

TfSE Transport Forum
14 Dec 2021
Minutes
1-2:30pm

| Item |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;">1. Welcome and Apologies</p> |
| <p>Geoff French (GF) (chair) welcomed the Transport Forum. This meeting was held virtually and Geoff explained how it would be managed.</p> <p>GF welcomed four new members to the Transport Forum which demonstrates the continued interest in engaging with the work of TfSE.</p> |
| <p style="text-align: center;">2. Minutes from Previous Meeting</p> |
| <p>The minutes from the previous meeting were agreed with just the amendment required below.</p> <p>Amend minutes from 21 September 2021 meeting, agenda item 7 to now read <i>'The majority of the forum'</i>, and not just <i>'The forum'</i>.</p> |
| <p style="text-align: center;">3. Attendance options for future forum meetings</p> |
| <p>GF asked the forum for their views on how future forum meetings should be held (subject to Government guidance). The forum discussed the benefits of virtual (allows more people to attend as no travel time and also reduces carbon emissions) and in person meetings (improved interaction and focus between attendees).</p> <p>GF confirmed that with regards to a hybrid format (members attending a meeting both in person and virtually), a recent Partnership Board meeting was held in this way and it did not work in practice.</p> <p>It was agreed that a combination of virtual and 1 or 2 meetings a year in-person could be considered. This will be kept under review and at a suitable point in time, where guidance allows, an in-person meeting could be arranged in 2022.</p> |
| <p style="text-align: center;">4. Great British Railway Transition Team Presentation</p> |
| <p><i>Held as agenda item 5 in the meeting</i></p> <p>Anit Chandarana (AC) – Chief of Staff, Great British Railway (GBR) Transition Team (TT), gave a presentation on the Williams-Shapps plan for rail and what is now happening to make this plan a reality.</p> <p>AC explained the difficulties rail was experiencing (even before the pandemic) and what the Williams-Shapps plan for rail was hoping to achieve. However, with a timescale of mid 2023 to late 2024 for GBR to become a fully fledged organisation, a body was needed to emerge now in order to create GBR. AC explained the purpose and focus of the GBR TT and who is leading on each of the different workstreams. He spoke about GBRTT's clear purpose "to create a simpler, better railway for everyone in Britain." AC also outlined what the team will and will not be doing in this time (e.g. they will not be managing current private sector franchises).</p> |

AC confirmed that the call for evidence for the Whole Industry Strategic Plan for Rail had just been published and encouraged anyone with an interest in rail to respond. TfSE will be submitting a response to this call for evidence.

In response to queries raised by the forum, AC confirmed that the GBRTT are trying to understand how to develop the operating model and bring together the fragmented parts of the system to enable more seamless connection to other interrelated transport modes (for example active travel). In addition, how technology can be used to transform current processes (for example with regards to ticket barriers etc). AC also clarified the GBRTT are also identifying how to develop the financial model of the business to ensure clear oversight and transparency and to deliver the £1.5bn saving pa (by end of year 5), targeted in the white paper.

AC confirmed the GBRTT are engaging with sub-national transport bodies and they are viewed as an important stakeholder in the development of GBR, especially as GBR will be a highly devolved organisation with decisions made as locally as they can.

5. Update on TfSE's Freight Strategy

Held as agenda item 4 in the meeting

Mark Valleley (MV) gave the forum an update on the freight, logistics and gateways strategy which is nearing completion. MV explained how the strategy was developed and the different work packages it contains.

MV outlined the relationship between the objectives of the strategy and the strategic actions and also described a brief snapshot of what is included within the action plan. Details were given as to how the action plan will be taken forward once the strategy is complete with a freight forum established to offer the oversight to move the work forward.

Next steps were outlined, including the final draft of the strategy being presented at the Partnership Board meeting on 24 January 2022 for approval. TfSE are also awaiting the outcome of the comprehensive spending review bid as this did include a request for resources to take forward the implementation of the strategy.

In response to some queries and comments raised by the forum, MV clarified that infrastructure consideration (for example hydrogen refuelling) is included in the document and TfSE is working with other STBs to identify suitable and key locations for this infrastructure.

The strategy does also include a freight on rail element and reflects Network Rail's long running and ongoing work in this area. Work package 3 looks at key points on the rail network that with some alterations, could open up more opportunity for this way of moving freight.

With regards to lorry parking there are some good practice examples and it is important to understand how these services can be rolled out further, but consideration also needs to be given as to how they are funded, either with public or private funding. Recent Transport Select Committee evidence was highlighted as links in with the work undertaken in this strategy on local authority advice from Government on lorry parking.

The role of last mile deliveries and consolidation centres was discussed and MV explained they are a really important element for encouraging modal shift for the last mile. However, the concept (and trials) is there but more work is needed to make them commercially viable.

MV explained his understanding of why the planned Lower Thames Crossing scheme does not include a rail connection. The scheme has been primarily designed as a relief scheme for the existing Thames crossing and given the majority of the freight traffic using the existing link is HGV based roll on roll off this would not of itself justify the need for a new rail crossing to be introduced at the new Lower Thames Crossing.

MV confirmed the final version of the strategy will be released on 17 January as it will be included as part of the Partnership Board papers. Stakeholders who participated in shaping the strategy can speak to MV directly if they would like to receive feedback on the comments that were put forward, what amendments were made in light of them.

6. Updates

Jasmin Barnicoat (JB) gave a brief update on the area studies and confirmed that some of them have moved to Stage D with the last couple finishing Stage C. The consultants are now moving to understand how best to report the outputs of the studies so they are based on emerging narratives that speak to key Government priorities and not on specific geographical areas. The studies are now being viewed as four Strategic Programme Outline Case areas with the goal to eventually have one overall delivery plan and not 5 separate ones.

There will be a joint area studies forum meeting held on 03 March 2022. This will be an opportunity to hear about the packages and the scope and scale of the programme and outputs. The forum will be asked for feedback on the emerging strategic narratives and if they are being framed in the best way to make the case for Government.

JB also outlined the current status of the SIP programme. The contract for this work has now been awarded to Steer and KPMG and work has begun on the early stages of the programme. TfSE are also contracting an engagement specialist to work with the organisation on the consultation and work will begin on this aspect towards the end of January 2022.

The draft SIP will be approved for consultation at the Partnership Board meeting on Monday 06 June 2022 and the public consultation will run from June to Sept 2022. There will be plenty of opportunity for stakeholders to share their views during the consultation period, before SIP is finalised.

JB also outlined the TfSE submissions to the below recent consultations;

- West Sussex County Council – draft transport plan
- Surrey County Council – draft transport plan
- Gatwick Airport – consultation on airport expansion
- DfT – Future of transport regulatory review consultation (*a joint STB response*)

Responses in progress;

- Transport East – draft transport strategy for the Transport East area
- Great British Railway Transition Team – call for evidence on the Whole Industry Strategic Plan
- APPG for the South East – Inquiry: Financing the future - what does levelling-up mean for South East England?

7. Review 2022 Transport Forum work plan

The Forum reviewed the proposed 2022 Transport Forum work plan. Additional items were suggested for inclusion in the plan including:

- Government planning reforms and how they link with transport planning
- The role of Hydrogen and how we co-ordinate the roll out of associated infrastructure
- Rail freight – where are the gaps in the South East network

The Forum are asked to contact the TfSE secretariat if there are any other suggestions they would like to include on the plan. GF re-iterated that it is for members of the Forum to help shape the agenda and to hear about subjects / issues of interest to them.

8. Forum comments for the Partnership Board

The Partnership Board will be informed about the discussion and decision taken on how future forum meetings will be held (virtual and in person).

Feedback from the forum on the final draft of the freight, logistics and gateways strategy will also be shared with the Board.

The Board will be updated on the forum work plan for 2022 and the additional agenda items as requested by forum members.

9. AOB

National Highways' third Roads Investment Strategy (RIS3) was briefly discussed as a Government document released on 01 December titled 'Planning Ahead for the Strategic Road Network' was referred to, specifically where it notes that people can make their views known through their local sub-national transport body. It was confirmed by National Highways that there will be plenty of opportunities to be involved and to feedback as the research phase continues until end of 2022 with a draft RIS due for consultation in 2023-2024. TfSE will also seek views of stakeholders through the usual channels, including via the Transport Forum.

It was confirmed that all slides from the meeting will be circulated with the minutes.

GF confirmed the next Transport Forum meeting is scheduled for **Tuesday 08 March 2022.**