.1 Rachel Ford (RF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>10.2 RF explained what the Strategic Investment Plan (SIP) is and how it will complement the other pieces of technical work.</p> <p>10.3 RF outlined the timescales and plan for the SIP, including a 12 week consultation and plenty of time for constituent authorities to take it through their sign off processes.</p> <p>10.4 The SIP procurement process of 'request for quote' was explained including the intention to procure this work in autumn. RF confirmed that SOG members will be involved in the procurement of this work and an update will be given at the October Board meeting.</p> <p>10.5 In response to a question raised, RF confirmed protected landscapes are a core consideration in all of TfSE's work as are rural issues, so these will be reflected in the SIP. RF reassured the board that the creation of a strong, compelling narrative will be one of the top 'asks' of the SIP consultants and the Board and SOG will be involved in the development of this.</p>	

<p>10.6 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ul style="list-style-type: none"> <li>(1) Note the proposed approach to developing the Strategic Investment Plan;</li> <li>(2) Agree the expected outcomes from the Strategic Investment Plan;</li> <li>(3) Agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of the Strategic Investment Plan; and</li> <li>(4) Note that funding for the development of the Strategic Investment Plan has been awarded in the grant from the Department for Transport in financial year 2021/22.</li> </ul>	
<p><b>11. Technical Programme Update</b></p> <p>11.1 Mark Valleley (MV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>11.2 MV confirmed work is underway on the freight strategy and it will be brought to the October Board meeting for review.</p> <p>11.3 The ProjectView data mapping tool that has been developed alongside the Transport Strategy has been very well received by the constituent authorities and district and borough authorities and more training and user group sessions are being arranged. A query was raised regarding the use of the tool for authorities creating their bus service improvement plans (BSIPs). MV confirmed it does contain some relevant, helpful datasets and although not its main intention when it was launched, some authorities are utilising these datasets in the development of their BSIPs.</p> <p>11.4 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ul style="list-style-type: none"> <li>(1) Note progress on the development of the freight, logistics and gateways strategy; and</li> <li>(2) note the progress with the rollout of ProjectView to constituent authorities and other key partners.</li> </ul>	
<p><b>12. MRN and LLM Schemes Update</b></p> <p>12.1 Sarah Valentine (SV) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>12.2 SV gave an update on progress with the development of the TfSE priority MRN and LLM schemes. SV also drew Board members' attention to two further announcements made recently by DfT relating to the TfSE priority MRN schemes. Redbridge Causeway MRN scheme has been</p>	

<p>granted Programme Entry status and received confirmation of up to £13.4m funding towards the scheme (estimated cost of £15.8m) and the A284 Lyminster Bypass MRN scheme has also been granted Programme Entry status and received confirmation of up to £11.792m towards the scheme (estimated cost £21.634m).</p> <p>12.3 The Board welcomed these two funding announcements.</p> <p>12.4 The Board also discussed the roads schemes and that there can be a perception is that TfSE has a bias towards roads. SV confirmed this work is the outcome of a specific ask of Government to STB's in 2019 to identify and prioritise highway schemes in their areas. However, the ongoing technical work programme does take a multi modal approach and that TfSE continue to make the case to Government for a move away from siloed funding pots for individual modes, towards a far more integrated approach to transport funding.</p> <p>12.5 The Board discussed roads funding in comparison with other transport funding and the challenge with how different transport schemes are appraised economically and for carbon emissions.</p> <p>12.6 The recommendation was <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note that two TfSE priority MRN schemes have been granted Programme Entry and have received confirmation of funding from DfT.</p>	
<p><b>13. Communications and Stakeholder Engagement</b></p>	
<p>13.1 Lucy Dixon-Thompson (LDT) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>13.2 LDT confirmed that the majority of stakeholder engagement at the moment is focused on supporting the technical programme.</p> <p>13.3 A regional transport decarbonisation forum has been established which met for the first time in June. This provides a forum for practitioners involved with the development of policy, strategy and action plans relating to the decarbonisation of surface transport in the South East.</p> <p>13.4 LDT outlined that a transport decarbonisation data gathering survey has been developed by TfSE on behalf of all STBs, the results of which will be passed to the DfT.</p> <p>13.5 A targeted engagement exercise is also currently underway for all district and borough authorities, with each of the five county areas receiving geographically targeted briefing sessions.</p> <p>13.6 LDT also outlined events held recently and those planned for later in the year.</p>	

<p>13.7 In response to questions raised regarding MP engagement and activity, LDT agreed it is important and it will feature in the SIP comms and engagement plan.</p> <p>13.8 The recommendation was <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATION:</i> The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since January 2021.</p>	
<p><b>14. Transport Forum Update</b></p>	
<p>14.1 Geoff French (GF) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>14.2 GF explained that there is a balance to be had with the Forum as sometimes discussions lead to issues that are not particularly relevant to the work of TfSE, but to the constituent authorities.</p> <p>14.3 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ul style="list-style-type: none"> <li>(1) Note the recent meetings of the Transport Forum;</li> <li>(2) Note and consider the comments from the Forum; and</li> <li>(3) Note and consider the topics to be discussed at future Forum meetings.</li> </ul>	
<p><b>15. Responses to consultations</b></p>	
<p>15.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board members through the key parts of the paper.</p> <p>15.2 Board members requested clarification on how decisions are reached on what consultations TfSE will respond to. RC and MV confirmed that due to resource, some consultation responses are prioritized, however, TfSE are not always aware of all the potentially relevant consultations taking place.</p> <p>15.3 If Board members are made aware of any relevant consultations taking place in the future, please do let TfSE know, just in case it has not been identified.</p> <p>15.4 The recommendations were <b>agreed</b> by all Partnership Board members.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to endorse the draft responses to the following consultations:</p>	

<ul style="list-style-type: none"> <li>(1) Department for Transport - Future of Transport: Rural Strategy - Call for Evidence;</li> <li>(2) The Transport Select Committee – Zero emission vehicles and road pricing inquiry;</li> <li>(3) Kent County Council – Vision Zero: The road safety strategy for Kent;</li> <li>(4) Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood;</li> <li>(5) Institution of Civil Engineers (ICE) - ICE consultation and discussion paper: UK strategic infrastructure planning – a post-National Infrastructure Strategy review;</li> <li>(6) Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;</li> <li>(7) Hampshire County Council – Local Transport Plan 4 (LTP4) Consultation;</li> <li>(8) Letter of support – Kent County Council's case for further investment in highspeed rail services connecting to north and east Kent; and</li> <li>(9) Letter of support –London Borough of Sutton's bid to upgrade the Belmont Loop.</li> </ul>	
<b>16. AOB</b>	
<p>16.1 Cllr Humby raised his concerns with 'tech risk' and the speed of advancement of technology. It is important to consider how we adopt certain transport technology now but understand how to provide for future technology that has not been developed yet. It is important to keep this in mind as we move forward with transport plans, especially with technology linked to decarbonisation.</p> <p>16.2 In response to a query regarding access to ports, it was confirmed that they are seen as strategically important to the transport network in the South East and through our different technical workstreams, TfSE are ensuring the ports are integrated with the transport network.</p> <p>16.3 Cllr Glazier thanked attendees for their ongoing support towards Transport for the South East.</p>	
<b>17. Date of Next Meeting</b>	
<p>17.1 The next Partnership Board meeting will be a workshop on the future roles and responsibilities of TfSE that will take place in person on Monday 13 September 2021.</p> <p>17.2 The next official Partnership Board meeting will be on Monday 18 October 2021. Venue TBC.</p>	

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: **Lead Officer’s Report**

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

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the activities of Transport for the South East between July - October 2021.**

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**1. Introduction**

1.1 In recent weeks, the Department for Transport have asked STBs to prepare non-competitive funding bids for additional in-year funding for four new areas of work. These are decarbonisation, buses, EV infrastructure strategy and local authority capability.

1.2 Further detail on the request and TfSE’s proposed bid can be found in agenda item 8.

1.3 This is a positive development from the DfT and will be another opportunity for TfSE to demonstrate how they can support local authorities and the department in achieving their priorities. As part of the process, there have been meetings between STBs and DfT including a roundtable discussion focussed on decarbonisation.

1.4 The team and I also met recently with the Great British Railways (GBR) transition team who we look forward to working with over the coming months. They have much work to do and it’s clear they see STBs as a vital stakeholder in the development of GBR. We will be establishing some technical meetings with them to consider the whole industry strategic plan (WISP).

1.5 TfSE has also recently signed a Joint Engagement and Action Plan with National Highways to ensure the two organisations work collaboratively to support respective work programmes, and seek to achieve mutually beneficial outcomes for transport users, regional economies, and the environment. There are five objectives, one of which is to take due consideration of each other’s current and emerging strategies and underpinning technical analysis, where possible.

1.6 With the recent ministerial reshuffle, Rachel Maclean MP has now departed from the DfT and Trudy Harrison MP is the new Parliamentary Under Secretary of State. At this moment, it is not clear if there are changes to the ministerial team’s responsibilities, or whether Trudy Harrison MP will continue with the future mobility agenda and Baroness Vere will continue with devolution responsibility.

1.7 The Transport Select Committee have also indicated they will be launching a road pricing inquiry in the Autumn which we will watch with interest.

## **2. National policy**

### Transport Decarbonisation Plan

2.1 The Transport Decarbonisation Plan (and related papers / plans / consultations) was published on the 14 July 2021.

2.2 Although the plan covers many elements of transport and the key messages are welcomed, there are some aspects that will need further consideration. The plan does rely heavily on technology to achieve the carbon reduction results. Technology that in some cases, does not exist yet. The plan will also need to evolve so it is clear on how its progress will be monitored and what targets have been set.

2.3 However, there are some signals that mark potential positive changes, for example the reform of the way local transport infrastructure is funded to drive decarbonisation at a local level.

2.4 It is positive that STBs have been identified as having a key role to play in the decarbonisation agenda facilitating cross regional work and providing a single voice on a pathway to net zero. Further detail on the role for local authorities and STBs will be given in the local authority toolkit expected later this year.

### UK Hydrogen Strategy

2.5 The UK Hydrogen Strategy was published on 17 August 2021. Although quite a technical document focussed on hydrogen production and the hydrogen economy, the document recognises that hydrogen is likely to be fundamental to achieving net zero in transport and that this sector is a crucial early market for hydrogen.

2.6 This strategy is a helpful first step in building the hydrogen infrastructure networks that will be needed in the coming years.

### Forthcoming national policy

2.7 As outlined in agenda item 8, TfSE will be submitting a multi-year funding bid to the DfT in advance of the Budget and Comprehensive Spending Review on 27 October 2021. This spending review will also be important in understanding how the Government plans investment to tackle decarbonisation and levelling up.

2.8 Another big event on the calendar is COP26 (01-13 November 2021) with Transport Day taking place on the 10 November. It has been confirmed that the Government's cross-departmental Net Zero Strategy and the Treasury's Net Zero Review will be published before COP26, and these will be critical documents in understanding the role of local authorities and regional bodies in tackling decarbonisation.

2.9 In addition, we are expecting the Local Authority Toolkit (following on from the Transport Decarbonisation Plan) to be published by the end of this year, and again, this

will be critically important in providing that guidance to local authorities and regional bodies.

2.10 The Levelling Up White Paper (includes devolution) is expected also before the end of the year subject to the recent ministerial reshuffle.

2.11 The DfT is expected to publish the Future of Transport: Rural Strategy. Although there is no publication date as yet, this will be an important policy document for the TfSE geography.

### **3. Work of Transport for the South East**

#### Future roles and responsibilities

3.1 The work undertaken by Arup to provide recommendations for the future roles and responsibilities of TfSE has come to an end after extensive engagement with our key partners over the past few months, including a board workshop. Further information can be found in agenda item 6.

#### Strategic investment plan

3.2 The procurement process is currently underway for the strategic investment plan workstream and work will soon begin on this key piece of work for TfSE. Further information can be found in agenda item 11.

#### Joint STB work

3.3 The focus for joint STB working and discussions in recent weeks has been centred on the bids requested to be submitted for the four additional DfT workstreams as in some cases, joint bids will be appropriate.

3.4 In addition, conversations have taken place regarding the comprehensive spending review bids.

3.5 Work in the sub groups on rural mobility and freight are also still continuing.

#### Events

3.6 The only recent event of note took place on the 07 September. I attended Railtex's conference in Birmingham to speak as part of their growth and geography panel discussing devolution and levelling up.

#### TfSE Team

3.7 Further to Russell Spink's departure from the team, I am delighted to now welcome Hollie Farley as the new Communications Manager for TfSE. Hollie joins us via a secondment from East Sussex County Council.

3.8 Recruitment for a replacement for Rob Dickin's role is still being determined as it will be defined by the technical work TfSE will be able to undertake following confirmation of our spending settlement.

### **4. Conclusions and recommendations**



4.1 In conclusion, autumn is expected to be a busy time for some key Government publications relevant to transport and decarbonisation for local government and regional bodies.

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

**RUPERT CLUBB**  
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**Transport for the South East**

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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**

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***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.**

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**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.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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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.

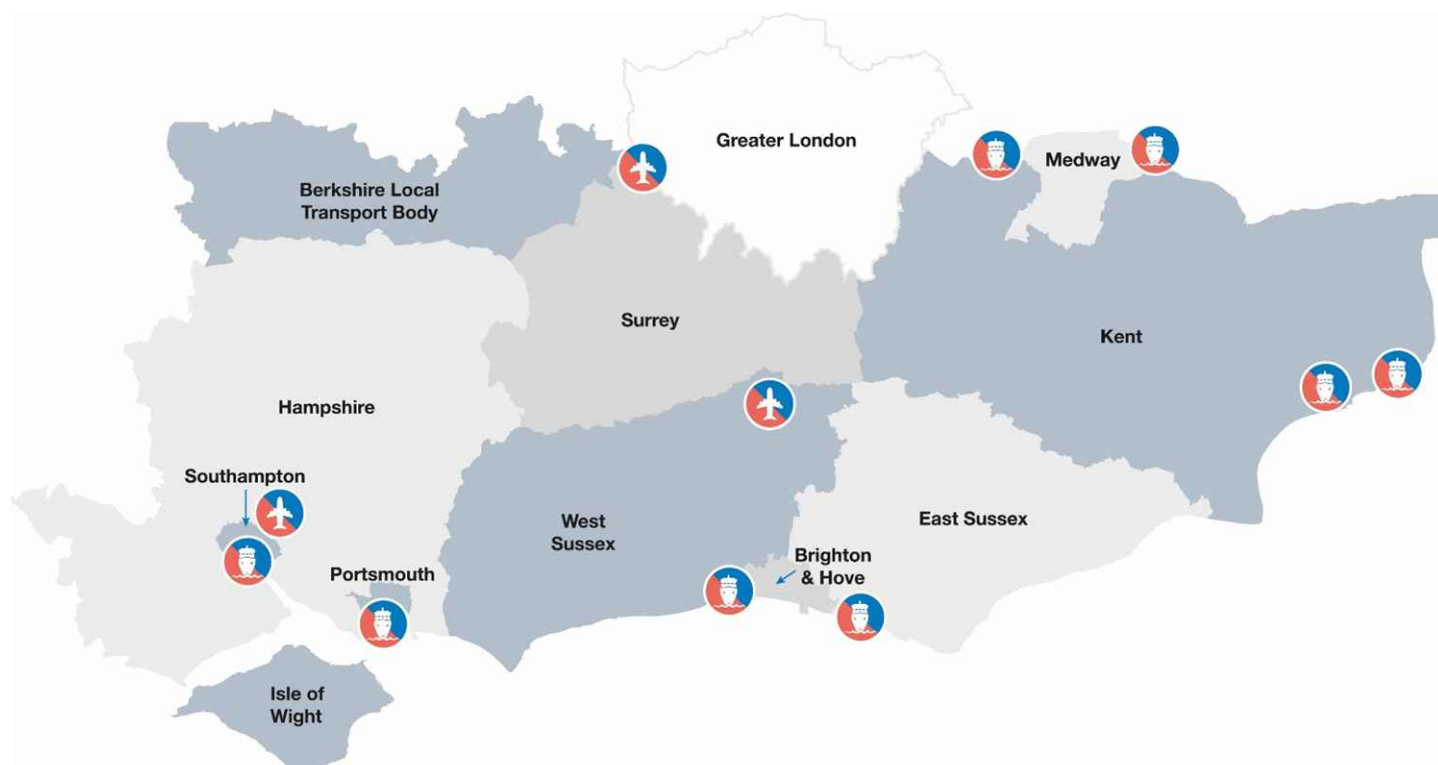
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**By speaking with one voice on our region's transport priorities, we're able to make a strong case for the investment the South East needs.**

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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.

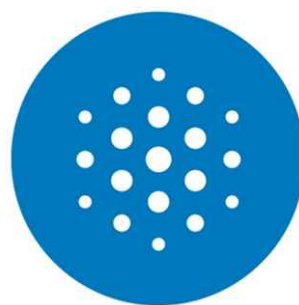
At the heart of this is our thirty-year **transport strategy**, setting out a bold vision for the South East in 2050 and a framework for investment to help us achieve it. The strategy was published in summer 2020 following more than two years of development with our partners and stakeholders including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

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### 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, 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.

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## 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.

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## 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 capability and capacity framework, enabling more authorities to access the support.

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**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.

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## 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)
<b>Total</b>	<b>£1,200,000</b>	<b>£1,750,000</b>	<b>£2,000,000</b>	
			<b>£4,950,000</b>	

<b>Staffing Costs</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>Notes</b>
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.
<b>Total</b>	<b>£600,000</b>	<b>£767,000</b>	<b>£790,000</b>	
	<b>£2,157,000</b>			

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>
<b>Total</b>				
			<b>£8,000,000</b>	

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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: **Financial Update – Quarter 2**

Purpose of report: **To update the Board on the budget position for Transport for the South East**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the current financial position for 2021/22 to the end of September 2021.**

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**1. Overview**

1.1 The purpose of this report is to update the Partnership Board on the revenue budget for Transport for the South East (TfSE) at the end of September 2021.

**2. Quarter 2 – Budget Update**

2.1 At the July 2021 meeting of the Partnership Board, the budget for financial year 2021/22 was signed off by the Board. This was based upon the £1.225m grant funding agreement from DfT and the £500,000 local contributions. The budget also considered the carry forward of committed funding from the previous financial year, as well as reserves, to give an operating budget of £3.223m.

2.2 The main elements of proposed expenditure relate to delivering the technical programme, supporting delivery of the Strategic Investment Plan and staffing costs. Expenditure to date is just under £800,000 and is presented in Appendix 1.

2.3 Staffing costs are slightly lower than expected at £306,605. This is due to vacancies within the team, specifically the communications manager (now filled) and strategy manager posts. The end of year forecast has been revised to reflect the lower costs.

2.4 To date, the main technical programme expenditure has focused on the five area studies, future mobility strategy and the freight, logistics and international gateways study. To date more than £471,000 has been spent, with the programme on track to spend approximately £1.8m by the end of March 2022.

2.5 The budget also makes provision for operational costs and communications and engagement activities, including events, website development and stakeholder management tools. The spend in these areas is currently lower than anticipated but will increase in the second half of the year with increased communication and engagement activity associated with the SIP, a return to face-to-face meetings,

commitment to event attendance later in the year and the publication of the annual report.

### **3. Conclusions and recommendations**

3.1 Members of the Partnership Board are recommended to note the financial position at the end of quarter two.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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Appendix 1: End of September 2021 budget position

	Budget	YTD	Forecast	Notes
<b>INCOME</b>				
Local Contributions	498,000	498,000	498,000	
DfT Grant	1,225,000	1,225,000	1,225,000	
Reserves	462,304	462,304	462,304	
Carry forward	63,385	63,385	63,385	
Committed funding	974,354	974,354	974,354	
<b>TOTAL INCOME</b>	<b>3,223,043</b>	<b>3,223,043</b>	<b>3,223,043</b>	
<b>EXPENDITURE</b>				
<b>Staffing</b>				
Core Policy Team	555,000	261,109	532,838	Reduced forecast to reflect staff vacancies
Additional team resource	120,000	45,496	120,000	
<b>Technical Programme</b>				
Transport Strategy	50,000		50,000	
Area Studies - Outer Orbital	315,692	119,852	315,692	
Area Studies - Inner Orbital	273,764	83,011	273,764	
Area Studies - South Central	273,279	107,030	273,279	
Area Studies - South West Radial	315,000	49,273	315,000	
Area Studies - South East Radial	315,000	51,130	315,000	
Strategic Investment Plan	160,000	0	60,000	Variance will be committed and carried forward to next financial year
SIP consultation	20,000	0	10,000	Variance will be committed and carried forward to next financial year
Thematic Studies	75,000	0	50,000	Variance will be committed and carried forward to next financial year
Future Mobility	22,629	26,842	22,629	
Freight and Logistics Strategy	125,000	37,505	125,000	
Analytical Framework	125,000	0	75,000	
Other costs	7,000	-3,244	7,000	
<b>TfSE Future Role</b>	30,000	10,000	30,000	
<b>Operational Expenses</b>	35,000	2,404	20,000	
<b>Communications/Engagement</b>				
Events	20,000	1,063	10,000	
Advertising and publicity	25,000	6,520	25,000	
Website	10,000	14	10,000	
Stakeholder Database	7,000		7,000	
Media Subscriptions	2,500	666	2,500	
Carry forward for Tech programme/committed funding			195,000	
Carry forward (non-technical)			37,162	
<b>Reserves</b>	341,179		341,179	£97,000 ringfenced for DfT funded fixed term posts
<b>TOTAL EXPENDITURE</b>	<b>3,223,043</b>	<b>798,671</b>	<b>3,223,043</b>	

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: **Area Studies Progress Update**

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

---

***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the progress made with work on the area studies.**

---

**1 Introduction**

1.1 The purpose of this report is to provide a progress update on the five area 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 provided sufficient funding to take forward two further area studies.

2.3 In March 2021 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 provided sufficient funding to take forward the remaining two area studies.

**3 Area studies background**

3.1 The programme of area studies will identify where geographically, when in time, and under what conditions, packages of scheme interventions and wider policy initiatives should be implemented across the South East to deliver the 2050 vision set out in our transport strategy. The outputs from these studies will feed into the development of TfSE's Strategic Investment Plan (SIP). Each of the packages presented in the SIP will identify a range of scheme options that will need to be subject to further study to identify which of these option should be introduced at any particular location.

3.2 The specific geographic location and movement types within scope for each study along with their sequencing and programme for delivery was agreed at the Partnership Board meeting on 22 October 2020. Five area studies are to be carried out; two focusing on orbital movements and three focusing on radial movements across the TfSE geography.

#### **4 Area studies progress update**

4.1 A diagram showing the stages and steps of work to be undertaken through the area studies, along with each study's relative progress is shown at Appendix 1.

4.2 The outer orbital area study commenced in August 2020 and work is progressing well. The Stage B work (evidence base development) setting out the need for intervention and identify study specific aims and objectives is complete. The Stage C work (option generation and assessment) is also complete. In Stage C, a long list of potential interventions was prepared, drawn from a variety of sources including review of other strategies/plans, stakeholder input, and wider thinking from the project team including various subject matter experts. These were assessed against the study's agreed strategic objectives and other wider economic and delivery criteria using a multi-criteria assessment framework (MCAF) following a process that aligns to the Department for Transport's Transport Appraisal Guidance. The outcomes from the MCAF were used to inform the development of packages of interventions. Further assessment and modelling work to refine the packages of interventions was then undertaken utilising the SEELUM model that was developed for the transport strategy.

4.3 Mobilisation of the inner orbital and south central radial studies commenced in December 2020. Both studies are progressing well and benefitting from experience gained and lessons learned in the outer orbital study. The Stage B (evidence base development) work is complete and Stage C (option generation and assessment) is also nearing completion.

4.4 Following confirmation of the 2021/22 grant from DfT, the south west radial and south east radial studies commenced in May 2021. With much of the evidence base already prepared and with the benefit of lessons learned from earlier studies they are progressing at a faster pace and to a compressed timescale. The Stage B work (evidence base development) is complete. Work is now progressing well with Stage C (option generation and assessment).

4.5 In addition to location specific interventions, the area studies have also identified a list of wider policy interventions that, in general, would apply across a large part (if not all) of the TfSE area. These 57 interventions are termed "global policy interventions" and they include non-geographically specific interventions such as integrated ticketing, alternative fuels, demand management measures, freight consolidation centres, interventions arising from the Future Mobility and Freight strategies, and a greater level of integration of spatial and transport planning.

4.6 In view of their “global” nature these interventions were assessed through a separate MCAF that assessed them against the vision, goals and priorities set out in the TfSE Transport Strategy rather than the area specific objectives. Again, because of the nature of the interventions, not all of them are able to be modelled using SEELUM, but where it is possible to do so this has been done.

4.7 The five geographic areas identified for the area study work were largely arbitrary; they provided a way of enabling us to focus our study work and target engagement through different movement types (radial/orbital) and at a manageable scale. As the technical work progressed, it became increasingly clear that there was a need to bring the five areas together sooner in the process than had initially been envisaged to enable the cumulative benefits and impacts of the both the emerging packages of interventions and the global policy interventions to be fully assessed and understood holistically before coming to any firm conclusions.

4.8 Thinking on the scope and role of the SIP has also evolved in recent months, and there is now a much clearer idea of how the outputs from the area studies need to feed into the development of the forthcoming SIP.

4.9 For these reasons the methodology for the reporting on the outcomes of Stage D (further appraisal) of the area studies has been revised. Rather than preparing a separate Strategic Programme Outline Case (SPOC) Area Plan and Delivery Plan for each geographic area study, this work will now be presented in a more streamlined way focusing instead around the strong strategic narratives that have emerged from the technical work, whilst also reflecting how the area studies work needs to be presented in the SIP.

4.10 A programme showing the timescales for undertaking the studies and the Strategic Investment Plan is shown at Appendix 2.

## **5 Stakeholder engagement**

5.1 Stakeholders have been engaged throughout the area studies development with area specific working group discussions providing the opportunity for detailed technical input and challenge from TfSE’s constituent authorities and other key stakeholders as the work progresses. We are very grateful for the continued high level of engagement from our working groups who are providing valuable insight and challenge as the studies progress.

5.2 An area study forum has also been convened for each study and these will meet three times during the study’s progress to feed in wider stakeholder views at key points, including setting the objectives for the study and inputting into the long lists. There have been two forum meetings held for each of the studies, and there has been a very good level of engagement and input from these stakeholders.

5.3 The Outer Orbital study is nearing the point where it was assumed the final stakeholder forum would be held. However for the reasons outlined above, it was decided to cancel the originally proposed ‘third and final stakeholder’ forums for each individual area study, and instead replace them with an event (or events) that will

address the combined outcomes of the whole area study work programme. A time and date for this revised event/s is yet to be identified, but due to the need for the final two studies to “catch up” with the first three this is likely to take place in early 2022.

## **6 Conclusions and recommendations**

6.1 The Partnership Board is recommended to note the work undertaken to date and the progress made with the area study work programme. A further progress update on the area studies will be presented to the Partnership Board at the January 2022 meeting.

**RUPERT CLUBB**

**Lead Officer**

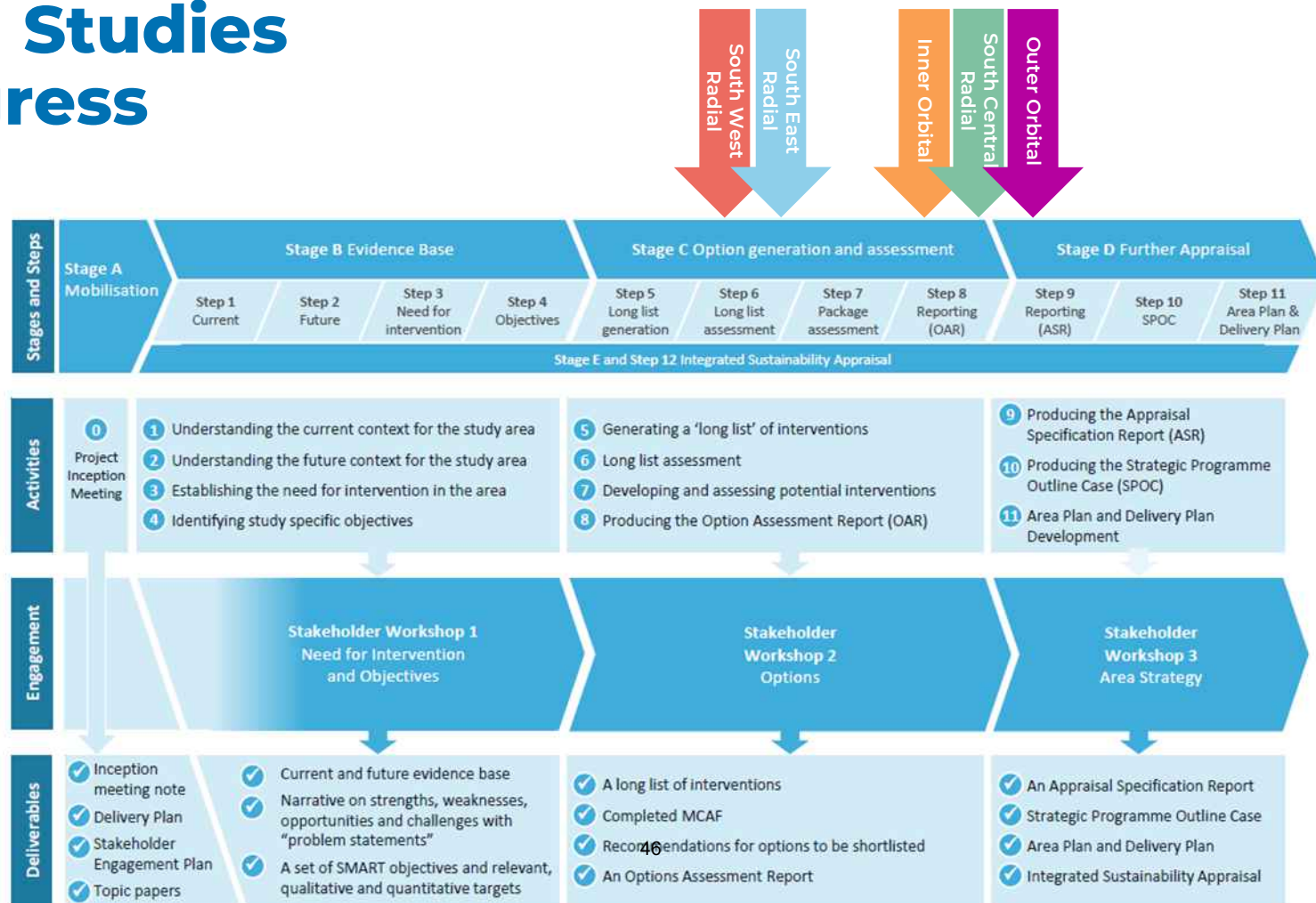
**Transport for the South East**

Contact Officer: Sarah Valentine

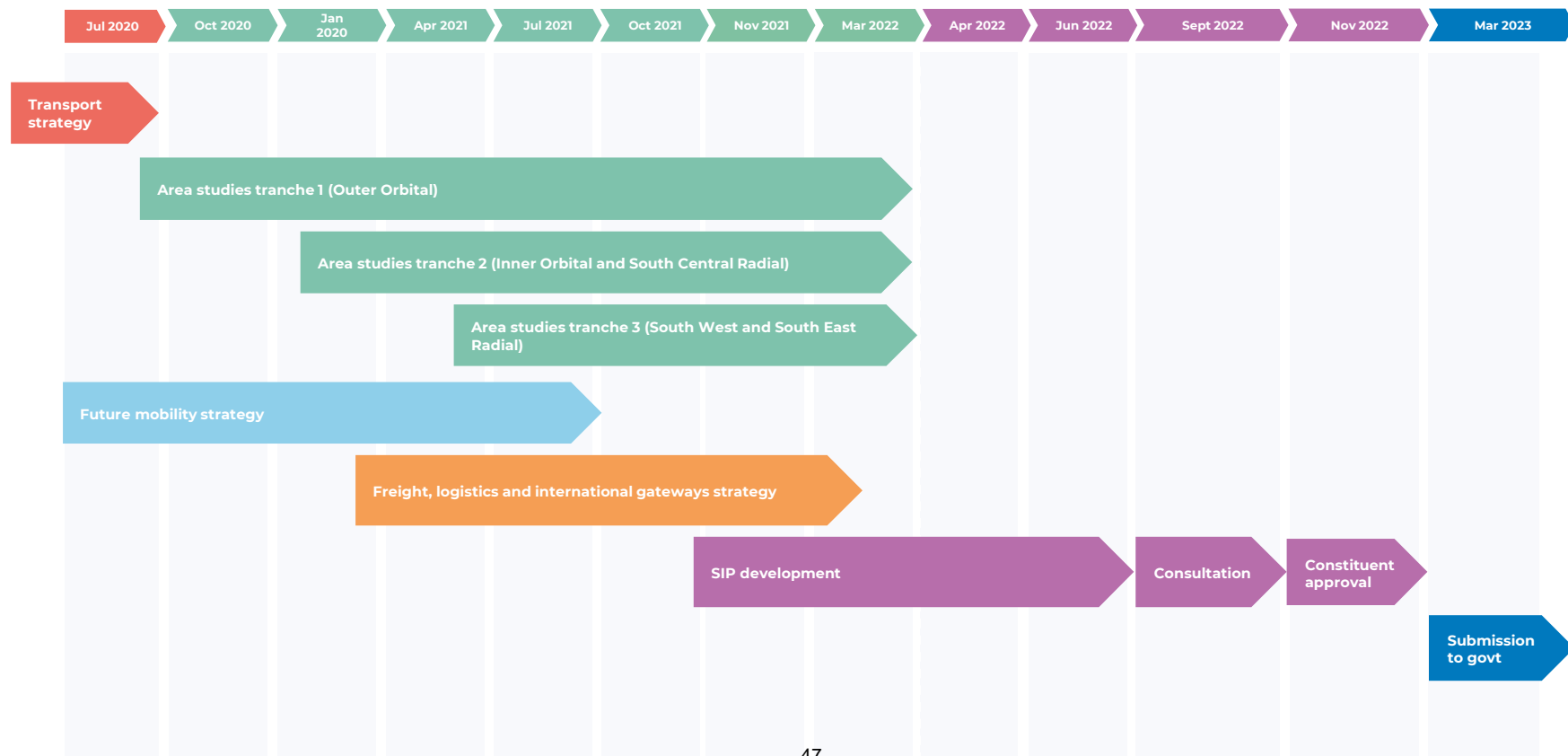
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# Area Studies progress



# Route map to the Strategic Investment Plan (SIP)



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: **Working Towards a Strategic Investment Plan**

Purpose of report: **To note the progress on the procurement of the strategic investment plan**

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***RECOMMENDATION:***

**The members of the Partnership Board are recommended to note the progress on the procurement of the strategic investment plan.**

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**1. Overview**

1.1 The purpose of this report is to update the Partnership Board on the procurement process for the Strategic Investment Plan (SIP). The SIP will form the final part of the transport strategy, bringing together the outputs from the area studies and thematic studies, to become the blueprint for investment in the south east for the next 30 years.

1.2 At the July 2021 Partnership Board meeting, Board members agreed to delegate authority for the procurement of the SIP to the lead officer, in consultation with the Chair. Procurement commenced in September 2021, following the East Sussex County Council processes, and it is anticipated that an appointment will be made by the end of October 2021.

**2. Working towards a Strategic Investment Plan**

2.1 The SIP will be the thirty-year investment blueprint for the south east. It needs to make the case to decision makers, primarily the DfT but also Treasury, but should also be easily understood by a range of audiences including residents and businesses.

2.2 It will set 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.

2.3 The document will need to promote the south east and demonstrate the benefits of continued investment in the region. In part this is about levelling up communities within the south east but also, crucially, to demonstrate that levelling up in the south east will have benefits to the whole country.

2.4 There will be a 12-week public consultation on the draft SIP, which is intended to commence in June 2022. The final SIP will be published in March 2023, with



constituent authorities and co-opted Board members given the opportunity to take it through their own governance process for sign off in advance of that date.

2.5 The expected **outcomes** from the SIP are:

- That the SIP will be given due regard in investment decisions made by Government and delivery partners; and
- That the transport strategy, SIP and associated evidence base will be adopted as regional strategic transport policy.

### **3. Procurement of the SIP**

3.1 As agreed at the Partnership Board meeting in July 2021, the Board delegated authority for the procurement process to the lead officer, in consultation with the Chair. The procurement process commenced in September 2021, following the East Sussex County Council procurement rules and the brief was issued in the form of a request for quotation (RFQ). Board members can request a copy of the RFQ from the TfSE secretariat.

3.2 Members of the Senior Officer Group were invited to form part of the procurement panel involved in the scoring process and interviews.

3.3 A total of 2 quotations were received by the deadline of 22 September 2021 and clarification interviews have been held with the bidders. A verbal update on the process will be provided at the meeting, although it will not be possible to announce the successful bidder as it will be in the standstill period.

3.4 A full update on the SIP proposals will be provided at the Partnership Board meeting in January 2022.

### **4. Conclusions and Recommendations**

4.1 The Partnership Board are recommended to note the progress on the procurement of the SIP.

**RUPERT CLUBB**

**Lead Officer**

**Transport for the South East**

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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.**

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***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**

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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: **Communications and Stakeholder Engagement update**

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

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to:**

- (1) note the engagement and communication activity that has been undertaken since July 2021; and**
  - (2) note and agree the communications and engagement plan for the SIP development process, attached as Appendix 1.**
- 

**1. Introduction**

1.1 Communications and engagement activity since the board meeting held in July 2021 has been undertaken in a predominantly virtual format, with a small number of meetings and one board workshop taking place face to face. Engagement has focused primarily on supporting preparation of the strategic investment plan (SIP), preparing partners and stakeholders for the forthcoming consultation process. We have continued to build relationships with current and new stakeholders.

1.2 Interest in Transport for the South East continues to grow, with over 2,800 individuals from 950 organisations now registered on our database and receiving regular communication from us.

1.3 Broader communications activity for TfSE slowed whilst the Communications Manager post was vacant over the summer. The new Communications Manager came into post in early September and is working to develop a forward plan of proactive communication and engagement opportunities. This will include increased engagement with the communications and engagement working group as we work through the SIP. We continue to receive speaker invitations to both national and local events covering a vast array of transport related topics.

1.4 We have welcomed new members to our Transport Forum, including representatives from the National Grid, Public Health sector and the Chambers of Commerce.

1.5 This paper provides an update on recent activity, as well as updating Partnership Board members on the communications and engagement that is planned for the next few months.

## **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 2021, numerous stakeholder meetings have taken place to support work on the area studies and freight, logistics and international gateways strategy.

2.2 As the technical work on the area studies progressed, it became clear that the five areas needed to be brought together sooner in the process than we had envisaged. Combining the individual outputs and looking at them holistically at a regional level at an earlier stage will enable us to build and present a much clearer picture of the packages of interventions that have been identified, showing the regional, as well as local, benefits of each.

2.3 We therefore decided to amend the originally proposed ‘third and final stakeholder’ forums for each area study, and instead replace them with an event (or events) that will address the combined outcomes of the whole area study work programme. A time and date for this revised event/s is yet to be identified, but due to the need for the final two studies to “catch up” with the first three it is likely to take place in early 2022. We are very grateful for the continued commitment of our key partners and stakeholders.

2.4 Stakeholders from a diverse range of organisations continue to be actively engaged in work on the freight, logistics and international gateways strategy and we hope to continue to facilitate a freight group or forum for the region post strategy publication.

2.5 Engagement sessions with all board members are in progress and they run until early November. Meetings are being led by Cllr Glazier and are intended to provide a detailed update on our progress as we move to the development of the Strategic Development Plan (SDP). These sessions will be followed by further ‘round 2’ briefings, which will commence in mid November, and will be an opportunity for Board members to hear about geographically specific potential interventions that are emerging from the area studies.

2.6 We have developed a comprehensive stakeholder engagement and communication plan for the SIP work programme and a summary of this is included as Appendix 1.

### **3. Broadening our engagement**

3.1 We continue to facilitate discussions amongst a wide group of stakeholders who would not otherwise engage with one another. Our ability to bring people together from a variety of sectors and enable them to speak with one voice on a topic or agenda is positively received.

3.2 The universities' stakeholder group met in July 2021 and included guest speakers from the DfT who briefed the group on the Bus Back Better and Great British Railways strategies. Updates on the Future Transport Zone (FTZ) and micromobility projects were also received from Solent Transport and Kent University. As always, board members are welcomed and encouraged to attend this interesting forum if they would like to; the next meeting is on 11<sup>th</sup> November 2021.

3.3 The private sector stakeholder group is due to meet later this year and our private sector partners continue to be actively engaged with and supportive of the work of TfSE. This is especially important as we move towards the publication of the SIP.

3.4 The communications & stakeholder engagement group met in July to update partners on our technical programme, outline our early thinking on the SIP and discuss opportunities for partners to support communications and engagement, particularly around the SIP consultation. As we move towards the publication of the SIP it is intended that this group will meet more frequently and play a key role in communicating our messages to a wider audience.

3.5 The regional transport decarbonisation forum has met twice, with the third meeting scheduled for early October. There is a lot of interest in this group and membership continues to grow.

3.6 The transport decarbonisation data gathering survey that we ran on behalf of all seven STBs has been completed and response levels were pleasing nationally.

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

- Railtex Conference (Growth & geography panel)
- Landor decarbonisation seminar

3.8 A targeted engagement exercise with district and borough colleagues ran in July, with each of the five county areas receiving geographically targeted briefing sessions. We briefed colleagues on the progress of our technical work programme and updated them on the SIP development process. The events attracted a good number of district



and borough council leaders and relevant portfolio holders, plus district and borough officers with an interest in planning, planning policy, economic development and public health. We intend to run further sessions in Spring 2022.

#### **4. Political engagement**

4.1 We intend to provide an electronic update briefing to all of our MPs in November 2021, and will be running another series of virtual drop in engagement sessions between January and March 2022. Board members will be invited to join these sessions, where MPs will be updated about the SIP development process.

#### **5. Upcoming Events**

5.1 **'Delivering economic growth in the context of decarbonisation' (Nov 2021):** This event is being organised in partnership with the Transport Planning Society (TPS). The target audience is transport planners from across the TfSE region, but registration is open to attendees nationally.

5.2 **Joint STB conference & exhibition (26 May 2022):** A national joint STB event is being planned at The Vox in Birmingham. This will be a multimodal conference focusing on long-term and strategic issues and attracting high-level speakers and delegates. The event has the support of the DfT and TfSE will work closely with the other STBs via the joint communication and engagement groups to plan the content. Board members will be invited to attend.

#### **6. Conclusion and recommendations**

6.1 We will continue to keep our communications and engagement activities under review in light of the Covid-19 situation. We continue to ensure our engagement is appropriate to the situation.

6.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since July 2021.

6.3 The Partnership Board are recommended to note and agree the communications and engagement plan for the SIP development process, attached as Appendix 1.

#### **RUPERT CLUBB**

Lead Officer

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## Appendix 1 – Communications and Stakeholder Engagement Plan Summary for the SIP

# STRATEGIC INVESTMENT PLAN

## Communications and stakeholder engagement plan summary

Our approach to communications and stakeholder engagement activities to support the SIP process is summarised below.

Stage	Stage A Pre-engagement (process & governance)	Stage B Pre-engagement (content)	Stage C Public consultation	Stage D Analysis and review	Stage E Publication of SIP
Activity	<ul style="list-style-type: none"> <li>New board engagement (July)</li> <li>D&amp;B engagement (July)</li> <li>Chair's 'world tour' (Sep-Oct)</li> <li>SOG / TSWG (summer)</li> <li>Brief area study forums and Transport Forum (summer)</li> <li>Joint LEP engagement (autumn)</li> <li>Other board members (NR, HE, TfL, protected landscapes) (autumn)</li> <li>MP electronic briefing (Nov)</li> </ul>	<ul style="list-style-type: none"> <li>Chair's 'world tour' 2 (Nov-Dec)</li> <li>Board workshop (Mar-Apr)</li> <li>MP briefing(s) (May)</li> <li>Potential 1:1 briefings with key stakeholders</li> <li>ISA engagement with environmental groups</li> <li>DfT, Treasury</li> </ul>	<ul style="list-style-type: none"> <li>Digital consultation platform</li> <li>Integrated launch comms</li> <li>Roadshow x5</li> <li>Targeted media engagement in major cities/conurbations</li> <li>Stakeholder newsletter</li> <li>Social media promotion (paid for?)</li> </ul>	<ul style="list-style-type: none"> <li>'Next steps' comms to respondents and stakeholders</li> <li>Media activity re: close of consultation</li> <li>Targeted engagement activity on consultation feedback</li> <li>Board workshop pre-sign-off meeting (spring 2023)</li> </ul>	<ul style="list-style-type: none"> <li>Integrated stakeholder and comms launch campaign – media, social media, Westminster, regional events etc</li> </ul>
Outputs and outcomes	<ul style="list-style-type: none"> <li>Confirmed governance schedule for constituent authorities</li> <li>Newsletter update on SIP and areas studies</li> <li>Secure support from CAs for approach</li> <li>Board report approved</li> </ul>	<ul style="list-style-type: none"> <li>Key stakeholders briefed on emerging content</li> <li>Any 'red flags' flagged and addressed</li> <li>TfSE future role defined and supported</li> <li>Board approval of draft SIP for consultation</li> </ul>	<ul style="list-style-type: none"> <li>Accessible, digital-first consultation completed</li> <li>Minimal responses received outside consultation platform</li> <li>Well attended, locally-led roadshow events</li> <li>Positive media coverage</li> <li>Positive/constructive engagement with consultation process</li> </ul>	<ul style="list-style-type: none"> <li>Stakeholders are clear on 'next steps' and how we will act on consultation responses</li> <li>Stakeholder engagement re: any high profile issues</li> <li>Constituent authorities approve final SIP via internal governance processes</li> <li>Board approve final SIP</li> </ul>	<ul style="list-style-type: none"> <li>Board approve final SIP</li> </ul>

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

Date of meeting: **18 October 2021**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To summarise the Transport Forum meeting of 21 September 2021 and inform the Board of the Transport Forum's recommendations.**

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to:**

- (1) Note the recent meeting of the Transport Forum; and**
  - (2) Note and consider the comments from the Forum.**
- 

**1. Introduction**

1.1 The purpose of this report is to update the Partnership Board on the most recent meeting of the Transport Forum.

1.2 The meeting took place virtually on Tuesday 21 September 2021 and was attended by more than 40 members of the Forum. The Forum welcomed four new members which demonstrates the continued interest in engaging with the work of TfSE.

**2. Feedback from the Transport Forum Meeting on 21 September 2021**

**Decarbonisation and the role for STBs**

2.1 Mark Valleley (MV) presented on transport decarbonisation and the potential role for STBs. MV began by outlining the current transport decarbonisation challenge, including the policy background, pathways to net zero, the scale of the challenge and carbon budgets.

2.2 MV outlined the static nature of emissions in the transport sector since 1990 and also the breakdown of emission contributions by transport mode. The balanced net zero pathway for surface transport, as outlined by the Committee on Climate Change, was discussed as they have clearly mapped what needs to change / take place to achieve the emission reductions. One important element is to understand the proportion of miles undertaken by journey purpose, as all leisure trips make up 50% of total trips.

2.3 MV shared some of the key points of note from the Government's Transport Decarbonisation Plan as there are some important messages and indications in the document. The strategic priorities in the plan were reviewed with 4 relevant ones discussed in more detail.

2.4 Although the plan covers many elements of transport and the key messages are welcomed, there are some aspects that will need further consideration. The plan does rely heavily on technology (which in some cases does not exist yet) to achieve the carbon reduction results. However, there are some signals in the document that mark potential positive changes, for example the reform of the way local transport infrastructure is funded to drive decarbonisation at a local level.

2.5 MV finished by outlining TfSE's work on transport decarbonisation. This has consisted of the carbon assessment work, assisting with trialling the Centre for Research into Energy Demand Solutions' (CREDS) place based carbon calculator tool, and ongoing technical work on decarbonisation pathways (identify a carbon budget, trajectories to zero emissions and policy gaps to achieve zero emissions across the region).

2.6 TfSE is also facilitating a transport decarbonisation forum for local authority officers to share best practice and identify areas for joint working.

2.7 In addition, the DfT has identified four additional workstreams for STBs in 2021/22 and two of these are on decarbonisation (assisting local authorities to implement commitments made in the transport decarbonisation plan) and EV charging infrastructure.

### Summary of Forum comments

2.8 The forum discussed some of the issues raised so far including the difficulty in shifting the mode for leisure trips. The forum also agreed that the need for a debate to occur on demand management is overdue and will have to happen soon as it will be prompted by the reduction in fuel duty.

2.9 In response to a request for TfSE to press local transport authorities (LTAs) on the need to incorporate better cycle infrastructure alongside new roads etc, MV confirmed that the aim is to have a golden thread between what TfSE and LTAs are doing. It is not for TfSE to 'police' the authorities, but to help them with the bigger schemes that do not fit into their local plans. It was also confirmed that transport interventions are being assessed for their carbon emissions in all of the area studies.

2.10 The Forum discussed Gatwick expansion and the differing views on the proposals. TfSE will not be expressing a view directly on the expansion, however, the focus of TfSE's consultation response will be based on surface transport to the airport as it is essential this is improved.

2.11 The forum discussed the transport decarbonisation plan and how politicians are aware they need to bring the public with them, and although difficult to balance, they need to be brave and stand firm on some of the more challenging aspects of what will be required.

2.12 Demand management was discussed and specifically how TfSE can address this in the SIP and offer support to Government. It was confirmed that we would offer to assist the Government in making this a reality on the ground along with other STBs.

2.13 Another key thought from the Forum was that there are things that can be implemented now to help modal shift without waiting for the technology to be created. In addition, it was agreed that TfSE should set the strategic goal across the region, especially around areas like rail freight and last mile deliveries.

2.14 The forum discussed EV charging infrastructure and also confirmed they think it is a good idea to help bring the local authorities together.

### Update on area studies programme

2.15 Sarah Valentine (SV) briefly explained the background to the area studies including the purpose and the approach. Also discussed, were the identified objectives of each study including those objectives that are common across all the studies.

2.16 SV updated the Forum on the progress of each study, and explained in more detail, stage C and what work is specifically taking place in this section.

2.17 The timeline for stakeholder engagement was explained, including the reasons why the last workshop has been postponed.

## Strategic investment plan

2.18 Sarah Valentine (SV) began by confirming that in the 2021 comprehensive spending review, TfSE's aim is to secure a three-year funding settlement. Some of the costs outlined in the funding bid will be for delivery costs for the initial implementation of the SIP.

2.19 The work currently being undertaken by Arup – to develop a set of recommendations on the future roles, powers and governance of TfSE, was also outlined, as they are considering the role and function of TfSE following completion of the SIP. In addition, what powers, tools and resources might be required to deliver those roles and functions. SV confirmed that a survey on the future roles and responsibilities of TfSE was circulated to members of the Transport Forum in August and responses have been collated and fed into Arup's work.

2.20 SV spoke in more detail as to what the SIP will and will not be and the procurement of the SIP consultants was outlined (currently out for tender) and the process for engaging stakeholders was explained.

### Summary of Forum comments

2.21 The Forum raised some concerns around the lack of specificity to the schemes, but SV explained that there will be a large variety of interventions that will appear in the SIP including recommendations from the future mobility strategy and freight strategy. SV confirmed that the SIP will focus on the outcomes that are desired rather than the specific way that they should be achieved. SV also reminded Forum members that public transport and active travel modes all require a surface to run on, and so the term 'highway schemes' needs to be considered in the broadest context and does not necessarily mean increasing private car capacity.

### Updates

2.22 Jasmin Barnicoat (JB) confirmed there has been a delay to the freight strategy workstream. JB identified the revised timeline and how the freight working group and freight forum will be engaged in the process. JB also outlined TfSE's recent consultation submissions.

### Summary of Forum comments

2.23 In response to questions raised, JB will ensure consultation responses are uploaded to the website for public view.

## **3. Future Transport Forum Engagement**

3.1 The next meeting of the Transport Forum will be held on Tuesday 14 December 2021. Part of this meeting will be used to discuss some of the Government's important policy publications expected this Autumn.

## **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.

4.2 The Forum members welcomed the opportunity to discuss in some detail, the transport decarbonisation issues facing the South East.

4.3 It is recommended that the Board note and consider the comments raised by Forum members. Overall, the Forum are pleased with the work TfSE is currently undertaking on transport decarbonisation and think TfSE is the right organisation to

bring local transport authorities together and to co-ordinate some of the required changes on a larger scale.

**GEOFF FRENCH**  
**Chair of the Transport Forum**  
**Transport for the South East**

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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: **Responses to consultations**

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

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***RECOMMENDATIONS:***

**The members of the Partnership Board are recommended to agree the draft responses to the following consultations:**

- (1) Port of London – Thames Vision 2050;**
  - (2) Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;**
  - (3) West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements;**
  - (4) Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood;**
  - (5) Transport for the North - Decarbonisation Strategy Public Consultation;**
  - (6) Hampshire County Council – Waterside Strategy Consultation;**
  - (7) East Sussex County Council – A22/A2290 Improvements;**
  - (8) Highways England – Lower Thames Crossing Community Impacts;**
  - (9) Office of Rail and Road –Periodic Review 2023 (PR23);**
  - (10) South Western Railway – Timetable Consultation December 2022; and**
  - (11) West Sussex County Council – Transport Plan 2022-2036 Consultation.**
-

## **1. Introduction**

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

- Port of London – Thames Vision 2050;
- Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure;
- West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements;
- Crossrail to Ebbsfleet (C2E) Partnership - Consultation on fast public transport connecting Ebbsfleet to Abbey Wood;
- Transport for the North - Decarbonisation Strategy Public Consultation;
- Hampshire County Council – Waterside Strategy Consultation;
- East Sussex County Council – A22/A2290 Improvements;
- Highways England – Lower Thames Crossing Community Impacts;
- Office of Rail and Road –Periodic Review 2023 (PR23);
- South Western Railway – Timetable Consultation December 2022; and
- West Sussex County Council – Transport Plan 2022-2036.

## **2. Port of London – Thames Vision 2050**

2.1 The Port of London Authority (PLA) launched an initial round of engagement to stakeholders to help shape Thames Vision 2050, an updated framework for development of the 95 miles of river from Teddington Lock to the North Sea. This initial engagement was to gauge stakeholders' views on priorities for the future of the Thames and the steps that should be taken in realising long-term ambitions.

2.2 This consultation closed on 14 July 2021 and the response that was submitted is contained in Appendix 1. The response presents the information submitted to PLA via their online questionnaire form. Members of the Partnership Board are recommended to agree the response to this consultation.

## **3. Hampshire County Council - Spatial Framework for Hampshire's Natural Environment and Infrastructure**

3.1 Landuse Consultants Ltd (LUC) are working on behalf of Hampshire County Council to prepare a Spatial Framework for Hampshire's Natural Environment and Infrastructure. The Framework is a long term and strategic scale view across local authority boundaries of where opportunities exist for growth to support natural environment enhancement or for infrastructure capacity to support growth and deliver benefits to society.



3.2 Transport for the South East were invited to comment on the draft text of the Framework before the deadline of 23 July 2021. Appendix 2 presents the TfSE response to this request for additional feedback. Members of the Partnership Board are recommended to agree the response to this consultation.

#### **4. West Sussex County Council - A259 Bognor Regis to Littlehampton Proposed Enhancements**

4.1 Over the last 18 months, West Sussex County Council have been engaging with key stakeholders to develop proposals with the aim of easing congestion on the A259 between Bognor Regis and Littlehampton. In June, West Sussex County Council launched a public consultation on twenty-three proposals to improve six junctions between the A259/B2132 Yapton Road junction and the A259/A284 Wick Roundabout.

4.2 This consultation closed on 15 August 2021 and the draft officer level response that was submitted is contained in Appendix 3. The response offers support for the proposed improvements along the A259 corridor and highlights that it is one of the priority MRN schemes that were submitted to Government in 2019. Members of the Partnership Board are recommended to agree the draft response.

#### **5. Crossrail to Ebbsfleet (C2E) Partnership - Consultation for fast public transport connecting Ebbsfleet, Dartford, Slade Green, Erith and Belvedere with Abbey Wood**

5.1 The Crossrail to Ebbsfleet (C2E) Partnership was formed in 2016 as an informal group of authorities to promote an extension of the Elizabeth Line beyond its current planned terminus at Abbey Wood towards Ebbsfleet. The partnership is comprised of stakeholders that represent local communities in the area including: Kent County Council, London Borough of Bexley, Dartford Borough Council, Gravesham Borough Council, Ebbsfleet Development Corporation, and the Thames Gateway Kent Partnership. A second public consultation launched on Thursday 22 July 2021 and sought views on a short-list of options including extending Elizabeth Line (Crossrail) services from Abbey Wood into Kent, improving the National Rail service, and improving bus services by building on the existing Fastrack network in Kent.

5.2 This consultation closed on 3 September 2021 and the draft officer level response that was submitted is contained in Appendix 4. The response reiterates TfSE's support for the delivery of the Abbey Wood-Ebbsfleet project and highlights Option Two as TfSE's preferred longer term option for the project to deliver. Members of the Partnership Board are recommended to agree the draft response.

#### **6. Transport for the North - Decarbonisation Strategy Public Consultation**

6.1 Transport for the North (TfN) launched a public consultation on a draft decarbonisation strategy for the north of England. The draft strategy sets out a target of near-zero carbon emissions from surface transport by 2045. Following on from the

public consultation, the final decarbonisation strategy will be adopted by the TfN Board in the autumn of 2021 and submitted to the Government as statutory advice on behalf of the region. The strategy considers a series of potential actions and areas of focus for the region. These include:

- Zero emission vehicles, including cars, HGVs and buses, with a comprehensive network of charging facilities to support their wider use
- The decarbonisation of the rail network through electrification
- The use of hydrogen and alternative fuel vehicles
- Encouraging modal shift towards more sustainable ways of travelling, such as public transport and active travel
- Opportunities for decarbonisation in the freight industry
- Carbon reduction when projects are built, as well as carbon capture
- How Transport for the North's four future travel scenarios could present challenges and opportunities for decarbonising transport

6.2 The consultation closed on 31 August 2021 and the draft officer level response that was submitted is contained in Appendix 5. The response highlights TfSE's strong support for TfN's decarbonisation strategy and agrees with the regional approach taken by TfN in developing a decarbonisation trajectory for the North. Members of the Partnership Board are recommended to agree the draft response.

## **7. Hampshire County Council – Waterside Strategy Consultation**

7.1 In June, Hampshire County Council launched a public consultation to obtain feedback on developing a multi-modal transport strategy for the Waterside area of the New Forest. The draft strategy establishes the vision, challenges and policy interventions that could guide important investment decisions that shape the approach to planning and delivering transport along the waterside corridor.

7.2 The consultation closed on 27 August 2021 and the response that was submitted is contained in Appendix 6. The response presents the information submitted to Hampshire County Council via their online survey. Members of the Partnership Board are recommended to agree the response to this consultation.

## **8. East Sussex County Council – A22/A2290 Improvements**

8.1 In July, East Sussex County Council launched a public consultation on a set of proposed improvements for the A22 and A2290. Improvements are necessary on these roads as users currently experience traffic and congestion, particularly at peak times. As well as improving journey times, the proposed interventions will also improve the safety on the routes for pedestrians and cyclists.

8.2 This consultation closed on 3 September 2021 and the draft officer level response that was submitted is contained in Appendix 7. The response highlights TfSE's

support for the scheme proposals as improvements will be important for supporting the delivery of potential new housing, growth in the local economy and access to jobs in the area. The response also highlights the need for future transport interventions to take a holistic approach across all transport modes and that significant consideration is given to important topics such as decarbonisation and the environment. Members of the Partnership Board are recommended to agree the response to this consultation.

## **9. Highways England – Lower Thames Crossing Community Impacts**

9.1 Highways England launched a further consultation on the Lower Thames Crossing project. The consultation focuses on Highways England's plans to build and operate the new crossing and how they plan to reduce impact on local communities and the environment. The consultation also provided information on how feedback gathered from previous consultations have now been used to further develop the project to date.

9.2 This consultation closed on 8 September 2021 and the draft officer level response that was submitted is contained in Appendix 8. The response reiterates TfSE's positive stance for the new Lower Thames Crossing, but highlights the importance of minimal impacts being made to the environment and local communities. Members of the Partnership Board are recommended to agree the response to this consultation.

## **10. Office of Rail and Road – Periodic Review 2023 (PR23)**

10.1 The Office of Rail and Road (ORR) has launched the process for determining the funding needed for Britain's rail network from 2024-2029. The process, known as the 2023 Periodic Review (PR23), sets a five-year settlement that will determine the level of funding that Network Rail and Great British Railways should receive for their operation, maintenance and renewals. In addition to this, this process will also determine the delivery requirements over the course of five years starting from April 2024, known as Control Period 7 (CP7).

10.2 This consultation closed on 10 September 2021 and the draft officer level response that was submitted is contained in Appendix 9. The response reiterates the importance of the rail industry in delivering the TfSE transport strategy and supports the four objectives for PR23; safety, performance, asset sustainability and efficiency. Members of the Partnership Board are recommended to agree the response to this consultation.

## **11. South Western Railway – Timetable Consultation December 2022**

11.1 South Western Railway launched a stakeholder consultation on proposals for their December 2022 timetable. The consultation focuses on a strategic review of future service levels across the entire South Western network. Changes to the timetable are proposed to be live from December 2022.

11.2 This consultation closed on 19 July 2021 and the draft officer level response that was submitted is contained in Appendix 10. The response reiterates the important roles that the rail network has in supporting the delivery of the TfSE transport strategy. Members of the Partnership Board are recommended to agree the response to this consultation.

## **12. West Sussex County Council – Transport Plan 2022-2036 Consultation**

12.1 West Sussex County Council launched a stakeholder consultation on their draft West Sussex Transport Plan (WSTP) 2022-2036 on 16 July 2021. The WSTP has been reviewed to update the County Council's approach to investment in, and management of, the transport network.

12.2 This consultation closed on 08 October 2021 and the draft officer level response that was submitted is contained in Appendix 11. The response highlights TfSE support for the vision set out in the Transport Plan, but encourages more of the ambition and shift in the approach in TfSE's transport strategy to feed into the objectives and policies identified in the WSTP. Members of the Partnership Board are recommended to agree the response to this consultation.

## **13. Conclusion and recommendations**

13.1 The members of the Partnership Board are recommended to agree the responses to the consultations that are detailed in this report.

**RUPERT CLUBB**  
**Lead Officer**  
**Transport for the South East**

Contact Officer: Benn White  
Tel. No. 07714 847288  
Email: [benn.white@eastsussex.gov.uk](mailto:benn.white@eastsussex.gov.uk)

## Appendix 1

### TfSE Response to PLA's Thames Vision 2050 Consultation

#### Initial Stakeholder Engagement (June 2021)

(Deadline for responses 14 July 2021)

The information below was submitted to PLA using their online form on 13 July 2021 at 14:15. Because of the 16Mb limit on file size, the 20Mb TfSE Transport Strategy wasn't accepted. Web URL provided instead.

The online form had ten questions. Answers were sought for questions 1-4 under these headings:

- General comments
- Infrastructure
- Skills development
- Technological innovation
- Safety

#### Submitted Answers to online questionnaire

1. What do you think the priorities for the development of the Thames should be between now and 2050?
  - General comments
    - a. To promote and make greater use of the Thames as a transport asset for both passengers and freight;
    - b. To make transport uses of the Thames net zero for carbon; and
    - c. To minimize other negative environmental impacts (air, water, riparian, wildlife and habitats) of transport uses of the Thames.
  - Infrastructure
    - a. To safeguard and to secure enhancements to port and pier infrastructure – including deep water wharves – to maximise ease of access to/from the Thames;
    - b. To promote improvement to the landside access ways to piers and wharves, particularly to wharves by rail;
    - c. To lobby for safeguarding of rail access to wharves; and
    - d. To work with port operators to facilitate improvements to ports, especially measures towards net zero carbon.
2. What are you most concerned could adversely impact the development of the Thames between now and 2050?
  - General comments
    - a. Redevelopment at and around ports and wharves that restricts their ability to flex and grow sustainably; and
    - b. Lack of sufficient capacity for railfreight to/from Thames ports and ports reliant on the Thames (eg the Medway ports).
3. What innovation do you think could be key to unlocking the long-term value of the Thames?
  - Technological innovation
    - a. Mobility as a Service (MaaS) and similar platforms, which enable access to joined-up multi-modal transport solutions –Thames passenger transport could take advantage of this, potentially to justify service enhancements in future; and

## Appendix 1

- b. More efficient port management through operational insights to be gained from digital twinning, for example.

/cont

- 4. What do you think needs to be done to improve access to the Thames and opportunities related to it?
  - General comments
    - a. Direct collaboration with the railfreight industry to secure a greater proportion of landward freight movement by rail.
  - Infrastructure
    - a. Collaboration with highway authorities and public transport operators to identify infrastructure requirements that will secure access to the Thames for people and for goods.
- 5. Please submit any documents to support your answers.  
*TfSE Transport Strategy*
- 6. Contact information
- 7. What is your interest in the Thames? (tick box)
- 8. Would you be interested in engaging further in discussions about the future of the Thames (Y/N)?
- 9. Do you consent to us listing your organization in a published summary on outcomes following this consultation (Y/N)?
- 10. Are you submitting this response on behalf of an organization or as an individual?

## Elan Morgan

---

**From:** Tiffany Lynch  
**Sent:** 22 July 2021 12:49  
**To:** Karolina Kaczor (LUC  
**Cc:** Baxter, Frank; Mark Valleley; Sarah Valentine; TfSE  
**Subject:** RE: Last chance to comment on Hampshire Spatial Framework - deadline 23 July

**Categories:** Elan

Dear Karolina

Thank you for the opportunity to comment on the proposed text for the Hampshire Spatial Framework (HSF). These are the points that we have identified that would improve the draft document.

### *Transport Chapter*

1. *Better to identify TfSE as an STB (Sub-National Transport Body) in line with its status, rather than a “regional transport body”, on page 35.*
2. *LUC need to revisit national-level policy on transport, especially key documents published in the last 6 months. The HSF needs to factor in a wider base of transport policy, including the government’s National Bus Strategy for England, Rail White Paper and Transport Decarbonisation Plan (published in 2021) and Hampshire’s LTP4 (in preparation).*
3. *The HSF should highlight transport decarbonisation because transport is now the highest CO<sub>2</sub>-producing sector, and to reflect the government’s recently published Transport Decarbonisation Plan.*
4. *Under the Drivers for Change heading, more needs to be said about getting decarbonisation of the transport sector properly underway (Climate Change). Following Partnership Board approval on 22 July, TfSE has published its Future Mobility strategy, which further supports TfSE’s transport strategy regarding emerging transport technologies (Technology). The HSF should reference this. There needs to be a reference as well to better integration between transport planning and spatial planning, to avoid new development proposals coming forward that are car-dependent (Economy).*
5. *The Hampshire 2050 Commissioners’ vision for transport (as quoted) makes an important point about the location of new development. The HSF should make more of this and put more emphasis on spatial/transport planning integration, in such a way that site selection in spatial planning policy is better able to avoid the potential transport pitfalls that result in car-dependent development.*

### *Energy Chapter*

*The energy chapter needs to be explicit about the additional future demand for electricity that will come from transport decarbonisation initiatives, especially the demand from increasing numbers of electric vehicles.*

### *Strategic Opportunities Chapter*

1. *The document needs to make clear what happens next on each Strategic Objective (SO); what is expected in terms of how the SOs’ information will be prioritised and used; and how the SOs will be monitored and reviewed over time.*
2. *It is not clear enough what needs to happen next, based on the identified SOs. Neither is it clear from the information on transport that sufficient attention has been drawn to other important matters, including:*
  - a. *rural transport needs*
  - b. *transport planning/spatial planning integration, especially for determining future needs for investment in transport infrastructure and services to unlock and support future development proposals*
3. *Strategic Opportunity SO1 needs to be clearer about whether it is intended more for urban areas or for the whole county. It should state explicitly that the 20-minute neighbourhood, MaaS availability and people living more locally could reduce the future need for car ownership, which then frees up more road space for other uses.*

4. *Strategic Opportunity SO2 is better titled “connecting between urban areas”. Bear in mind that higher demand movement corridors themselves may not always be the best corridors to choose for higher quality mass transit links between urban centres. There also needs to be a focus here on the connectivity needs for people living across the whole county/area, whether in urban or rural places.*
5. *Strategic Opportunity SO3 should factor in that the freight/logistics sector generally works on an entirely commercial basis. Any increases in operating costs (e.g. through operating new facilities such as consolidation centres) either reduce profit margins or, ultimately, increase costs to the consumer. It is important that proposals work very much in partnership with freight/logistics operators. Pilot freight initiatives as part of the Solent FTZ will be important indicators for rolling out measures across the county. TfSE expects to publish its freight, logistics and international gateways strategy (including a detailed action plan) in October 2021.*

I hope these comments will be useful to you as you prepare the final document.

I have copied this email to Frank Baxter at Hampshire County Council for his information.

Kind regards

Tiff

**Tiffany Lynch**

TRANSPORT STRATEGY MANAGER

[transportforthesoutheast.org.uk](https://transportforthesoutheast.org.uk)

---

**From:** Karolina Kaczor (LUC) <[REDACTED]>

**Sent:** 12 July 2021 15:45

**To:** TfSE <[TF.SE@eastsussex.gov.uk](mailto:TF.SE@eastsussex.gov.uk)>

**Subject:** Last chance to comment on Hampshire Spatial Framework - deadline 23 July

[View this email in your browser](#)



Dear Stakeholder,

LUC is working on behalf of Hampshire County Council to prepare a Spatial Framework for Hampshire's Natural Environment and Infrastructure. In a nutshell the Framework is a long term and strategic scale view across local authority boundaries of where opportunities exist for growth to support natural environment enhancement or for infrastructure capacity to support growth and deliver benefits to society. Once finalised, the Framework is intended to guide and coordinate separate districts' plans and strategies so that the strategic opportunities identified by the Framework become part of mainstream thinking across



the county.

As a key stakeholder you have previously been invited to help develop this Framework and we are now asking for your further input, as part of our consultation process. To date we have:

- Carried out desk-based evidence gathering;
- Invited comments from stakeholders on draft descriptions of the baseline and key issues facing Hampshire's natural environment and infrastructure; and
- Held a stakeholder workshop to help identify strategic opportunities to address these key issues.

We are now providing a final opportunity for stakeholders to comment on the text of the Framework before it is brought together with digital mapping and images and published as a web-based, digital 'StoryMap' (for an example from another, unrelated project, [click here](#)).

The Framework text is available to view here:

**Spatial Framework Text**

Unfortunately we are unable to provide the mapping at this stage due to the digital nature of the report but this will be used to illustrate broad locations of features described in the text.

You are invited to comment on as many or as few sections of the text as you wish. Please make clear in your comments which section of the text they relate to and make your suggestions as precise as possible, for example by suggesting amended wording or providing a new description of and web link to a case study you would like to see included. General comments about the broad scope of the project are unlikely to be capable of being addressed at this late stage in the Framework's development.

Comments should be provided in an email to [hantsspatialframework@landuse.co.uk](mailto:hantsspatialframework@landuse.co.uk) by **Friday 23 July**. Unfortunately, it will not be possible to consider comments received after this date.

Thank you for your continued interest in this project.

Kind regards,  
**The LUC Team**



## Elan Morgan

---

**From:** haveyoursay@westsussex.gov.uk <notifications@engagementhq.com>  
**Sent:** 13 August 2021 16:14  
**To:** TfSE  
**Subject:** Thank you for completing A259 Bognor Regis to Littlehampton Questionnaire

Hi,

Thanks for completing the survey.

Your responses are listed below.

### About you - how old are you?

I prefer not to say

---

**(Optional) Please select the option from the list below that most closely represents how you will be responding to this consultation.**

**(Please select one option)**

### Are you responding as

Other, please specify below

---

**Other (description) - \*If you are responding on behalf of an organisation (business, community group, residents' association, council or any other organisation), please tell us the name of your organisation. Please write it below.**

Transport for the South East (sub-national transport body)

---

### Support for the proposed scheme

**Please state your level of support for the proposed improvements on A259 between Bognor Regis and Littlehampton corridor:**

**(Please make one selection for each row below)**

<b>1: Comet Corner Junction</b>	Strongly support
<b>2: Public Rights of Way (Footpaths 166 and 165)</b>	Strongly support
<b>3: Bairds Business Park Junction</b>	Strongly support
<b>4: Oystercatcher Junction</b>	Strongly support

5: Church Lane Roundabout	Strongly support
6: Ferry Road Junction	Strongly support
7: Public Rights of Way (Footpath 206)	Strongly support
8: Clympwick Bridge	Strongly support
9: Bridge Road (Tesco) Roundabout	Strongly support
10: Wick (Morrisons) Roundabout	Strongly support

---

**Please add your comments about the proposals that you feel may assist the design team at the next stage of developing the designs.**

**You may also use this space to expand on any 'other' fields above.**

Transport for the South East fully supports this scheme. It is one of the priority Major Road Network schemes for the area that was submitted to government in 2019. We are pleased to see the development of the scheme progressing and particularly welcome the inclusion of extensive measures to improve provision for public transport, walking and cycling.

---

**If you would like a copy of your questionnaire responses, please leave your email address below. We will not use your email address for any other purposes and it will not be included in the analysis.**

TF.SE@eastsussex.gov.uk

---

Thanks again

Your Voice West Sussex

Abbey Wood to Ebbsfleet Project  
C2E Partnership  
c/o Strategic Planning  
London Borough of Bexley  
Civic Offices  
2 Watling Street  
Bexleyheath  
DA6 7AT

Emailed to: [hello@abbeywood2ebbsfleet.com](mailto:hello@abbeywood2ebbsfleet.com)

20 August 2021

Dear C2E Partnership

### **Abbey Wood – Ebbsfleet Project: further public consultation**

I am writing to you as Lead Officer for Transport for the South East (TfSE) to provide a response to the C2E Partnership's further consultation on the Abbey Wood-Ebbsfleet corridor project (AW2E).

TfSE is a sub-national transport body 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 Partnership Board along with representatives from the region's five local enterprise partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

TfSE's consultation response of 25 February 2021 referred to [TfSE's transport strategy](#) specifically supporting delivery of the AW2E project to address radial journey challenges and confirmed TfSE's continuing support for the project. The transport strategy sets out a 2050 vision for the development of the transport system in the South East to facilitate economic growth, whilst reaching net zero carbon emissions by 2050 at the latest.

TfSE is concerned that AW2E Option One could be undeliverable because of the inherent risks of service disruption that would result from shared running by both South Eastern and Elizabeth Line rail services east of Abbey Wood (despite reducing some South Eastern services) – especially as the Elizabeth Line operator is tied contractually into a high rate of service reliability.

Option Two (Elizabeth Line to Dartford on segregated track, up to 12 trains/hr) is TfSE's preferred longer term option. It provides the best connectivity uplift and could support considerably more new development – including proposals at Ebbsfleet and the London Resort. As further AW2E technical work progresses, the project team should look at ways to increase the uplift in train services east of Dartford as well.



0300 3309474



[tfse@eastsussex.gov.uk](mailto:tfse@eastsussex.gov.uk)



[transportforthesoutheast.org.uk](http://transportforthesoutheast.org.uk)

Transport for the South East, County Hall,  
St. Anne's Crescent, Lewes, BN7 1UE

Option Three (improving National Rail services, with Elizabeth Line just terminating at Abbey Wood) could be an interim project prior to delivering Option Two but will not be sufficient to support the longer-term development aspirations for the corridor.

Whichever option is chosen, it should be supported through good quality first mile/ last mile connections by segregated BRT, buses and active travel.

This is an officer response. The TfSE Partnership Board is due to meet next on Monday 18 October 2021 and will consider this draft response; a further iteration of this response may therefore follow.

Again, we wish the C2E Partnership every success as the project develops further.

Yours sincerely



Rupert Clubb  
Lead Officer, Transport for the South East

Cc [REDACTED] [\[REDACTED\]@bexley.gov.uk](mailto:[REDACTED]@bexley.gov.uk)  
[REDACTED] [\[REDACTED\]@kent.gov.uk](mailto:[REDACTED]@kent.gov.uk)  
[REDACTED] [\[REDACTED\]@integral-planning.co.uk](mailto:[REDACTED]@integral-planning.co.uk)  
[REDACTED] [\[REDACTED\]@stantec.com](mailto:[REDACTED]@stantec.com)

Emailed to: [response@tfndecarbonisationstrategy.com](mailto:response@tfndecarbonisationstrategy.com)

31 August 2021

Dear Sir/Madam,

**Consultation on Transport for the North's Draft Decarbonisation Strategy  
Response from Transport for the South East**

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) in response to the consultation on your Draft Decarbonisation Strategy.

TfSE is a sub-national transport body (STB) bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the [Partnership Board](#), brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

To date, TfSE has undertaken further development work on our South East Economy and Land Use Model (SEELUM) to enable us to assess the impact of the packages of interventions we are currently identifying through our area studies on carbon emissions. We have also recently established a South East Regional Transport Decarbonisation Forum to assist our key partners in developing their local strategies and action plans, share best practice and identify key areas where there would be benefit in TfSE adopting a coordination role.

TfSE strongly supports the Transport for the North (TfN) decarbonisation strategy and strongly agrees with the regional approach that has been used to develop a decarbonisation trajectory for the North. The strategy is supported by the rigorous decarbonisation modelling methodology set out in the annex to the draft strategy document.

The Government's recently-published Transport Decarbonisation Plan gives STBs a clear role in assisting their constituent local transport authorities in meeting their transport decarbonisation responsibilities. The approach set out in the draft decarbonisation strategy represents a potential

blueprint that could be adopted by other STBs to help them fulfil this role through the development of regional trajectories that can then be disaggregated to steer local action.

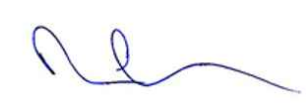
The draft strategy recognises the need for the implementation of a comprehensive package of both policy initiatives and measures, including improvements to the efficiency of conventionally-fuelled vehicles, a shift to zero emissions vehicles and demand management. The draft strategy identifies the action that will be required at both local and national levels as there are key areas where further action will be required from government, particularly in the area of demand management.

The consultation seeks to elicit views on a wide range of issues, the majority of which those in the North are best placed to respond to. The consultation seeks views on the types of activities that TfN should undertake in its role as an STB that would be of most value in delivering transport decarbonisation. **Appendix 1** contains draft responses to those particular questions where respondents are asked to indicate whether TfN should lead or support specific decarbonisation related activities, or whether they should be left to others to take forward.

We wish you every success with the continuing development and rollout of the decarbonisation strategy once finalised, and we will be anxious to keep in touch with its ongoing development through our attendance at the joint STB decarbonisation group.

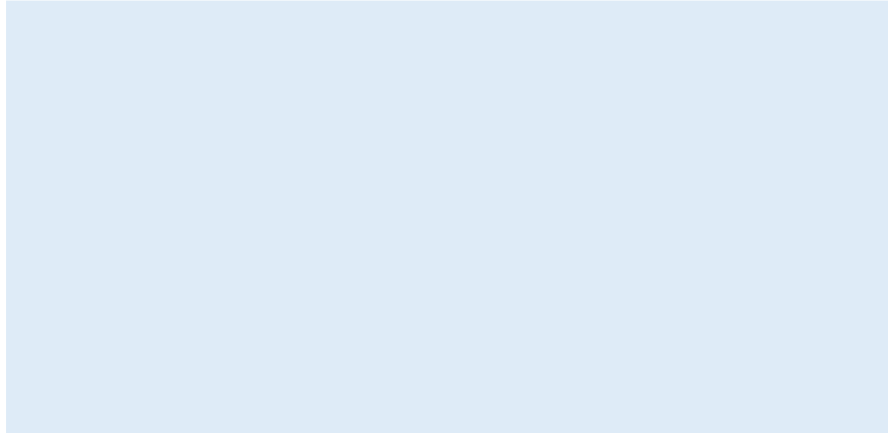
This is an officer response. The TfSE Partnership Board meets on 21 October 2021 and will consider this draft response and a further iteration of it may therefore follow.

Yours sincerely,



Rupert Clubb  
Lead Officer, Transport for the South East

## Appendix 1 - TfSE response to consultation on TfN's draft Decarbonisation Strategy



## Next steps and proposed priority actions

Chapter 1 of the Decarbonisation Strategy defines the overarching role that we feel TfN should be playing in the decarbonisation agenda. We'd like to understand the types of activities that people feel that TfN is best placed to undertake and that would be of most value in delivering transport decarbonisation.

**For each of the 'priority activities to 2025' identified by TfN, which role do you feel do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)**

**SD1:** Regional route-map for transport decarbonisation

**SD2:** Developing place-based decarbonisation pathways for rural typologies.

**SD3:** Formation of decarbonisation working group/s with TfN partners

**SD4:** Exploring the relationship between transport decarbonisation and transport-related social exclusion (TRSE) (inclusive of PGAT1)

**SD5:** Research into embodied carbon analysis for strategic transport infrastructure programmes

**SD6:** Programmatic assessment of Investment Programme (IP) against TfN Decarbonisation Trajectory

**SD7:** Consideration of emissions from aviation and shipping generated by the North

Policy	SD1:	SD2:	SD3:	SD4:	SD5:	SD6:	SD7:
<b>Your answer</b>	1	1	1	2	3	1	3



For each of the 'priority activities to 2025' identified by TFN, which role do you feel TfN is best placed to fulfil? (1=lead, 2=support, 3=not a role for TfN)

### Electric Vehicles and Fuel Efficiency

**CGA1:** Develop a regional ZEV charging framework (inclusive of PGA1)

**CGA2:** Supporting local partners in the development of local ZEV charging infrastructure

**PGA14:** Increase awareness of fuel-efficient driving styles

Policy	CGA1:	CGA2:	PGA14:
Your answer	1	2	3

### Hydrogen

**CGA3:** Undertake or support a pan-northern hydrogen transport refuelling study

**CGA4:** Supply chain support for future hydrogen infrastructure solutions

Policy	CGA3:	CGA4:
Your answer	2	2

### Demand Management

**SD8:** Supporting the development of scalable digital solutions for incentivising greener, shared and active mobility in rural areas.

**CGA5:** Supporting a Demand Management Narrative for the North

**CGA6:** Supporting local partners in the development of Mobility Hubs

**PGA10:** Consider role of micro-mobility/shared mobility in first and last mile journeys at train stations

**PGA8:** Develop infrastructure to improve regional public transport network

**PGA9:** Research on the effects of home-working upon productivity and agglomeration.

Policy	SD8:	CGA 5:	CGA 6:	PGA 10:	PGA 8:	PGA 9:
Your answer	2	1	2	1	1	3

## Freight

**SD9:** Low carbon urban freight scenarios

**CGA7:** Developing and supporting partnerships to consider zero carbon, port to port freight corridors

**PGA2:** Facilitating large ZEV truck trials in the North

**PGA3:** Support partners to aggregate large orders of ZEV vans, truck and buses across the North

**PGA12:** Supporting freight information democratisation schemes

Policy	SD9:	CGA7:	PGA2:	PGA3:	PGA12
<b>Your answer</b>	1	2	3	3	1

## Rail

**CGA8:** Supporting our partners to attract testing and pilots of new low emission train technologies (inclusive of PGA6)

**PGA4:** Identify appropriate routes for electrification

**PGA5:** Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities (inclusive of PGA7)

Policy	CGA8:	PGA4:	PGA5:
<b>Your answer</b>	2	2	3

## Project-level Carbon

**SD10:** Developing an embodied carbon database for major infrastructure developments

**PGA13:** Influence government to seek augmented DFT appraisal guidance

Policy	SD10:	PGA13:
<b>Your answer</b>	3	1

## Awareness Raising and Behaviour Change

☐ **SD11:** Engagement and awareness-raising activities

☐ **SD12:** Behaviour change research

Policy	SD11:	SD12:
<b>Your answer</b>	2	2

[Ends}

**Hampshire County Council – Waterside Strategy Consultation**

*Submitted in August 2021 via the consultation platform's web form.*

**Question**

**If you have any further suggestions or comments to make on the proposals for the Waterside area that you would like taken into consideration, please include these below;**

**Answer**

As the sub-national transport body for the region, Transport for the South East (TfSE) support this package of proposals. The A326 improvements scheme was identified by TfSE in 2019 as a priority scheme for inclusion within DfT's Large Local Major Scheme programme, and we are pleased to see development work progressing. We also welcome the multi-modal approach of this package of interventions and support the integration of active travel and passenger transport enhancements in the package as well as improvements to the Totton level crossing and Fawley branch line. All of these schemes are identified in our emerging area studies work as likely to be required to support the delivery of the vision for 2050 set out in our transport strategy that was published in 2020.

Emailed to: [REDACTED]

6 September 2021

Dear Jon,

### **A22 and A2290 Improvements Consultation**

Transport for the South East (TfSE) is a sub-national transport body (STB) bringing together leaders from across the local government, business, and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the Partnership Board, brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

In 2019 STB's were tasked by the Department for Transport (DfT) to provide advice to government on the priority schemes on the Major Road Network within their areas. Following an assessment process, the priority list of schemes for the TfSE area was approved by the Partnership Board at their meeting in June 2019.

The A22 and A2290 Improvements scheme was identified as a priority scheme for inclusion within the MRN programme. As such TfSE support the scheme proposals, which will be important for supporting the delivery of potential new housing, growth in the local economy and access to jobs in the area.

To support the delivery of the Vision for 2050 set out in our Transport Strategy, it is important that future transport interventions take a holistic approach across modes and support wider agendas particularly around decarbonisation and the environment. Additionally, in its guidance to scheme promoters the government has set out its expectations on what is expected from schemes in relation to provision for public transport and active travel, particularly referring to the recent DfT publications "Gear Change" and "Bus Back Better".

TfSE therefore also welcomes the inclusion in the proposals of public transport and active travel enhancements both along the route and within the vicinity of it and particularly the connectivity to wider cycle routes that will be provided. We would encourage East Sussex County Council to give due consideration to DfT advice as the scheme proposals are further developed.

TfSE look forward to continuing to support you in the development of the scheme and its associated business case.

This is an officer response. The TfSE Partnership Board meets on 21 October 2021 and will consider this draft response and a further iteration of it may therefore follow.

Yours sincerely,



Sarah Valentine  
Transport Strategy Manager, Transport for the South East

Emailed to: [lrc.consultation@traverse.ltd](mailto:lrc.consultation@traverse.ltd)  
[info@lowerthamescrossing.co.uk](mailto:info@lowerthamescrossing.co.uk)

8 September 2021

Dear Sirs,

### **Lower Thames Crossing Community Impacts Consultation 2021**

I am writing to you as lead officer for Transport for the South East (TfSE) in response to the consultation on your Lower Thames Crossing Community Impacts Consultation.

Transport for the South East (TfSE) is a sub-national transport body (STB) bringing together leaders from across the local government, business, and transport sectors to speak with one voice on our region's strategic transport needs.

Our principal decision-making body, the Partnership Board, brings together representatives from our sixteen constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, National Highways, Network Rail and Transport for London.

Our transport strategy was agreed by the Partnership Board in July 2020. It sets out a 2050 vision for the development of the South East transport system, which includes a commitment to reach net zero carbon emissions by 2050, at the latest.

As stated in our responses to the statutory consultation on the scheme which took place at the end of 2018, the further consultation in March 2020, and the design refinement consultation in August 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.

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 continue to expect that in developing the scheme details, National Highways 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.

It is also crucial that in continuing to develop the Lower Thames Crossing, the scheme is set in its wider context and that a way is found of maximising more local benefits alongside the wider strategic aims of the scheme. The LTC will provide a new connection between Kent and Essex, but a way needs to be found to ensure that the more local opportunities and benefits that could be facilitated by that connection are not missed.

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 inclusion 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. There needs to be firm commitment to delivering these wider schemes and we would welcome the opportunity to work closely with both National Highways 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.

We previously raised concern over the absence of any rest and service facilities within the design. 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 omission of appropriate rest and service facilities will only further exacerbate this issue.

We very much welcome the increased engagement and information sharing that TfSE has had with National Highways regarding the scheme recently, and trust that this will continue as development of the Lower Thames Crossing progresses.

This is an officer response. The TfSE Partnership Board meets on 21 October 2021 and will consider this draft response and a further iteration of it may therefore follow.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Rupert Clubb', with a stylized flourish at the end.

Rupert Clubb  
Lead Officer, Transport for the South East



Daniel Brown  
Director: Economics, Markets and Economy  
Office of Rail and Road  
25 Cabot Square  
London  
E14 4QZ

By email to: [pr23@orr.gov.uk](mailto:pr23@orr.gov.uk)

9 September 2021

Dear Mr Brown

### **Consultation on the launch of Periodic Review PR23**

I am writing to you as Lead Officer for Transport for the South East (TfSE) responding to consultation through your open letter dated 17 June marking the launch of PR23.

As a sub-national transport body (STB), TfSE represents sixteen local transport authorities: Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. They are each represented on the TfSE Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, National Highways, Network Rail and Transport for London.

Transport for the South East published its 30-year [transport strategy](#) in July 2020. In November 2020, the government confirmed that the transport strategy would be used to help decide where, when and how to invest in the South East's transport network. We are now undertaking a series of more detailed thematic-based and area-based studies, looking towards future implementation of our transport strategy. The conclusions from these studies will feed into a TfSE Strategic Investment Plan (SIP), which will be out to consultation in June/July 2022.

Rail – whether the infrastructure is provided by Network Rail (NR) or by Great British Railways (GBR) in the future – has important roles to play that will support delivery of the TfSE transport strategy. Rail can provide travel solutions with much lower emissions than road-based alternatives (whether passenger or freight). Our technical modelling suggests that investment in rail network enhancements can make very positive contributions to both economic growth and decarbonisation. But that requires operation, maintenance and renewal of the rail network to be properly funded too.

The rail network in TfSE's area comprises Network Rail's Southern region outside Greater London (including HS1), other than those lines west of the Hampshire county boundary. From NR's Wales and Western region, it includes the parts of the Wales and Western region in Berkshire and Hampshire. TfSE values the positive and cooperative working relationship with different Network Rail teams, which includes providing stakeholder inputs to each other's technical work.

TfSE supports ORR's four objectives for PR23 – safety, performance, asset sustainability and efficiency.

The detailed mechanisms for track access charges and delay attribution are more a matter for the rail industry itself than for an STB. TfSE expects track access charges to follow the principles set out in the rail white paper, including a better deal (pricing and access) for freight services to encourage mode shift. Regarding delay attribution, users of the rail network (and NR/GBR as System Operator) will still need to be suitably incentivised to minimise network and operational delays. With GBR in place, incentives to reduce train delays must become simpler and reflect the flexibility and cooperation between GBR and rail operators expected in the white paper. So, the PR23 process and outcomes (especially resourcing) need to be flexible enough to respond to changing circumstances as GBR gets off the ground.

TfSE expects ORR will be working closely with government, the GBR Transition Team (GBR TT), rail operators and other key players in the rail industry – and also with strategic stakeholders such as the seven STBs – in the process to set up GBR and its ways of working. The STBs can support the development of GBR and, for the London and South East area, TfSE is keen to play its part in support of the new strategic partnership to support housing, economic growth and the environment referenced in the white paper (page 42). Likewise, we expect to build on the positive working relationships we already have with Network Rail through the relevant GBR regions. I will discuss this with representatives of GBR TT when I meet them for the first time next week.

Decarbonising the transport sector is growing in importance, especially at TfSE – TfSE's transport strategy prioritises achieving net zero carbon in the South East by 2050. ORR should use PR23 as an opportunity to incentivise a step change reduction in the rail industry's carbon emissions (including in Network Rail's own activities) across 2024-2029.

This is an officer-level letter at this stage, subject to endorsement by TfSE's Partnership Board at its next meeting on 18 October; a further iteration of this response may therefore follow. There are no objections to ORR publishing this response.

Yours sincerely

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

Rupert Clubb  
Lead Officer, Transport for the South East

Claire Mann  
Managing Director  
South Western Railway  
4th Floor, South Bank Central  
30 Stamford Street  
London SE1 9LQ

By email to: [dec22consultation@swrailway.com](mailto:dec22consultation@swrailway.com)

16 September 2021

Dear Claire

### **Consultation on South Western Railway consultation on Dec 2022 timetable**

I am writing to you as Lead Officer for Transport for the South East (TfSE) in response to the consultation you launched in August on South Western Railway's (SWR's) and Network Rail's (NR's) proposed service timetable for December 2022.

As a sub-national transport body (STB), TfSE represents sixteen local transport authorities: Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. They are each represented on the TfSE Partnership Board along with the region's five local enterprise partnerships, district and borough authority representatives, protected landscapes, National Highways, Network Rail and Transport for London.

Transport for the South East published its 30-year [transport strategy](#) in July 2020. In November 2020, the government confirmed that the transport strategy would be used to help decide where, when and how to invest in the South East's transport network. We are now undertaking a series of more detailed area-based and thematic-based studies, looking towards future implementation of our transport strategy. The conclusions from these studies will feed into a TfSE Strategic Investment Plan (SIP), which will be out to consultation in June/July 2022.

The rail network has important roles to play to support delivery of the TfSE transport strategy. Rail can provide travel solutions with much lower emissions than road-based alternatives (whether passenger or freight). Our technical modelling suggests that investment in rail network enhancements can make very positive contributions to both economic growth and decarbonisation.

The TfSE area contains most of SWR's operating network outside Greater London. TfSE values the positive and cooperative working relationships it has with different representatives from the rail sector, including SWR. This consultation response is informed by information TfSE has gained through engagement with our key stakeholders.

Reducing train services to 93% of pre-Covid levels to improve reliability and resilience appears a reasonable approach in principle. Its impacts will need to be carefully monitored, especially as it will be accompanied by the roll out and use of the new class 701 trains. Between now and introduction of the December 2022 timetable, it is important that SWR/NR continue to test the timetable against passenger and stakeholder needs, as well as through further operational/technical assessment.

SWR/NR need to 'follow the [passenger] data' as much as possible in their service planning. Patterns of demand in short/medium term are still emerging, and what travel data are available must be taken into account in the final plans for December 2022 and after. The railway should also ensure there are good contingency plans to deal with situations where the levels/patterns of demand turn out to be different from current forecasts and assumptions. Regarding early and late trains, there should be no significant reduction in the spread of service across the day.

SWR/NR should consider extending services to improve direct connectivity (e.g. Portsmouth-Salisbury) to link places other than central London, where opportunities allow. Passenger demand to London may remain lower than in the past. Where possible, existing direct links (with no interchange) should be preserved and new direct links introduced.

TfSE is concerned about the proposals for splitting some services along their routes and the impact they will have on people making through journeys. An example is the proposal to split the current Waterloo-Poole slow service into Waterloo-Southampton and Southampton-Poole, which could impact on local through trips across Southampton. SWR should examine the data to understand the number of passengers affected and review the proposal, as appropriate. If the service change goes ahead, a good quality interchange experience will be essential at the relevant stations in terms of accessibility, convenience (e.g. maximising same- or cross-platform interchange), quality of waiting areas, interchange time and providing supporting information.

TfSE supports Solent Transport's proposals for more frequent local services in/around Portsmouth/Eastleigh/Southampton/New Forest/Bournemouth, looking towards creating a "Solent metro". TfSE also agrees with Portsmouth Council's request for reduced journey times between Portsmouth and Waterloo, especially in the peak – and considering additional fast trains (e.g. at weekends) to serve the growing leisure market.

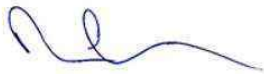
Decarbonising the transport sector is growing in importance – TfSE's transport strategy prioritises achieving net zero carbon in the South East by 2050. SWR should plan towards increasing decarbonisation across its activities, e.g. plans to 'green' stations (through more planting, for example), more EV charging points and making the diesel train fleet cleaner).

SWR, should continue to look at improving in-station accessibility and at encouraging more access to/from stations by foot and by cycle by considering the first mile/last mile element of their passengers' journeys.

It is important that SWR reviews the plans by GWR to reduce services on the Westbury-Southampton route and considers how it can fill any important gaps in service (especially for journeys to work and for education).

This is an officer-level response at this stage and is subject to endorsement by TfSE's Partnership Board at its next meeting on 18 October; a further iteration of this response may therefore follow.

Yours sincerely



Rupert Clubb  
Lead Officer, Transport for the South East

**Emailed to:**[ltf@westsussex.gov.uk](mailto:ltf@westsussex.gov.uk)

8 October 2021

Dear Sirs,

**Transport for the South East (TfSE) response to West Sussex Transport Plan 2022-2036 consultation**

I am writing to you as lead officer for [Transport for the South East](#) (TfSE) in response to the consultation on your West Sussex Transport Plan 2022-2036.

TfSE is a sub-national transport body which represents sixteen local transport authorities in the South East of England. 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 Partnership Board, which is its decision-making body, along with representatives from the region's five Local Enterprise Partnerships, district and borough authorities, protected landscapes, 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. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE welcomes the opportunity to comment on the West Sussex Transport Plan 2022-2036. As you will be aware TfSE published a thirty-year transport strategy for the South East in July 2020, which sets out an ambitious vision for our area in 2050. As one of our constituent authorities, West Sussex County Council has been fully involved in the development of our strategy and we very much value the contribution that has been made to the development of the strategy as well as the ongoing support for the wider work of TfSE.

We are therefore very pleased to see our transport strategy referred to within the wider policy context in which your plan sits, and also that the challenges and key issues identified within your plan align well with the strategic goals, priorities and objectives set out in our strategy.

Our transport strategy seeks to deliver sustainable economic growth that achieves the right balance between the economic, social and environmental pillars of sustainable development. This means that any intervention in the area's transport networks to address connectivity challenges must ensure that the environment is protected and where possible enhanced and that opportunities to

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St. Anne's Crescent, Lewes, BN7 1UE

improve the health, wellbeing and quality of life for everyone are realised. The ambition and shift in approach set out in our strategy includes the need to move away from a predict and provide approach based on planning for vehicles to one based on planning for people and places. It involves a shift towards a decide and provide approach to transport provision based on choosing a preferred future with preferred transport outcomes encapsulated in our 2050 Vision.

Transport is the single biggest contributor to greenhouse gas emissions in the south East and across the UK. This needs to change, so our transport strategy includes a commitment to meet the Government's target of achieving net zero carbon emissions by 2050. To achieve this and our wider 2050 vision, we need to make better use of the infrastructure we already have – reducing the need to travel through increased investment in digital and other technology and providing alternative ways for people to go about their business through increased investment in public transport and active travel.

The Government has recently published its Transport Decarbonisation Plan (TDP) which sets the government's commitments and the actions needed to decarbonise the entire transport system in the UK. It is clear that in order to deliver the commitments set out in the TDP bold actions will be necessary. We note that the both the vision and objective 7 set out in your plan state that "the transport network will be on a pathway to net zero carbon by 2050". However, in line with the TDP and the TfSE strategy we would encourage and support you making a firmer commitment to achieving that target in the final version of your plan.

Overall, whilst we welcome the vision you set out in your Transport Plan, there is an opportunity to include more of the ambition and the shift in approach articulated in our transport strategy translated through to the objectives and policies that follow from the challenges and key issues identified in your plan.

We look forward to working together with you as you continue to develop your plan, and we would be happy to discuss any opportunities for further collaboration and sharing of data to our mutual benefit. This will help ensure that our studies and your transport plan align in their thinking and outputs.

This is an officer response. The TfSE Shadow Partnership Board next meets on 18 October 2021 when it will consider this response. A further iteration of it may follow after that meeting.

Yours sincerely,

**Rupert Clubb**

Lead Officer

Transport for the South East