Transport for the South East
Partnership Board Meeting

Agenda

03 July 2023 10:00-13:00

In Person

18 Smith Square (LGA), London, SW1P 3HZ

Partnership Board Members Attending in Person		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP (jointly representing LEPs)
Cllr Rob Humby Leader Hampshire County Council	Cllr Vince Maple Leader Medway Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council
Heather Preen Head of Local Communities and Partnerships Transport for London	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Eamonn Keogh Cabinet Member for Transport and District Regeneration Southampton City Council
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Phil Jordan Cabinet Member for Infrastructure and Transport Isle of Wight Council	Geoff French CBE Chair Transport Forum
Vince Lucas Business Representative Director (KMEP) South East LEP (jointly representing LEPs)	Ellie Burrows Route Managing Director for Southern Region Network Rail	Ian Phillips Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)
Cllr Leslie Pumm Chair Equalities, Community Safety & Human Rights Committee Brighton and Hove City Council *(attending on behalf of Cllr Muten)*		

Apologies:
Cllr Trevor Muten, Chair, Transport, and Sustainability Committee, Brighton and Hove City Council
Cllr Gerald Vernon-Jackson, Cabinet Member for Transport, Portsmouth City Council
TBC, (representing Berkshire Local Transport Body)
TBC, (jointly representing District and Borough Councils)
TBC, (jointly representing District and Borough Councils)

Guests:
Elliot Shaw, Chief Customer and Strategy Officer, National Highways
Philip Andrews, Head of Future Roads Strategy and Investment, DfT

	Item	Who
1	**Welcome and Apologies**	Cllr Keith Glazier
2	**Minutes from last meeting** ***(p5-15)***	Cllr Keith Glazier
3	**Declarations of interest**	Cllr Keith Glazier
4	**Governance** ***(p16-20)*** (Election of the Chair and Vice-Chair, co-opting Board members and allocating votes)	Rupert Clubb
5	**Statements from the public**	Chair
6	**RIS 3 Presentation**	Philip Andrews (DfT) / Richard Leonard (NH)
	For Decision	
7	**Transport Strategy refresh** ***(p21-46)***	Mark Valleley
8	**Audit and Governance Committee Update** ***(p47-53)*** - Membership - Strategic Risk Register	Rupert Clubb
9	**SIP Summary Document** ***(p54-90)***	Rachel Ford
10	**Delivery of the Strategic Investment Plan** ***(p91-271)*** - Delivery Action Plan - Monitoring and Evaluation - State of Region report	Sarah Valentine
11	**Finance Update** ***(p272-279)*** - End of year report 2022/23 - Budget 2023/24	Rachel Ford
12	**A rail partnership for the wider South East** ***(p280-284)***	Rupert Clubb
	Break – 10 mins	

	For Information	
13	**Lead Officer's Report** ***(p285-287)***	Rupert Clubb
14	**Technical Programme Update** ***(p288-293)*** - Future Mobility - Decarbonisation - Freight, Logistics and Gateways Strategy - Bus Back Better - Regional Active Strategy - EV Charging Strategy	Mark Valleley
15	**Communications and Stakeholder engagement update** ***(p294-296)***	Lucy Dixon-Thompson
16	**Transport Forum update** ***(p297-299)***	Geoff French
17	**Responses to Consultations** ***(p300-344)***	Rupert Clubb
18	**AOB**	All
19	**Date of Next Meeting** 30 October 2023 13:00 – 16:00	Chair
	Meeting recording to end	
20	**CONFIDENTIAL ITEM** **Technical call off contract** ***(N/A)***	Rupert Clubb

Officers in Attendance

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
Lucy Dixon-Thompson	Transport for the South East
Jasmin Barnicoat	Transport for the South East
Alexander Baldwin-Smith	Transport for London
Antoinette Antoine	Surrey County Council
Eric Owens	West Berkshire
Pete Boustred	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Frank Baxter	Hampshire County Council
Andy Rhind	DfT
Peter Duggan	DfT
Colin Rowland	Isle of Wight Council
Adam Bryan	South East LEP
Mark Prior	Brighton and Hove City Council
Dee O'Rourke	Medway Council
Stuart Kistruck	Network Rail
Matt Davey	West Sussex County Council

TfSE Partnership Board
13 March 2023 - 13:00-16:00
Minutes
In Person – 18 Smith Square, LGA, London

Partnership Board Members

Cllr Keith Glazier (Chair) Leader East Sussex County Council	Vince Lucas Director South East LEP *(jointly representing LEPs)*	Daniel Ruiz Smart Mobility and Transport Lead Enterprise M3 LEP *(jointly representing LEPs)*
Richard Leonard Head of Network Development, Strategy & Planning National Highways	Cllr Phil Jordan Cabinet Member for Infrastructure and Transport, Isle of Wight Council	Cllr Elaine Hills Co-Chair of the Environment, Transport, and Sustainability Committee Brighton and Hove City Council
Geoff French CBE Chair Transport Forum	Cllr Dan Watkins Deputy Cabinet Member for Highways and Transport Kent County Council	Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council
Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr David Monk Leader Folkestone & Hythe District Council *(jointly representing District and Borough Councils)*	Cllr Gary Hackwell Portfolio Holder for Business Management Medway Council *(sub for Cllr Alan Jarret)*

Guests:

- John Hall, Director, Regions, Cities and Devolution Department, Department for Transport
- Steven Bishop, Director, Steer
- Kim Chambers, Project Manager, Arcadis
- Daniel Parr, Head of EV Strategy, Arcadis
- Kate Fairhall, Associate, Arup
- John Collins, Associate Director, Arup

Apologies:

- Cllr Alan Jarrett, Leader for Medway Council
- Cllr Rob Humby, Leader of the Council, Hampshire County Council
- Cllr Lynne Stagg, Cabinet Member for Traffic and Transportation, Portsmouth City Council
- Cllr Tony Page, Deputy Leader, Reading Borough Council, (representing Berkshire Local Transport Body)

- Ellie Burrows, Route Managing Director for Southern Region, Network Rail
- Cllr Colin Kemp, Portfolio Holder for Infrastructure, Woking Borough Council, *(jointly representing District and Borough Councils)*
- Ian Phillips, Deputy Chair, South Downs National Park Authority, *(Representative from Protected Landscapes)*
- Heather Preen, Head of Local Communities and Partnerships, Transport for London
- Cllr Eamonn Keogh, Cabinet Member for Transport and District Regeneration, Southampton City Council

Officers attended:

- Rupert Clubb, Transport for the South East
- Rachel Ford, Transport for the South East
- Sarah Valentine, Transport for the South East
- Emily Bailey, Transport for the South East
- Hollie Farley, Transport for the South East
- Mark Valleley, Transport for the South East
- Jasmin Barnicoat, Transport for the South East
- Benn White, Transport for the South East

- Darryl Hemmings, West Sussex County Council
- Chris Maddocks, Reading Borough Council
- Lee Parker, Surrey County Council
- Mark Prior, Brighton and Hove City Council

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier (KG) welcomed Partnership Board members to the meeting and noted apologies. 1.2 Cllr Glazier welcomed Cllr Gary Hackwell who is attending on behalf of Cllr Alan Jarrett, Medway Council. 1.3 Cllr Glazier welcomed all the guests attending the meeting.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
3. Declarations of interest	
3.1 Cllr Glazier asked Board members to declare any interests they may have in relation to the agenda. No interests were declared.	
4. Statements from the public	

4.1 Cllr Glazier confirmed that no statements from the public have been made.	
5. Strategic Investment Plan	
5.1 Rupert Clubb (RC) introduced the item and guided the Partnership Board through the paper. 5.2 RC outlined the journey to reach this point in the production of the SIP and thanked partners for their support. RC confirmed that following feedback from Board members, some minor amendments have been made since the November 2022 Board meeting, and the document has been intensively proof-read. 5.3 Board members expressed their support for the SIP and understand how it will help them to achieve their authorities' transport and carbon reduction goals. 5.4 Cllr Elaine Hills (Brighton & Hove City Council) confirmed that although her authority do not fully support all schemes in the document, they are welcoming of the active travel and carbon reduction proposals. They also do appreciate that the road schemes in question are not located within their authority and that some sit outside of TfSE's control (National Highways). BHCC therefore do support the SIP and welcome a strategic document that will enable authorities to work together and all benefit from it. 5.5 Cllr Joy Dennis (West Sussex County Council) confirmed support for the SIP but expressed disappointment that the A27 improvement works have been pushed back. It is important to have joined up thinking for schemes. 5.6 John Hall (JH) (DfT) confirmed that the news on some of the road schemes is disappointing and they will be working through this with local authorities. JH confirmed the DfT think the SIP is a good piece of work and are pleased with how TfSE works with the department and with other STBs. They are looking forward to receiving the SIP submission. 5.7 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the minor amendments that have been made to the final Strategic Investment Plan; (2) Note the outcomes of the approval processes that have been pursued by a number of constituent authorities; and (3) Agree the final Strategic Investment Plan and Integrated Sustainability Appraisal.	

6. SIP Communications Plan	
6.1 Hollie Farley (HF) introduced the item and guided the Partnership Board through the paper. 6.2 HF outlined the planned communications for the publication of the SIP including the media release, social media promotion and the autumn event. HF confirmed hard copies of the SIP are available on request, but stakeholders will be sent a copy electronically or a link to the SIP on the TfSE website. 6.3 HF outlined the factsheets that will be sent to MPs (copying in the relevant Board members) and will be made available on the TfSE website. 6.4 In response to a question regarding the factsheets, HF confirmed that District and Borough authorities will be contacted with appropriate information about the SIP. 6.5 HF also confirmed to Cllr Dan Watkins that localised template social media messages can be supplied to Board members too. 6.6 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Approve the approach to communicating the final sign off of the Strategic Investment Plan; (2) Agree the letter to the Department for Transport presenting the Strategic Investment Plan; and (3) Agree the example factsheet for communicating with MPs the packages of interventions within the Strategic Investment Plan and their benefits.	**LDT / TS** **TS**
7. SIP Delivery	
7.1 Sarah Valentine (SV) introduced the item and guided the Partnership Board through the paper. 7.2 SV explained that work is underway to produce a Delivery Action Plan for the SIP and workshops were held with key delivery partners to examine all the individual schemes in detail and identify potential methods for prioritising schemes. The plan was due to be brought to this meeting, however it became evident that there are a number of issues to be worked through in determining a prioritisation process and it is important to get that process right and ensure it is robust. 7.3 SV invited Richard Leonard (RL) from Highways England to comment on the recent announcement that some major road schemes will be delayed into RIS 3. RL confirmed that for both the A27 and Lower Thames Crossing schemes, the work has been delayed to RIS3 to allow further work to be undertaken as part of the Development Consent Order (DCO) process. RL	

explained that the support for the schemes is still there. RC confirmed it is important to recognise the strategic corridor and the work TfSE are doing to look at long term solutions. 7.4 SV continued by outlining the proposal to work with a couple of neighbouring STBs to consider how we are able to influence rail reform in the wider south east as well as the delivery of rail services and infrastructure. 7.5 The Board discussed Key Performance Indicators / metrics and what needs to be considered when identifying these. SV agreed that these do need a lot more thought, and this is why the plan has been delayed to ensure we get these right. 7.6 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the progress with the development of a Delivery Action Plan for the SIP; (2) Agree the Lead Officer develops proposals in conjunction with two other Sub-national Transport Bodies to ensure the wider South East is clearly represented in the reform process as well as the delivery of rail services and infrastructure, for consideration at the July Board meeting; (3) Note the progress with the development of a TfSE Monitoring and Evaluation Framework; and (4) Note the progress with the development of an analytical framework to support business cases and the delivery of the schemes within the SIP.	
8. Financial Update	
8.1 Rachel Ford (RF) introduced the item and guided the Partnership Board through the paper. 8.2 RF confirmed that year to date expenditure on the technical programme amounts to just under £1.3m, including the SIP, completion of the area studies and ongoing thematic work. A number of workstreams have commenced in 2022/23 and will conclude in the next financial year. The residual budget will be carried forward and ringfenced for their completion. 8.3 Forecasts are currently that approximately £1.8m will be spent from the technical programme by the end of March 2023. However, this is subject to change and final expenditure figures will be reported to the Board at the next meeting. 8.4 RF confirmed that as the 2023/24 grant funding letter has not yet been received from the DfT, TfSE have been asked to use the indicative funding allocation for 2023/24 (£2.065m) that was noted in 2022's grant funding letter. This has formed the basis of the draft budget presented today and the business plan for 2023/24.	

8.5 With regards to the annual report and business plan, once agreed by the Board, these will be submitted to the DfT and made available on the TfSE website. The business plan details the priority areas for TfSE to work on over the next 12 months. 8.6 In response to questions from the Board on the spend that will be occurring in March 2023 to reach the forecasts from the Feb 2023 spend, RF confirmed that there are some high spends forecast for March as TfSE are due to receive some supplier invoices in the next couple of weeks. 8.7 The Board requested slightly more detail in the narrative to explain the differences between forecast, budget and year to date figures in future Board reports to make it easier to understand the reasons for any anomalies. 8.8 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the current financial position for 2022/23 to the end of February 2023, including the forecasts for end of year spend; (2) Note the position on funding discussions with the Department for Transport for 2023/24; (3) Agree the outline budget for 2023/24; (4) Agree the Business Plan for 2023/24; and (5) Agree the Annual Report for 2022/23.	
9. Electric Vehicle Charging Infrastructure Strategy	
9.1 Benn White (BW) introduced the item and guided the Partnership Board through the paper. 9.2 BW explained the background to this piece of work, what was commissioned and how it has relied on support from all of TfSE's key partners, for which we are very grateful. 9.3 BW introduced Kim Chambers (KC) and Daniel Parr (DP) (both from Arcadis) to give a presentation on the Electric Vehicle Charging Infrastructure (EVCI) Strategy. 9.4 KC outlined the study aims and objectives, the programme, stakeholder engagement and the policy and operational context. DP explained the baselining and forecasting. 9.5 DP also detailed the EVCI locate tool that has been developed for local transport authorities to use to identify how suitable an area is for electric vehicle charging.	

9.6 DP outlined the work that is still in progress to develop a methodology for vehicle fleet forecasting for EV infrastructure demand. In addition, an action plan for TfSE has been developed. 9.7 The Board discussed EV charging infrastructure issues including best practice for positioning of on-street points, land use, level of demand and the impact on the national grid. In addition, queries were raised over the governance of the charging infrastructure. 9.8 It was confirmed there is not a regulatory oversight of this infrastructure, so the purpose of this strategy is to help give the south east Local Transport Authorities some consistency. Collectively, STBs are all undertaking a lot of work on this and working together which the DfT and Ministers are happy to see as this is a major priority for the department. 9.10 It was also confirmed that hydrogen did not feature in this piece of work, but is included in the freight workstream. 9.11 BW confirmed the next steps for this project: the fleet methodology is currently being finalised, the next meeting of the EV forum will be scheduled for June, and the EVCI Locate tool will be rolled out in the next 4 weeks to officers in the Local Transport Authorities. 9.12 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Agree the TfSE electric vehicle charging infrastructure strategy; and (2) Note the proposals to develop forecasts of future EV charging infrastructure demand from vehicle fleets.	
10. Centre of Excellence	
10.1 Emily Bailey (EB) introduced the item and guided the Partnership Board through the paper. 10.2 EB explained the background to this piece of work including the expectations from the DfT for Sub-national Transport Bodies to take responsibility for developing and operating Centres of Excellence in their region. EB outlined what was commissioned for the background research to this project and also the work that had taken place via the local capability workstream. 10.3 EB introduced Kate Fairhall (KF) and John Collins (JC) (both from Arup) to present the outcome of the research phase of the Regional Centre of Excellence (RCoE) development. 10.4 KF outlined what is meant by a Regional Centre of Excellence, case studies and key principles to follow when developing a Centre of Excellence. JC also explained the roadmap for the RCoE and how it has been developed.	

10.5 The Board were interested in this project and understand how this could be beneficial for their authorities. However, there was a concern that if TfSE were to recruit to any positions in this RCoE, it would be competing with local authorities who are experiencing recruitment issues with roles in the transport / planning sectors. The Board also stressed the importance of understanding the needs of the customer and be clear on what outcomes TfSE and they want. In addition, how will requests be prioritised? 10.6 EB confirmed the RCoE will start small with a focus on a couple of small areas for local transport authority customers, but with a view that this could grow. It will be virtual in the first instance with a suite of tools the authorities could access. The local transport authorities will be closely involved in the development of this work to ensure it will be meeting their needs. The aim will be to enhance the capacity and capability of local transport authorities, and not take resource from them. There will also be a prioritisation process for requests and the DfT may ask for specific support to be provided to LTAs or a particular focus. 10.7 The recommendations were agreed by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the progress with the development of a Regional Centre of Excellence; (2) Agree the proposed three year roadmap for the development of a Regional Centre of Excellence; and (3) Agree to submit the roadmap to the Department for Transport to request the release of the remainder of the funding allocated to this workstream in 2022/23.	
11. Technical Call Off Contract Procurement	
11.1 Rupert Clubb (RC) introduced the item and guided the Partnership Board through the paper. 11.2 RC outlined the reasons why a technical call off contract is required and the process that will be undertaken to procure it. 11.3 RC confirmed that as per the TfSE constitution, this contract will require review and a final decision by the Board due to the high cost of the contract. 11.4 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the reasons why a technical call off contract is required; and (2) Agree to delegate responsibility to lead and undertake the procurement exercise to the Lead Officer, in consultation with the Chair.	

12. Lead Officer's Report	
12.1 Rupert Clubb (RC) introduced the item and guided the Partnership Board through the paper. 12.2 RC highlighted the recent work of TfSE including the joint working with other STBs. 12.3 The recommendation was **agreed** by the Partnership Board. *RECOMMENDATION:* The members of the Partnership Board are recommended to note the activities of Transport for the South East between January – March 2023.	
13. Technical Programme Update	
13.1 Mark Valleley (MV) introduced this item and guided the Partnership Board through the paper. 13.2 MV briefly highlighted the progress of some of the technical workstreams. 13.3 MV also outlined the proposal to procure consultants to develop a regional active travel strategy and to identify what a transport strategy refresh would encompass, the timeline and level of resource required. 13.4 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the progress with the ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP); (2) Note the progress with the delivery of TfSE's future mobility strategy; (3) Note the progress with the delivery of TfSE's freight logistics and gateways strategy; (4) Note the progress with the joint work on decarbonisation; (5) Note the progress with the work to develop local capability; (6) Note the progress with the work to develop a regional active travel strategy; (7) Agree to delegate authority to the Lead Officer, in consultation with the Chair, for the procurement of a regional active travel strategy; and (8) Note that work is to commence on a refresh of the transport strategy.	
14. Communications and Stakeholder Engagement Update	

14.1 Hollie Farley (HF) introduced the item and guided the Partnership Board through the paper. 14.2 HF highlighted some of the key items within the paper, including some of the key information contained within the 2023/24 communications and engagement plan. 14.3 The recommendations were **agreed** by the Partnership Board. *RECOMMENDATIONS:* The members of the Partnership Board are recommended to: (1) Note the engagement and communication activity that has been undertaken since the last board meeting; and (2) Note the contents of the 2023/24 communication and engagement plan	
15. Transport Forum	
15.1 Geoff French (GF) introduced this item and guided the Partnership Board through the paper. 15.2 GF explained the review of the Forum is timely as TfSE is moving to a new phase and it is important to evaluate TfSE's stakeholder meetings and how they are best utilised. 15.3 The recommendations were **agreed** by the Partnership Board. *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.	
16. Responses to consultations	
16.1 Rupert Clubb (RC) introduced this item and guided the Partnership Board through the paper. 16.2 RC outlined the content of the three draft consultation responses and provided additional details of the verbal evidence he supplied to the All-Party Parliamentary Group (APPG) for the South East's inquiry session. 16.3 RC confirmed that TfSE will be responding to the forthcoming consultation from the Office of Rail and Road. 16.4 GF has connections with the Institution of Civil Engineers who support the APPG on Infrastructure and feedbacks anything useful from this group. 16.5 The recommendations were **agreed** by the Partnership Board.	

RECOMMENDATIONS: The members of the Partnership Board are recommended to agree the draft responses to the following consultations: (1) The House of Commons Transport Committee – Call for evidence - Inquiry into Strategic Road Investment; (2) All-Party Parliamentary Group for the South East – Call for evidence - Transport Infrastructure Inquiry 2023; and (3) The Planning Inspectorate – Registration of interested parties - Application for development consent by National Highways for Lower Thames Crossing.	
17. AOB	
17.1 No other business was raised. 17.2 KG thanked all Board members and officers for their support and commitment to reach this point of submission for the SIP.	
18. Date of Next Meeting	
18.1 The date for the next Partnership Board meeting will be Monday 03 July 2023 – 10:00-13:00, in person at LGA, 18 Smith Square, London.	

Agenda Item 4

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**3 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Transport for the South East – Governance Arrangements**
Purpose of report:	**To agree the appointment of the Chair, Vice-Chair and co-opted Board members to the Transport for the South East Partnership Board**

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

(1) Nominate and elect a Chair and Vice-Chair for the period of one year;

(2) Agree to co-opt for a period of one year to the Partnership Board:

a. **The Chair of the Transport Forum;**
b. **Two people nominated collectively by the Local Enterprise Partnerships;**
c. **A person nominated by the National Parks and other protected landscape designations;**
d. **Two people nominated by the district and borough authorities; and**
e. **A representative from National Highways, Network Rail and Transport for London.**

(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;

(4) Appoint for a period of one year the Chair for the Transport Forum;

(5) Appoint a Chair and membership of the Audit and Governance Committee for a period of one year; and

(6) Note the request for members to return completed register of interest forms.

1. Introduction

1.1 The Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017 and a revised constitution in December 2019. The constitution set out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

2. Appointment of the Chair and Vice-Chair

2.1 The Partnership Board is recommended to nominate and elect a Chair and Vice-Chair.

2.2 As agreed in the constitution for the Partnership Board, the Chair and Vice-Chair's term of office will be for a period of one year, when they are either reappointed or another member elected.

2.3 The Chair presides at Partnership Board meetings if they are present. In their absence, the Vice-Chair presides. If both are absent, the secretariat will start the meeting and the Partnership Board will appoint, from amongst its members, an Acting Chair for the meeting in question.

3. Co-opting additional Partnership Board members

3.1 The constitution for the Partnership Board allows for persons who are not members of the Constituent Authorities to be co-opted onto the Partnership Board and affords the Partnership Board the power to allow them voting rights.

3.2 In June 2017, it was agreed that a number of organisations should be co-opted to the Partnership Board. These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision-making process.

3.3 The proposed arrangements for co-opted members reflect the structures for the Partnership Board as set out in the constitution. If agreed by members, they would reflect a continuation of the arrangements in place since June 2017. It is proposed that the Partnership Board give consideration to co-opting the following organisations and representatives:

- The Chair of the Transport Forum – the Transport Forum has been in operation since September 2017 and brings together representatives from user groups, operators (bus, airport, ports, train and ferry), Government agencies, Local Enterprise Partnerships (LEPs), business members, district and borough authorities and the potential supply chain to provide advice and guidance to the Partnership Board. The Forum is independently chaired by Geoff French. Although the Transport Forum is currently undergoing a review, it is proposed that the Chair continues to have a seat at the Partnership Board until the review concludes.

  It is recommended that the Partnership Board co-opt Geoff French as the Chair of the Transport Forum with allocated voting rights.

- Two people collectively nominated by the LEPs – TfSE covers five LEP areas, namely Coast to Capital, Enterprise M3, Solent, South East and Thames Valley Berkshire LEPs. LEPs are partnerships between Local Authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth. The LEPs support TfSE in ensuring that economic growth is promoted and is central to the development of the Transport Strategy. Pending the outcome of the Government's review of

LEPs, it is proposed the LEP representation continues to provide the business voice on the Partnership Board.

It is proposed that two LEP Board members are co-opted to the Partnership Board to collectively represent the five LEPs. It is recommended that voting rights of one vote be allocated to each of the two LEP representatives. Currently this role is undertaken by Daniel Ruiz from Enterprise M3 LEP and Vince Lucas from South East LEP.

- District and Borough (non-unitary) Authorities – it is proposed that the collective views of the district and borough authorities should be represented on the Partnership Board through two co-opted Board members.

  The positions on the Partnership Board are currently vacant following the recent local elections.

  As agreed at the Partnership Board in July 2018, it is proposed that the district and borough representatives should be allocated voting rights.

  In addition to the two district and borough authorities represented on the Board, district and borough representatives from all five county areas are represented on the Transport Forum. Following the recent local elections, it is intended to work with all five county areas to confirm their representation and then fill the vacant positions on the Partnership Board. A verbal update will be provided at the meeting.

- National Parks and other protected landscape designations – the environmental impact of the Transport Strategy and proposed interventions will need to be considered by the Board. It is recommended that a representative from the South Downs National Park be co-opted to the Partnership Board to represent the collective interests of the National Parks and other environmental and protected landscape designations. The position is currently filled by Ian Philips, Deputy Chair of the South Downs National Park.

  As agreed at the Partnership Board in July 2018, it is proposed that the representative for the National Parks and protected landscape designations should be allocated voting rights.

3.4 In June 2019 the Partnership Board agreed to co-opt the following organisations, on a non-voting basis:

- Network Rail – TfSE has a key role in influencing strategic investment decisions in the rail network. Engagement with Network Rail at the Partnership Board will support this objective and it is proposed that the Ellie Burrows, Regional Managing Director, is co-opted to the Board. TfSE also engages closely with the recently established Great British Railways (GBR). As the GBR team continues to evolve the Board may wish to give consideration to co-opting a representative from GBR.

- National Highways – this arrangement would be similar to the one proposed for Network Rail and would support the aim of TfSE to influence investment on the strategic road network through the Road Investment Strategy (RIS) programme. It is proposed that Richard Leonard, Head of Network Development, is co-opted to the Board.

- Transport for London – the relationship between the TfSE area and London is an important aspect of our economy, particularly in relation to transporting people and goods. It is proposed that Heather Preen, Head of Local Communities and Partnerships, Transport for London, is co-opted to the Board.

4. Audit and Governance Committee

4.1 As previously agreed by the Board, TfSE has established an Audit and Governance Committee. This recognises the increasing responsibilities that TfSE holds for fiscal management of government grant funding.

4.2 As set out in the TfSE constitution, the Audit and Governance Committee will ensure an independent, high-level focus on audit, assurance and reporting issues underpinning financial management and governance arrangements for TfSE. It will provide independent review and assurance to Members on governance, risk management and control frameworks. It will oversee financial reporting and audit, to ensure efficient and effective assurance arrangements are in place and will assist the Partnership Board in providing leadership, direction and oversight of the overall risk appetite and risk management strategy.

4.3 The Committee met for the first time in April 2023. Due to changes in the composition of the Board, it is necessary to consider the membership of the Committee. The current membership of the Committee is:

- Cllr Joy Dennis, West Sussex County Council
- Cllr Rob Humby, Hampshire County Council
- Geoff French, Chair of the Transport Forum.

4.4 As agreed in the TfSE constitution, the Committee will comprise at least five members. Partnership Board members will want to consider the local authority representatives for the committee as well as co-opting a LEP and the Chair of the Transport Forum to the committee. Members are asked to consider and agree the membership of the Committee and also the Chair of the Committee.

5. Register of Interests

5.1 TfSE maintains a Register of Member's interests in accordance with section 29 of the Localism Act 2011.

5.2 Members of TfSE must within 28 days of their appointment to office notify TfSE's secretariat in writing of the details of their disclosable pecuniary interests arising in respect of the TfSE area (including, where required, interests of their partner) and their personal interests.

5.3 Where a Member of TfSE is present at a meeting and has a disclosable pecuniary interest or, an interest that would be a personal interest under the

provisions of the Code in any matter to be considered at the meeting, they must disclose the interest to the meeting.

5.4 Where a member of TfSE has a disclosable pecuniary interest or an interest that under the provisions of the Code would be a prejudicial interest in any matter being considered at a meeting, they must not participate or vote on the matter and must withdraw from the room of the meeting while the matter is being considered.

5.5 A copy of the Register of Interest form will be circulated to all members following this meeting. The completed register of interests will be published on the TfSE website.

6. Conclusion

6.1 The Local Transport Authority members of the Partnership Board are recommended to agree the arrangements set out in this report for the election of the Chair and Vice-Chair of the Partnership Board, Chair of the Transport Forum, the appointment of the co-opted Board members and the allocation of voting rights. They are also asked to agree the Chair and membership of the Audit and Governance Committee.

Rupert Clubb
Lead Officer
Transport for the South East

Contact Officer: Rachel Ford
Tel. No. 07763 579818
Email: rachel.ford@eastsussex.gov.uk

Agenda Item 7

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**3 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Transport Strategy Refresh**
Purpose of report:	**To agree the approach to refreshing the transport strategy.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree that a refresh of the transport strategy is needed; and

(2) Agree that comprehensive refresh option (Option 2) should be pursued, rather than the basic option (Option 1).

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1. Introduction

The purpose of this report is to set out the rationale for undertaking a refresh of the transport strategy and the relative merits of two different approaches to a refresh that could be adopted.

2. Background

2.1 The existing transport strategy was adopted by the Partnership Board in July 2020. At the time of adoption, it was intended that the strategy would be updated every 5 years to reflect any changes in context that are of relevance to the strategy. This is in line with established best practice on strategy development. A number of significant changes have taken place during the last two and a half years that prompt the need for a refresh, as listed below:

- Significant changes in government policy, including the adoption of new policies such as the Transport Decarbonisation Plan, Bus Back Better Strategy and The Williams-Shapps Plan for Rail;
- An increased focus on decarbonisation as a policy objective at a national and local level;
- The role of improved connectivity in 'Levelling Up' the United Kingdom;
- The ongoing legacy of Covid-19, notably its impact on the economy and the uncertain impacts it has had on the travel market;
- The legacy of Brexit, especially on freight movements at major international ports and airports; and
- Changes in the local policy context, including the adoption of new Local Transport Plans and new Local Plans.

2.2 All of these changes prompt the need for a refresh of the transport strategy. It should be stated from the outset that reviewing the transport strategy does not mean

that the existing transport strategy or associated documents (e.g. the Strategic Investment Plan) are in any way unsound. Refreshing transport strategies is standard practice either on standard schedules (e.g. 5 years) or where there are indications that there has been a significant change of circumstances. Until the completion of that refresh process, the existing transport strategy is still in effect.

3. Establishing the need for a refresh of the transport strategy

3.1 Research has been undertaken to enable recommendations to be formulated on the need for a refresh and the form that it should take. This included the following activity:

- A review of the data that underpins the evidence base for the current strategy to identify gaps in our understanding;
- Reviewing the future scenarios that were used to develop the existing 2050 vision;
- Reviewing the change in the national policy context; and
- Interviewing other regional bodies (including other STBs) on best practice in developing and refreshing regional transport strategies.

3.2 Based upon the results of this review, and engagement with the Transport Strategy Working Group, Senior Officer Group and the Transport Forum, a number of conclusions have been reached:

- There is clear rationale for a refresh in the face of the major changes in the national policy context, with a change also in the understanding of the primary policy objectives relating to transport that affects the South East;
- The long term implications of Covid-19 on the travel market and other significant changes, mean that the current situation and pathways to the future scenarios that were used to help develop the strategy have radically shifted; and
- The 2050 vision for the transport strategy may still be a valid one, and an exercise to review and refresh that vision may be useful, even if it results in only minor refinements.

3.3 In the light of the outcomes of this review, a refresh of the transport strategy is necessary to ensure its continued relevance in a context which has radically changed since its adoption in 2020. Members of the Partnership Board are recommended to agree that a refresh of the Transport Strategy is needed.

4 Options for refreshing the transport strategy

4.1 The aim of any transport strategy refresh should be to update it to ensure that it continues to present a bold and ambitious vision for the future development of the transport system across the entire TfSE area. Any update will involve the following activities (although the scale, focus and outputs can vary according to the option chosen for the refresh):

- Collating updated data and new data sets that form part of the evidence base underpinning the strategy to provide meaningful insight that will inform the refresh;
- Reviewing the future scenarios in a manner that explores the future uncertainty affecting the transport system across the TfSE area;
- Reviewing the existing transport strategy vision, strategic goals and priorities to ensure that they are still valid and reflect the ambitions of TfSE and its partners;
- Engage with our partners and stakeholders to help develop the strategy; and
- Develop new policies and an action plan that is deliverable by TfSE and its partners.

4.2 Two potential approaches to the refresh have been developed for consideration by the Partnership Board as follows:

- Option 1 is a basic refresh, deliverable in the shortest time at the lowest cost. This approach would focus on reviewing, updating and amending the content of the existing strategy.
- Option 2 would consist of a comprehensive refresh, based on a strong ethos of co-creation with key stakeholders, applying all best practice lessons in transport strategy development. It would take longer to produce and would be a more expensive option.

4.3 A fuller explanation of the rationale underlying these two options, along with a comparison of their relative merits is set out in Appendix 1. The key characteristics of the two options are summarised in Table 1 below.

Table 1 – A comparison of the key characteristics of the two options for the transport strategy refresh

	Option 1 – basic refresh	Option 2 – comprehensive refresh
Main Characteristics:	• Update of existing evidence base with latest data • Limited review of future scenarios • Sense-check of current vision • Limited updates to policies • Engagement with stakeholders to 'check in' on strategy development at key stages • 12 week public consultation	• Updated evidence based on outcomes, e.g. decarbonisation, economic growth and Levelling Up • Refresh and update future scenarios • Refresh of the vision based on new scenarios and data collection • Extensive engagement with key stakeholders to 'co-create' the strategy, including engagement with subject matter experts to develop policies, • Targeted support for local authorities on strategy alignment with local transport plans • 12 week public consultation
Primary Output:	Updated amended transport strategy	Fully revised transport strategy and supporting technical documentation

	Option 1 – basic refresh	Option 2 – comprehensive refresh
Anticipated delivery timescale:	12 month development period to consultation draft. Final sign off of strategy in March 2025 .	18 month development period to consultation draft. Final sign off of strategy in October 2025.

5. Key considerations

5.1 There are several factors that need to be considered to inform a decision about which option should be taken forward.

5.2 A key consideration is the level of engagement that would be sought from stakeholders as part of the refresh. Option 2 focusses on a co-creation approach, working with stakeholders and subject matter experts to help develop the evidence base and policy priorities in a number of priority areas, such as decarbonisation, securing economic growth and Levelling Up. Option 1, by contrast, would involve more of a 'show and tell' approach, checking in with key stakeholders on progress at key points during the strategy development process, giving them the opportunity to 'check and challenge' the emerging content. Both approaches would include a full 12 week public consultation on a draft strategy document and accompanying integrated sustainability appraisal.

5.3 Another key consideration is cost of the two options. A supplier would be engaged to undertake the majority of the technical work needed to complete the refresh. The intention is to use the new call off contract for this purpose. Option 1 would be the lower cost option with a preliminary cost estimate of £412k. It is estimated that Option 2 would cost £646k owing to the greater depth and extent of the work involved. By comparison the current transport strategy cost £814k to produce (a key cost element of the development of the original transport system was the development of the South East Economic Land Use Model (SEELUM) that was used to test the future scenarios. This is now in place and would be used as part of the transport strategy development process). An additional cost has been added to Option 2 - comprehensive refresh, to take account of the co-design approach to the strategy, which will involve an increased level of stakeholder engagement and associated support. The cost of undertaking the full analysis of the responses received to the public consultation has also been included in the cost estimate, in addition to the production of a consultation report, setting out the responses that have been received and recommending the changes that should be made to the draft strategy.

5.4 Another consideration is the time that it would take to develop, consult on and approve the strategy. Indicative timelines for each of these three stages are shown in Appendix 2 (Option 1 - the basic refresh) and in Appendix 3 (Option 2 – the comprehensive refresh). For Option 1 it is estimated that the technical work needed would take 12 months to develop followed by a further eight month period during which there would be a full public consultation and updates to the draft strategy to reflect the feedback received during the 12 week public consultation. The final strategy would be approved by the Partnership Board in March 2025, after which it

would be submitted to government. For Option 2 it is estimated that the technical work needed to undertake the more comprehensive refresh of the strategy would take 18 months to develop and would then be followed by a nine month period during which it would be consulted on and amended before being approved by the Partnership Board in October 2025. The approval period for Option 2 needs to be longer to take account of the impact of the county council elections in May 2025. A key 'known unknown' for both options is the timing of a general election, which could have an impact on the timeline.

5.5 Another key consideration is the relationship between the transport strategy and the local policies of the Local Transport Authorities. It is important to consider the anticipated new government guidance on the development of Local Transport Plans, which is expected before the end of July 2023. From our engagement through the Transport Strategy Working Group, the feedback received was that a good quality and robust transport strategy that is up to date, is valuable in a number of ways. For example, when it comes to bidding for funding, having a 'golden thread' linking potential schemes to local and regional transport objectives boosts the chances of securing funding.

5.6 In this regard, Option 2 offers a number of benefits. It would provide the opportunity for deeper engagement with the development of the strategy and its associated content by our constituent Local Transport Authorities. In addition, it would enable the potential development of a Best Practice Module in Transport Policy Development as part of TfSE's Centre of Excellence, providing Local Transport Authorities with the opportunity to apply best practice when developing their strategies.

5.7 A final consideration is ensuring that the refreshed transport strategy reflects the change in circumstances that has occurred since July 2020. As mentioned by one of the officers in the Transport Strategy Working Group, the value of this is that while the end destination (our vision) may remain substantially the same, our starting point and the route in front of us is likely to have changed. Having a transport strategy that reflects this change in context is important. There are potentially challenging political circumstances ahead with a general election likely to take place in the latter part of 2024. We need to ensure that we have a robust strategy in place, underpinned by a solid evidence base to be able to continue to make the case for the investment that is needed in the TfSE area. Only the more comprehensive refresh (Option 2) would deliver this. Taking account of all these factors and the additional evidence presented in Appendix 1, members of the Partnership Board are recommended to agree that the more radical approach to the transport strategy refresh (Option 2) is pursued.

6. Financial considerations

6.1 The cost of the refresh of the transport strategy set out in this report would have to be met from grant allocations from the Department for Transport for 2023/24 and 2024/25. The cost of refreshing the transport strategy is comparable with the cost of the production of the transport strategy.

Table 2 - Estimated cost of options to refresh the transport strategy

	Option 1 – Basic Refresh	**Option 2 – Comprehensive Refresh**	**Cost of existing transport strategy *(for reference)***
Estimated cost	£412,100	£645,700	£714,250

7 Conclusions and recommendations

7.1 Members of the Partnership Board are recommended to agree that a refresh of the transport strategy is needed and that it should take the form of a comprehensive refresh (Option 2).

RUPERT CLUBB
Lead Officer
Transport for the South East

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

Appendix 1 – Investigation of options for the approach to the transport strategy refresh

1. Introduction

The purpose of this appendix is to explore the relative merits of two different ways in which a refresh of the transport strategy could be approached and enable recommendations to be formulated about which approach should be adopted.

2. The need to refresh the transport strategy

The existing Transport Strategy was adopted by the Partnership Board in July 2020. At the time of adoption, it was intended that the strategy would be updated every 5 years to reflect any changes in context that are of relevance to the strategy. However, a number of significant changes have taken place during the last 2.5 years that necessitate a refresh of the strategy. Futher rationale supporting the need for a refresh is set out in the main report.

3. Aims and objectives

A scoping exercise was undertaken to identify potential options for refresh of the transport strategy with the following objectives:

- determine the extent of the changes in Government policy that have occurred since the strategy was adopted in 2020 and the potential impact of these changes on the scope of a refresh;
- determine whether there have been significant changes to the evidence base underpinning the adopted transport strategy, based upon the best available evidence;
- determine whether the scenarios that underpinned the existing strategy are still relevant, and;
- come to an evidence-led, informed view of options for delivering a refresh of the transport strategy and a recommend a preferred approach.

The remainder of this Appendix set outs the scoping work that has been undertaken to meet these objectives.

4. Review of the policy context

The methodology for this work consisted of a review of the objectives of relevant national transport strategy and policy documents, and their associated key performance indicators. The policy documents that were reviewed were as follows:

- Transport Decarbonisation Plan
- Bus Back Better
- Gear Change
- Williams / Shapps Plan for Rail
- Levelling Up White Paper
- Future of Freight Plan
- Future of Mobility: urban strategy

The objectives of these documents were then compared to the strategic priorities set out in the existing transport strategy. Taking the assumption that the transport strategy was reflective of the wider transport policy environment at the time it was formulated, differences in the relative priority, presence, and understanding of these policy objectives were identified.

The key conclusion from this work was that the national transport policy context within which the transport strategy sits has changed significantly. This is not in terms of the thematic areas that are important to policy making – namely the environment, the economy, and well-being – but in terms of how they are understood. This is summarised in Table 1.

Table 1 - The original strategic priorities in transport strategy, their original interpretation, and additional matters for consideration that have been identified in light of changes in government policy.

Strategic Priority	Original Interpretation in the transport strategy	Additional matters for consideration
Improving the environment	• Reducing carbon emissions from transport • Tackling air quality • Reducing the need to travel • Enhancing biodiversity	• Decarbonising all aspects of travel • Prioritising walking, cycling, and public transport • Decarbonising 'hard to decarbonise' modes through technology
Improved well-being	• Use of healthier modes of transport • Improving access to key public services • Affordable and accessible network	• Levelling Up all areas of the country • Using complimentary policy measures in conjunction with transport to improve access • Consider matters of social justice
Economic growth	• Improved journey times and reliability between major urban centres • Use of digital tech to improve operations	• Improved journey times by public transport • Improved integration, especially with land use planning and public transport • Focus on low carbon tech

This review of policies concluded that:

- **A comprehensive review of the policy landscape relating to transport will be an essential part of any transport strategy refresh**. It is recommended that this covers national, regional, and local policy relating to transport, economic development, planning, and the environment. It should also seek to look at committed plans for spend in addition to the reviewing policies and objectives.
- **Engagement should be undertaken with key stakeholders to gauge their interpretation of both the meaning and relative priority that should be given to these objectives.** This is so that there is a clear understanding of how each of these objectives should be applied in the South East, and agreed priority areas for action that will underpin the delivery of the strategy. For instance, considering decarbonisation, should the priority for action be behaviour change or roll out of new technologies?

5. Baseline Data Gap Analysis

A significant amount of data was collated as part of the production of the existing transport strategy and a suite of technical documents were produced which together formed the evidence base for the strategy. In all cases, they established a baseline of the situation immediately prior to the time of publication of the strategy in 2020. Key technical documents produced by TfSE, such as the transport strategy and the strategic investment plan, were reviewed to identify key data sources used as part of the baseline analysis. A simple method was used to undertake an initial assessment as to whether the baseline situation has changed and identify the most notable data gaps that have manifested themselves. The objectives of this work specifically were to:

- Come to an overall view as to whether the existing transport baseline has significantly shifted; and
- Whether there are any significant gaps in the existing data that forms part of the evidence base for the existing strategy that warrant further consideration as part of any future transport strategy review.

The results of the preliminary data gap analysis indicates that the baseline situation affecting transport across the South East has changed in a number of significant ways, especially in response to the Covid-19 pandemic. The most notable observed changes are as follows:

- Working from home has increased across much of the population. Whilst the high point of working from home as observed in the travel to work data in the Census 2021, may not be a long-term change, and travel to work affects a minority of personal trips, it is likely that working from home will continue play a greater role in regional travel compared to when the transport strategy was adopted;
- The South East has been characterised by increases both in the local population and in the number of jobs provided locally, whilst commuting to, and jobs within, central London have decreased; and
- Carbon emissions from local transport have significantly reduced on a per capita basis, though this is likely an impact of restrictions on movement associated with Covid-19 as opposed to radical changes resulting from new transport policies.

Despite these implications that there has been a shift in the baseline situation compared to when the transport strategy was adopted, a number of significant issues and data gaps were identified. These included the following:

- Data on the long term impacts on travel of the Covid-19 pandemic are currently unavailable outside of academic literature, with no significant cohort studies (interviewing the same participants over a period of time) being undertaken in the TfSE area;
- Outside of movements through major international gateways, such as ports and airports, data on changes to freight movements across the region is sparse and not of a sufficient quality to gain useful insight;
- Whilst there is a reasonable coverage of activities in relation to transport movements, what is less well understood across the TfSE and indeed nationally, is the link between transport and the strategic goals and outcomes that are being sought. A number of notable gaps where either evidence is lacking or evidence is limited include the links between transport investment and the following:
    - decarbonisation;
    - social exclusion;

    - equity;
    - economic growth;
    - improved wellbeing;
- The assumptions underpinning the data analysis that has been done in support of the transport strategy needs to be made clearer.

The preliminary data gap analysis concluded that as part of any refresh of the transport strategy, there are critical gaps that would need to be filled in order to develop a robust strategy. As far as possible they would be filled as part of any data collection/collation exercise but would also need further evidence gathering and stakeholder engagement to try and evidence the links between transport issues and the strategic goals and outcomes identified above.

6. Review of future scenarios

As part of its transport strategy, a series of scenarios were developed to understand what the future of the South East could look like. A number of key stakeholders were involved in the development of these scenarios that considered different possible and plausible futures. A preferred Sustainable Route to Growth Scenario was identified as part of this process which was then used to generate the 2050 vision for the transport strategy, which in turn informed its goals and strategic priorities. This enabled the transport strategy to follow a 'plan and provide' approach rather than the traditional 'predict and provide' approach. The future scenarios were as follows:

- London Hub;
- Digital Future;
- Our Route to Growth;
- Sustainable Future;
- Sustainable Route to Growth (the preferred scenario).

At its core, scenario planning is a technique for exploring the uncertainty associated with different futures, ranging from the possible to the probable. The preliminary scenario review assessed the progress against each scenario based on several indicators that are intended to identify whether change is happening that could result in a certain scenario coming true. These results are summarised in Table 2. The key conclusion from this work is that the scenarios underpinning the transport strategy show a mixed picture of being on and off track, with London Hub showing significant indications of being off-track. Furthermore, the outcome of this preliminary assessment suggests that a more comprehensive review of the scenarios may be needed. This is because many of the factors that are driving these scenarios may have changed in the time since the transport strategy was adopted. This does not mean that the scenarios in the original transport strategy are incorrect or unsound. It does however point to the need to sense-check, and if appropriate refresh, the scenarios to ensure they still represent possible or probable futures. Regardless, best practice in transport strategy or policy development suggests that where these are refreshed, so should any previous scenario work that was used to help develop them.

More detailed quantitative and qualitative work is needed as part of the refresh to review the scenarios to understand the degree to which each scenario and driver is on or off-track;

Table 2 - Indicators of change for the scenarios underpinning the Transport Strategy

	Title	Proxy	Baseline	Latest Figure	RAG rating for each scenario				
					London Hub	Digital Future	Our Route to Growth	Sustainable Future	Sustainable Route to Growth
Indicator	Population Growth	Total population of the TfSE region[1]	7,637,435	7,724,035					
	Radial travel to and from London	Number of people entering and leaving stations in the TfSE area[2]	343,446,476	167,395,742					
	Employment in Central London	Number of jobs in central London boroughs[3]	2,113,600	2,245,800					
	Employment in TfSE area	Number of jobs in the TfSE area[4]	3,395,500	3,434,700					
	Housing stock	Number of new homes delivered in TfSE area[5]	23,700	23,120					
	Changes in productivity	GVA per hour worked in the TfSE area	103	104					

[1] Source: Estimates of the population for the UK, England, Wales, Scotland and Northern Ireland - Office for National Statistics (ons.gov.uk)
[2] Source: Estimates of station usage | ORR Data Portal
[3] Source: Local authority district – Business Register and Employment Survey (BRES): Table 6 - Office for National Statistics (ons.gov.uk)
[4] Source: Local authority district – Business Register and Employment Survey (BRES): Table 6 - Office for National Statistics (ons.gov.uk)
[5] Source: Local authority housing data - GOV.UK (www.gov.uk)

	Title	Proxy	Baseline	Latest Figure	RAG rating for each scenario				
					London Hub	Digital Future	Our Route to Growth	Sustainable Future	Sustainable Route to Growth
		(indexed to UK average)[6]							
	Business travel	Average annual number of trips for business purposes per person in the South East[7]	30	10					
	Trip lengths	Average trip length for all purposes in the South East	312	211					
	Inequality and focus on supporting deprived communities	Changes in local authority Index of Multiple Deprivation District average rank from 2015 to 2019[8]	13,105	13,129					
	Public transport fares	Price index of bus fares[9]	166	187					

[6] Source: Regional gross value added (balanced) by local authority in the UK - Office for National Statistics (ons.gov.uk)
[7] Source: Region and Rural-Urban Classification - GOV.UK (www.gov.uk)
[8] Source: DLUHC Open Data : English Indices of Deprivation 2019 - Summaries at Local Authority Level (opendatacommunities.org)
[9] Source: Bus statistics data tables - GOV.UK (www.gov.uk)

	Title	Proxy	Baseline	Latest Figure	RAG rating for each scenario				
					London Hub	Digital Future	Our Route to Growth	Sustainable Future	Sustainable Route to Growth
	Adoption of Connected and Autonomous Vehicles (CAVs)	Number of CAV trials in the South East[10]	0	0					
	Changes in carbon emissions	Changes in estimated carbon emissions from transport (kt CO2e)[11]	16,295	12,493					

[10] Source: What Innovate UK has funded – UKRI
[11] Source: UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)

7. Options for the transport strategy refresh

To help formulate options on the potential scope of the refresh, TfSE staff undertook interviews with several regional transport bodies to understand the key lessons they had learnt in developing and refreshing regional transport strategies, including discussions with other STBs. The key findings from this engagement were as follows:

- **Understanding the current policy position is important**. This is because it helps to focus efforts on policy areas that need most attention.
- **There is no right way to engage with stakeholders**. How engagement is undertaken is entirely dependent on the circumstances faced by the organisation, although new ideas such as engaging with future generations and subject matter experts are increasingly being trialled.
- **The development of transport strategies needs to be led by the organisation responsible for its delivery**. All organisations took the approach that the development of the strategy itself must be led by their respective organisations. This requires careful management of consultants, in addition to some work being led in-house.

Reviewing best practice guidance, such as the Guidelines for developing and implementing Sustainable Urban Mobility Plans, and the experience of developing the original transport strategy, also informed the development of the options for refreshing the transport strategy.

For this purpose, two options have been developed for consideration.

- Option 1 – basic refresh - an option that seeks to update and the strategy following a sense check to reflect changes that have occurred since it was adopted
- Option 2 - comprehensive refresh - an option involving more extensive work to deliver a more fundamental refresh of the strategy that will remain robust in the face forthcoming political challenges including the outcome of a forthcoming general election.

The content of these two options is summarised in Table 3 and they are then described in greater detail below.

Table 3 - Summary of the options for a refresh of the transport strategy

	Option 1 – basic refresh	Option 2 – comprehensive refresh
Main Characteristics:	• Update of existing evidence base with latest data • Limited review of future scenarios • Sense-check of current vision • Limited updates to policies • Engagement with stakeholders to 'check in' on strategy development at key stages • Full 12 week public consultation	• Updated evidence based on outcomes, e.g. decarbonisation, economic growth, Levelling Up • Refresh and update future scenarios • Refresh of the vision based on new scenarios and data collection • Extensive engagement with key stakeholders to 'co-create' the strategy, including engagement with subject matter experts to develop policies, • Targeted support for local authorities on strategy alignment with local transport plans • Full public 12 week public consultation
Primary Output:	Updated amended transport strategy	Fully revised transport strategy and supporting technical documentation
Anticipated delivery timescale:	12 month development period to consultation draft	18 month development period to consultation draft

Regardless of which option is chosen, the delivery of the transport strategy refresh will consist of a number of work packages, the actions and outputs of which will vary between the options. These work packages are as follows:

- Scoping and mobilisation;
- Review of the policy context;
- Data collection, collation and analysis;
- Future scenario review;
- Review of vision, goals and strategic priorities;
- Stakeholder and community engagement;
- Strategy development and action planning;
- Programme and project management;

Option 1- basic refresh

High level summary:
An option deliverable within a shorter timescale with a lower level of external supplier resources and lower cost. What is delivered is acceptable quality, focussing on refreshing the existing content of the transport strategy. However, the outputs may not be robust enough in the face of potential political risks (e.g. general election).

This option involves the minimum amount of technical work deemed necessary to achieve the objectives of the transport strategy refresh.

What is most critical is developing an early understanding and consensus as to how the existing transport strategy vision and objectives are being interpreted. This is so there is a common understanding amongst our key stakeholders as to what the vision means, and its implications for our work.

Table 4 outlines the key work packages, tasks, and deliverables for this option. A high level timeline for the development and approval of the strategy if this option were adopted is shown in Appendix 2. This shows that the technical work to develop and draft the strategy would be completed in 12 months followed by a further 8 month period during which the strategy would be subject to a full public consultation, updated to reflect the feedback received during the 12 week public consultation. The final strategy would be approved by the Partnership Board in March 2025, after which it would be submitted to Government.

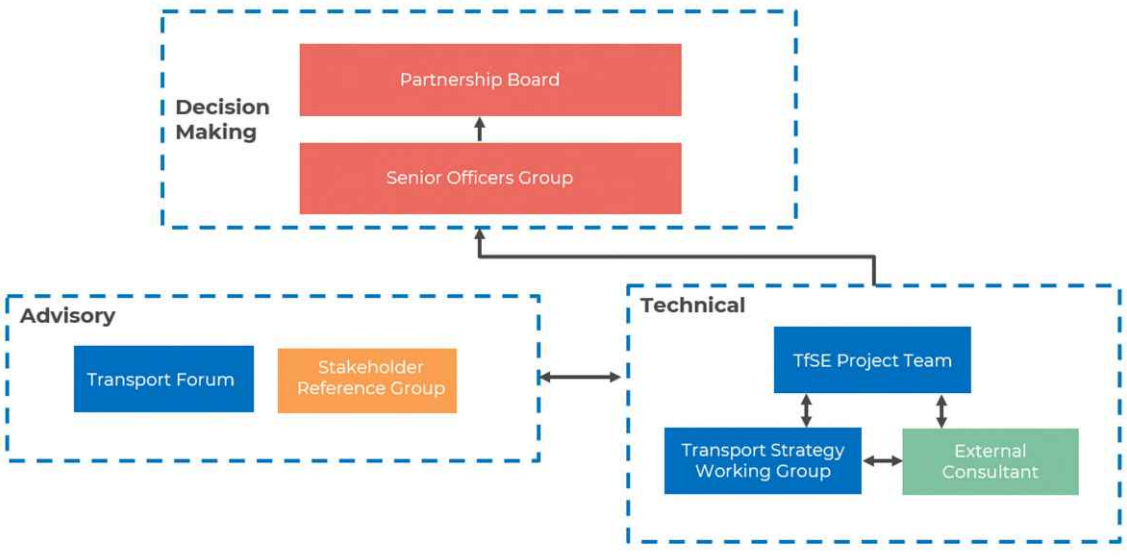
Table 4 - Summary of Work Packages for Option 1

Work Package	Key tasks	Deliverables
Scoping and Mobilisation	• Confirm scope of technical work for consultants and procure • Produce stakeholder engagement plan • Agree timeline and work plan • Establish project management arrangements	• Consultants brief • Stakeholder engagement plan • Risk register • Project execution plan • Project management documentation
Data Collation and Analysis	• Undertake data collation and analysis, focussing on decarbonisation, social exclusion, equity, economic growth, wellbeing, the future of mobility, and freight • Produce analysis report • Undertake statutory assessments	• Data Analysis Report • Statutory Assessment Reports (Draft and Final)
Scenario Review	• Identify list of KPIs and undertake data collection to determine whether scenarios are on or off track • Identify implications for the objectives and policies contained within the transport strategy	• Report on the continued validity of the future scenarios and implications for the transport strategy
Vision, Goals and Strategic Priorities Refresh	• Organising visioning workshops with key stakeholders • Prepare report on stakeholder workshops	• Report on vision and objectives, and recommendations for any changes

Work Package	Key tasks	Deliverables
Stakeholder and Community Engagement	• Establish Stakeholder Reference Group • Consult on Issues Papers • Workshops with key stakeholders throughout the development of the strategy (x12 assumed) • 12 week formal consultation period on Draft Transport Strategy and technical assessments	• Issues Papers • Engagement Reports • Public consultation report
Strategy Development and Action Planning	• Create a long list of policies to test • Refine policies following further engagement •	• Draft Transport Strategy • Final Transport Strategy • Draft Integrated Sustainability Appraisal • Final Integrated Sustainability Appraisal
Programme and Project Management	• Create and keep to date project documents • Establish appropriate project meetings for appropriate dates and times • Provide appropriate project updates to key TfSE staff and stakeholders as required	• Project documentation (PID, Project Plan, Risk Register etc.)

The delivery structure for the project is summarised in Figure 2. In summary, the main strategic decision making responsibilities associated with the transport strategy will rest with the Senior Officer Group and the Partnership Board. A TfSE core project team will deliver the technical work with the support of a consultant. The Transport Strategy Working Group and a newly-formed Stakeholder Advisory Board will act in an advisory capacity to the technical team.

Figure 1 - Overview of delivery structure for Option 1



A strengths, weaknesses, opportunities and threats (SWOT) analysis of this option has been undertaken, and is summarised in Figure 3. What this reveals is that this option is the lowest cost option. However, what will result is essentially an updating of the existing transport strategy to the minimum requirements of doing so, with relatively minimal stakeholder engagement.

Figure 3. SWOT analysis of Option 1 – basic refresh

Strengths • Achieves required output for the development of the transport strategy • Lowest cost option • Reduced level of technical work means more rapid delivery	**Weaknesses** • Unlikely to reflect transport strategy requirements from emerging LTP guidance • Stakeholder and community engagement in development stage limited to 'show and tell'. • Best practice in transport strategy making not being met in some areas
Opportunities • Focussed data collection on outcomes provides the missing link between strategy and impact • Come to common ground on understanding of the vision and objectives of the transport strategy	**Threats** • Lack of meaningful stakeholder engagement resulting in transport strategy being challenged • Limited scope of review of scenarios and data collection resulting in limited scope of refresh, making new strategy unsuited to new and changing context • Strategy not robust in the face of forthcoming political risks (e.g. general election)

Option 2 – comprehensive refresh

High level summary
An option that will deliver a high quality transport strategy based on a strong ethos of 'co-creation'. It would involve updating the evidence based to focus more on the outcomes that are being sought, e.g. decarbonisation, economic growth, Levelling Up
It will be the more expensive option. However, the outputs should be robust enough in the face of forthcoming potential political risks (e.g. general election).

This option constitutes what is best practice in terms of all aspects of regional transport strategy development. Much of the technical work associated with this option is standard for the delivery of many transport strategies, with additional work in the following areas:

- Refresh of the Vision, Goals and Strategic Priorities based upon engagement with stakeholders and a refresh of the future scenarios. Refresh of the existing transport strategy, supported by a broader conversation with key stakeholders to understand the meaning of this vision;
- Focussing data collection and collation on key outcome areas, utilising expertise of subject-matter experts supported by technical research undertaken by consultants;
- Review and then full refresh of the current future scenarios, Stakeholder and Community Engagement focussing on delivering a co-design approach to the scenarios, data analysis, and strategy development and action planning;

- Strategy Development and Action Planning focussing on adding to existing action plans based on new focus areas;
- An additional work package focussed on creating a Centre of Excellence module in alignment of transport policies and strategies;

Table 5 outlines the key work packages, tasks, and deliverables that constitute this option. A high level timeline for the development and approval of the strategy if this option were adopted is shown in Appendix 3. This shows that the technical work to develop and draft the strategy would be completed in 18 months followed by a further 9 month period during which the strategy would be subject to a full public consultation, updated to reflect the feedback received during the 12 week public consultation. The final strategy would be approved by the Board in October 2025, after which it would be submitted to Government.

Following engagement with the Transport Strategy Working Group, an additional work package has been identified, focussing on establishing a best practice module in transport strategy development as part of the centre of excellence. This intends to focus on developing capabilities within local transport authorities to support the development of their LTPs, specifically on aligning policy objectives.

Table 5 - Summary of work packages for Option 2 – comprehensive refresh

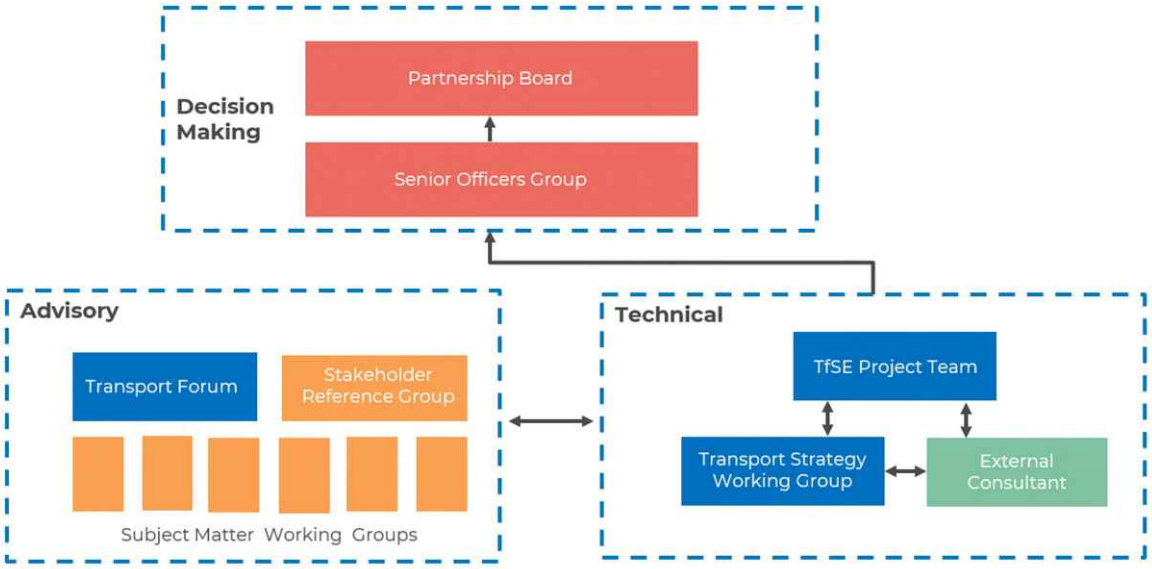
Work Package	Key tasks	Deliverables
Scoping and Mobilisation	• Undertake review of policy maturity in transport-related areas • Engage with potential partners and secure support for working groups • Confirm scope of technical work for consultants and procure • Finalise Engagement Plan for the Transport Strategy Refresh • Agree timeline and work plan • Establish Project Meetings and supporting resources	• Shortlist of Working Group participants • Consultants brief • Updated project management documentation
Data Collection, Collation and Analysis	• Undertake data collection, collation and analysis, focussing on decarbonisation, social exclusion, equity, economic growth, wellbeing, the future of mobility, and freight • Produce analysis report	• Data Analysis Report • Statutory Assessment Reports (Draft and Final)

Work Package	Key tasks	Deliverables
Scenario Review	• Identify list of KPIs and undertake data collection to determine whether scenarios are on or off track • Identify implications for the objectives and policies contained within the transport strategy • Horizon scanning to identify key signals of change • Trend analysis of significant trends likely to impact the future of transport across the South East • Driver mapping to understand how these different trends interact with each other • Scenario creation based upon axes of uncertainty and developing the scenario narrative • Use of SEELUM to understand implications of each scenario of the transport network	• Report on the continued validity of the future scenarios and implications for the transport strategy • Draft Scenarios Report • Final Scenarios Report
Refresh Vision, Goals and Strategic Priorities	• Prepare, and share with key stakeholders, paper on our interpretation of the vision • Seek feedback on the paper • Organising visioning workshops with key stakeholders • Prepare report on stakeholder workshops	• Report on vision and objectives, and recommendations for any changes
Stakeholder and Community Engagement	• Establish Working Groups with subject matter experts on decarbonisation, social exclusion, equity, economic growth, wellbeing, the future of mobility, and freight • Provide technical support for Working Groups • Support Working Groups in writing issues papers, and refining issues papers into policy recommendations • Consultation with stakeholders on issue papers prepared in the Data Collation and Analysis Work Package • Establish Stakeholder Reference Group • Consult on Issues Papers • Workshops with key stakeholders throughout the development of the strategy (x12 assumed) • 12 week formal consultation period on Draft Transport Strategy and technical assessments	• Issues Papers • Engagement Reports • Public consultation report

Work Package	Key tasks	Deliverables
Strategy Development and Action Planning	• Create a long list of policies and measures • Define packages of measures • Formulate policies • Agree funding, priorities, responsibilities, and timeline • Undertake model runs of SEELUM model	• Draft Transport Strategy • Final Transport Strategy • Draft Integrated Sustainability Appraisal • Final Integrated Sustainability Appraisal
Best Practice Module	• Undertaking primary research of best practice examples of strategy alignment • Undertake research with local transport authorities on the most effective learning tools • Develop learning tools and module content • Test learning tools and module content • Publish and promote module content and learning tools	• Learning tools and module content
Programme and Project Management	• Create and keep to date project documents • Establish appropriate project meetings for appropriate dates and times • Provide appropriate project updates to key TfSE staff and stakeholders as required	• Project documentation (PID, Project Plan, Risk Register etc.)

The delivery structure for the project is summarised in Figure 4. A significant change in approach is the use of working groups to feed into the technical work of the strategy. This takes this traditionally advisory role and shifts it towards a co-creation approach. As shown in Figure 4, a number of subject matter working groups would be established comprising key stakeholders and subject matter experts. These groups would be focussed on addressing the key outcomes that the strategy is seeking to achieve on issues such as decarbonisation, economic growth and Levelling Up. To deliver such a comprehensive programme of work will necessitate a closer process of developing the strategy with a core project team of TfSE and a consultant. TfSE would retain ultimate decision making authority, and be responsible for programme management, stakeholder engagement, and the writing of the strategy. The consultant will lead on the technical work and provide support for engagement.

Figure 2 - Overview of delivery structure for Option 2 – comprehensive refresh



A SWOT Analysis of this option has been undertaken and is summarised in Figure 5 below. What this reveals is that although this option is a higher cost option, it will produce a technically robust strategy, based on co-creation, and providing dedicated support to local transport authorities as they develop their local transport plans.

Strengths • Development of up-to-date and technically robust transport strategy reflective of current situation • Reflects emerging guidance and best practice, especially regarding carbon reduction quantification • Strong emphasis on co-creation with stakeholders • Robust in the face of political risks (e.g. general election)	**Weaknesses** • Most resource intensive way of developing a strategy • Likely to be the highest cost in terms of strategy development • Data collection will be significantly impacted by legacy impacts of COVID-19
Opportunities • Potential to provide best practice in transport strategy policy making • Establishment of a best practice module in strategy development – focussing on aligning policy objectives • Potential to utilise subject matter experts to develop better strategic policy	**Threats** • Stakeholder engagement strategy has higher risk of lack of engagement, especially from subject matter experts

9. Costing of different options

A summary of the total anticipated costs of each option are in Table 6. These costs are based upon a median contractor rate under the ESPO Procurement Framework and on the assumption that one full time member of staff at TfSE will be working on the transport strategy (their costs are not included).

Table 6 - Estimate cost of options to refresh the transport strategy

	Option 1 – Basic Refresh	**Option 2 – Comprehensive Refresh**	**Cost of existing transport strategy *(for reference)***
Estimated cost	£412,100	£645,700	£ 813,748

Option 2 is the higher cost option, as more technical work will be required to deliver it. A significant component of the cost of the current strategy was related to the development of the South East Economy and Land Use Model (SEELUM). Although this cost will not be incurred as part of the refresh, additional allowance has been made in Option 2 for the cost of the co-design approach to the development of the strategy involving more work with stakeholders. Additional allowance has also been made in both options for the analysis of the results of the consultation, specifically the work involved in producing responses to the individual comments received.

10. Discussion

Consideration of relative merits of the two different ways in which a refresh of the transport strategy could be approached enables recommendations to be formulated about which approach should be adopted for delivery.

It is clear that there have been significant changes in the national policy context since the adoption of the transport strategy in 2020. Since then, a significant number of new policy documents have emerged on transport, levelling up, planning, and environmental policies amongst others. Whilst a basic refresh (Option 1) would pick up the key messages from these documents, what is important is how the meaning in a number of policy areas has significantly shifted since the adoption of the transport strategy. Consequently, even if the objectives as read may appear the same, the policy direction and meaning has shifted. A basic refresh (Option 1) with a high level policy review would likely miss such changes and their implications for the transport strategy. However, these would be identified through a more comprehensive refresh (Option 2).

The preliminary review of the scenarios, and the data gap analysis exercise, also indicate that there have been significant changes in the travel market and the economic profile of the TfSE area resulting from the impact of COVID-19 and Brexit. As a consequence there could be a significant shift in the way that the future scenarios developed to help formulate the 2050 Vision for the current transport strategy could play out. The basic refresh (Option 1) would involve a sense-check of the current data and the existing scenarios. However, based on the evidence collected to date, such work would likely recommend that the understanding of the current situation and future scenarios are not sufficient to full inform a refresh of the transport strategy. This would be addressed through the more thorough approach proposed for Option 2.

There would be a significant difference between the amount of engagement that would take place under the two different options. The basic refresh (Option 1) would involve the minimum level of engagement required in order to develop and approve the strategy using a ‘show and tell’

approach. This approach carries a significant risk of developing insufficient buy-in of key stakeholders as part of the strategy. This could lead to issues down the line during the public consultation and strategy sign off stages. The comprehensive refresh approach (Option 2) provides a number of benefits. The 'co-creation' approach would be specifically targeted at a number of outcome areas. These would include areas where the transport strategy is currently less well developed but also areas that are taking on an increasing priority both nationally and locally such as decarbonisation and Levelling Up. Under this option, subject matter experts (anticipated to be a mix of industry, academia and local authority) would be used help to plug data gaps and to provide evidence and direction on key outcome areas such as the relationship between transport investment and decarbonisation, economic growth and social inclusion. The result would be a better informed strategy, combined with the improved engagement with key stakeholders. This would make for a higher quality transport strategy, that when aligned with new local transport plans will provide a comprehensive policy framework within which to seek funding for future transport schemes in the region.

A final consideration is the value of the strategy development work to local authorities. Based on feedback from the Transport Strategy Working Group, two matters of most concern are the alignment with new local transport plans (including those to be developed following the publication of new guidance) and to maximise the opportunity to secure future funding ensuring that there is a 'golden thread' between the objectives of the transport strategy and those set out in local transport plans.

Under the basic refresh option (Option 1), there would be very limited additional value to local authorities from the development of the strategy outside of existing processes and guidance. Under the comprehensive option (Option 2), it is proposed that a 'best practice' module would be developed as part of TfSE's Centre of Excellence, to provide useful tools and identify best practice in developing local and regional transport strategies.

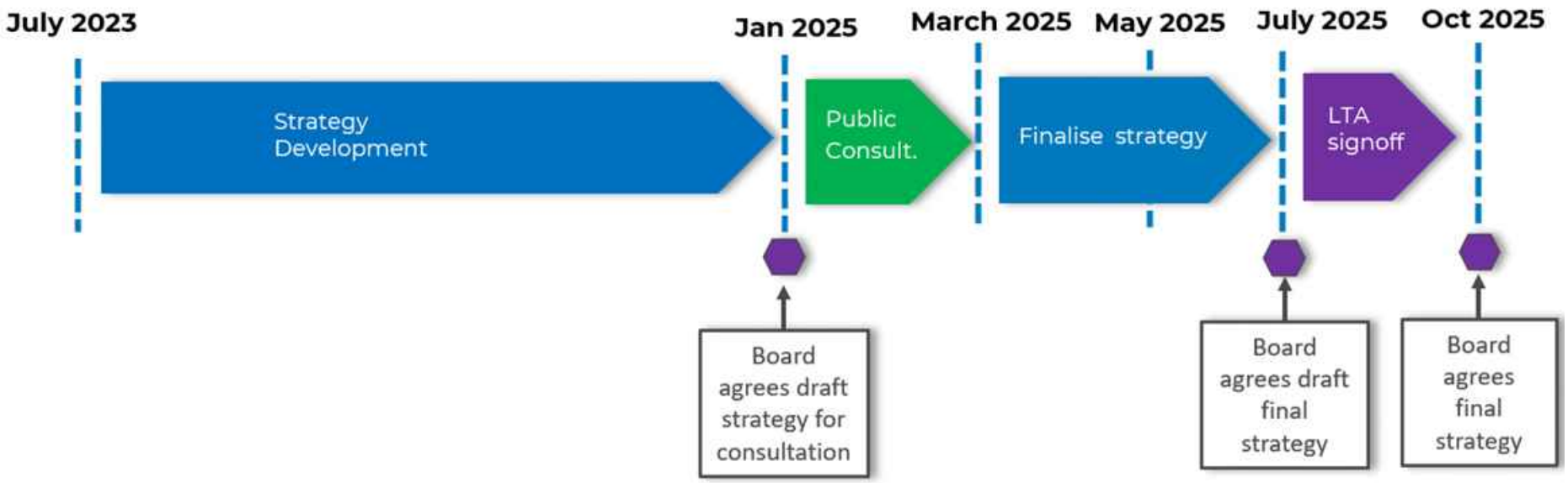
11. Recommendations

It is recommended that the comprehensive refresh option (Option 2) for the refresh of the transport strategy is taken forward, subject to further detailed scoping, for the following reasons:

- Evidence collected indicates that the policy context, as well as changes in the current transport situation and indications of change affecting the future scenarios, prompts the need for a more comprehensive refresh.
- The comprehensive refresh would result in a more robust transport strategy reflecting the significant contextual changes that have affected transport in the TfSE area since 2020.
- An approach to developing the strategy based on co-creation using working groups in specific subject areas will develop a sense of ownership, provide for positive stakeholder input, and fill known evidence gaps.
- The approach proposed offers value to local transport authorities in supporting the development of their local transport plans and provides the opportunity to align with emerging best practice in LTP guidance.

Appendix 2 – Indicative timeline for development of transport strategy refresh – Option 1 basic refresh

Appendix 3 – Indicative timeline for development of transport strategy refresh – Option 2 comprehensive refresh



Agenda Item 8

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

Date of meeting: **3 July 2023**

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

Title of report: **Audit and Governance Committee Update**

Purpose of report: **To provide an update on the Audit and Governance Committee**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the discussions at the first meeting of the Audit and Governance Committee;

(2) Agree membership of the Audit and Governance Committee; and

(3) Agree the strategic risk register.

---

1. Overview

1.1 As previously agreed by the Board, TfSE has established an Audit and Governance Committee. This recognises the increasing responsibilities that TfSE holds for fiscal management of government grant funding.

1.2 The Audit and Governance Committee will ensure an independent, high-level focus on audit, assurance and reporting issues underpinning financial management and governance arrangements for TfSE. It will provide independent review and assurance to Members on governance, risk management and control frameworks. It will oversee financial reporting and audit, to ensure efficient and effective assurance arrangements are in place and will assist the Partnership Board in providing leadership, direction and oversight of the overall risk appetite and risk management strategy.

1.3 The Committee met for the first time in April 2023. This report provides a summary of the discussions and presents the proposed strategic risk register for agreement by the Partnership Board.

2. Audit and Governance Committee

2.1 The Audit and Governance Committee met for the first time on 25 April 2023. The Committee agreed that due to changes in composition of the Partnership Board, it was appropriate for the Board to consider the membership of the committee as part of its Annual General Meeting. The committee also agreed to invite a representative from the Department for Transport to future meetings, which aligns with the Terms of Reference.

2.2 The Committee also considered the end of year financial report and proposed budget, which are reported to the Partnership Board in agenda item 11.

2.3 As agreed by the Partnership Board in January 2023, the Committee is overseeing the review of the Transport Forum. The review is underway with various proposals being explored. A full report will be presented to the Partnership Board at the meeting in October 2023.

3. Strategic Risk Register

3.1 TfSE has maintained a strategic risk register since its inception in 2017. The risk register is used for quarterly reporting purposes to the Department for Transport (DfT) and for internal management processes.

3.2 As TfSE progresses into the delivery stage of the Strategic Investment Plan (SIP) and receives greater levels of public funding, it is important that the appropriate accountability processes are put in place. As agreed in the terms of reference, it is considered that the Audit and Governance Committee should have oversight of the strategic risk register and that the Partnership Board should consider the risk register on a bi-annual basis.

3.3 The risk register is focused on strategic risks facing the organisation, but also includes some high level risks that may impact on the delivery of the technical programme.

3.4 The risk register is updated on a quarterly basis and is attached as Appendix 1.

3.5 The risk register contains three risks that remain high probability and impact after mitigation activity. These are:

- Indicative funding from DfT not released – although TfSE has an indicative funding allocation from DfT for 2023/24 and 2024/25, the impact of this funding not being made available would have significant issues for the organisation. The TfSE secretariat have regular meetings with DfT to minimise the likelihood of this occurring. TfSE's track record in delivery against agreed DfT projects also helps to mitigate this risk.
- The focus on levelling up detracts from investment in the south east – the government focus on levelling up in the north has the potential to detract from investment from the south east. The collective influence of the TfSE Partnership Board, particularly using one voice, and the strong, compelling SIP will help to mitigate this impact. However, it does remain a high risk that the Committee and Board may wish to monitor.
- Recruitment – like many organisations, TfSE has struggled to recruit transport planners and analysts. The team continue to work with the HR team at the accountable body and recruitment specialists to ensure that roles are appealing and job descriptions are attractive to candidates. However, it remains challenging for TfSE and reflects the wider picture on recruitment of transport planners.

3.6 Three risks remain medium probability and impact after mitigation, including engagement with MPs, maintaining the partnership without statutory status and local

contributions. All three have a low likelihood but would have a significant impact on the organisation. The mitigation measures for these are reviewed regularly and will be updated in future reports to the Committee.

4. Conclusions and Recommendations

4.1 The Partnership Board are recommended to note the discussions at the first meeting of the Audit and Governance Committee and agree membership of the Committee in light of recent board representative changes.

4.2 Members are also asked to agree the Strategic Risk Register and to receive bi-annual reports on the register.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Rachel Ford
Tel. No. 07763 579818
Email: rachel.ford@eastsussex.gov.uk

Risk Register

Programme Overview

May 2023

TRANSPORT FOR THE South East

#	Risk Description	Score if no action taken (1-5)		LxI =	Mitigating action	Score post action (1-5)		LxI =	Owner	Review date	Escalation route
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score			
1	Local Contributions are not secured from constituent authorities for 2023 onwards	2	4	8	Early agreement at Partnership Board. SOG members advised to work into operational budgets. Certainty from DfT re: ongoing grant	2	3	6	RF	Jan 2024	SOG
2	Government policy around STBs is uncertain, particularly in light of national changes	2	4	8	Continue to monitor developments. Secure early meeting with new minister	1	4	4	All	Ongoing	SOG
3	Local MPs do not support TfSE and its strategy	2	4	8	Regular MP briefings to be scheduled. Members of Partnership Board to undertake engagement activities on regular basis.	2	3	6	LDT	Ongoing	PB
4	Maintaining the TfSE partnership without statutory status	3	3	9	Ongoing engagement with Leaders. Secure indicative funding for future years to demonstrate DfT commitment to TfSE.	2	3	6	RC	Ongoing	PB

Risk Register

Programme Overview

May 2023

TRANSPORT FOR THE South East

#	Risk Description	Score if no action taken (1-5)		Lxl =	Mitigating action	Score post action (1-5)		Lxl =	Owner	Date due	Escalation route
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score			
5	Transport Forum members become disengaged	2	4	8	Transport Forum review	1	3	3	JB	Ongoing	PB
6	Wider stakeholders do not recognise value of TfSE	2	3	6	Use appropriate stakeholder forums as a route to engage stakeholders. Communications Strategy to be implemented.	1	2	2	LDT/DB	Ongoing	SOG
7	Indicative funding for future years not realised – impacting on staff retention and ability to deliver technical programme	4	5	20	Demonstrate TfSE's performance to DfT through regular review meetings and annual report.	3	4	12	RF	Dec 2023	PB
8	Focus on levelling up directs investment away from the South East. Grouping of London & SE not an accurate representation	4	5	20	Continue to make the case for investment in the South East.	4	3	12	SOG/ Secretariat	Ongoing	PB

Risk Register

Programme Overview

May 2023

TRANSPORT FOR THE South East

#	Risk Description	Score if no action taken (1-5)		Lxl =	Mitigating action	Score post action (1-5)		Lxl =	Owner	Date due	Escalation route
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score			
9	Levelling Up White Paper / Levelling Up & Regeneration Bill 2022-23 provides alternative focus for constituent authorities, e.g. County Deals	2	4	8	Use the SIP and evidence base to make a strong case to government.	1	3	3	RC	Ongoing	PB
10	Unable to recruit staff to new positions	4	4	16	Advertising roles in key publications. Making roles region-wide and flexible approach to working	2	4	12	RF	Autumn 2023	PB
11	Procurement unable to respond to increasing needs from TfSE and timeliness of funding decisions impacts on procurement programme	2	4	8	Develop forward plan with procurement for future work. Also procure a technical call off contract to commission some of the work programme.	1	4	4	RF / MV / SV	Ongoing	PB
12	Technical team resource is insufficient to deliver additional work streams	3	4	12	Review recruitment process and utilise temporary resource	2	4	8	MV/ SV/ RF	Autumn 2023	SOG

Risk Register

Technical Programme

May 2023

TRANSPORT FOR THE South East

#	Risk Description	Score if no action taken (1-5)		Lxl =	Mitigating action	Score post action (1-5)		Lxl =	Owner	Date due	Escalation route
		Likelihood	Impact	Risk Score		Likelihood	Impact	Risk Score			
13	Constituent authorities do not support the SIP delivery plan	2	4	8	Pre-engagement with SOG and Board members	1	4	4	SV	March 2024	SOG
14	Additional work is identified that has not been accounted for in the budget	4	2	8	Prioritisation process to be put in place. Small contingency allocated in budget	2	2	4	MV	March 2024	TSWG
15	Challenge to infrastructure investment proposals from stakeholders	3	5	15	Robust evidence and processes to demonstrate approach	2	5	10	SV/LDT	March 2024	SOG

Agenda Item 9

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

Date of meeting: **3 July 2023**

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

Title of report: **Strategic Investment Plan – Summary document**

Purpose of report: **To agree the summary document for the Strategic Investment Plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree the summary document for the Strategic Investment Plan;
(2) Agree that the summary document will be published on the TfSE website; and
(3) Note the response from the Department for Transport to the Strategic Investment Plan.

---

1. Overview

1.1 The purpose of this report is to present the summary document of the Strategic Investment Plan (SIP) and update on the response to the SIP from the government.

1.2 At the Partnership Board meeting on 13 March 2023, the final version of the SIP and Integrated Sustainability Appraisal (ISA) were agreed for submission to government. A summary document of the SIP has subsequently been produced for agreement by the Partnership Board.

1.3 The SIP was submitted to the Department for Transport on 13 March 2023. A response has been received from Richard Holden, Parliamentary Under Secretary of State. This report provides an update for Partnership Board members.

2. Summary document of the Strategic Investment Plan

2.1 At the Partnership Board meeting on 13 March 2023, members agreed the final copy of the SIP and ISA for submission to government and for publication on the TfSE website.

2.2 A draft summary document of the SIP has now been produced and will be made available on the TfSE website, subject to approval by the Partnership Board. The draft summary document is attached as Appendix 1.

2.3 The summary is intended to be a fully designed summary of the Strategic Investment Plan. The summary presents the key sections of the SIP, including the

strategic vision for the SIP, the case for investment in the South East, followed by a high level summary of the packages of interventions recommended to achieve the vision.

2.4 The summary document will be presented on the TfSE website as fully accessible content, making it as easy as possible for readers to navigate their way through the document. It will sit alongside the full SIP and will offer an opportunity for stakeholders and residents to be directed to more detailed information, including the technical documentation and thematic studies.

3. Department for Transport response to the Strategic Investment Plan

3.1 Following submission of the SIP to government in March 2023, Parliamentary Under Secretary of State, Richard Holden, has written to the Chair of the Partnership Board welcoming the publication of the document. He noted the 'vast amount of collaboration that has taken place with local partners to produce this plan'. The letter also welcomes TfSE's ongoing focus on key government priorities.

3.2 The letter confirms that Department for Transport officials have been instructed to give due consideration to the plan when advising Ministers on future policy and investment decisions. The support of DfT ministers and officials is welcomed.

3.3 A copy of the letter is attached as Appendix 2.

4 Conclusions and Recommendations

4.1 Following the Partnership Board meeting on 13 March 2023 the SIP and ISA have been published on the website and submitted to Government.

4.2 The Partnership Board are recommended to approve the SIP summary document for publication and note the response from the Department for Transport to the SIP.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Rachel Ford
Tel. No. 07763 579818
Email: rachel.ford@eastsussex.gov.uk

TRANSPORT FOR THE South East

A Strategic Investment Plan for the South East

Summary

Introduction

Transport for the South East (TfSE) is the Sub-national Transport Body for the south east of England.

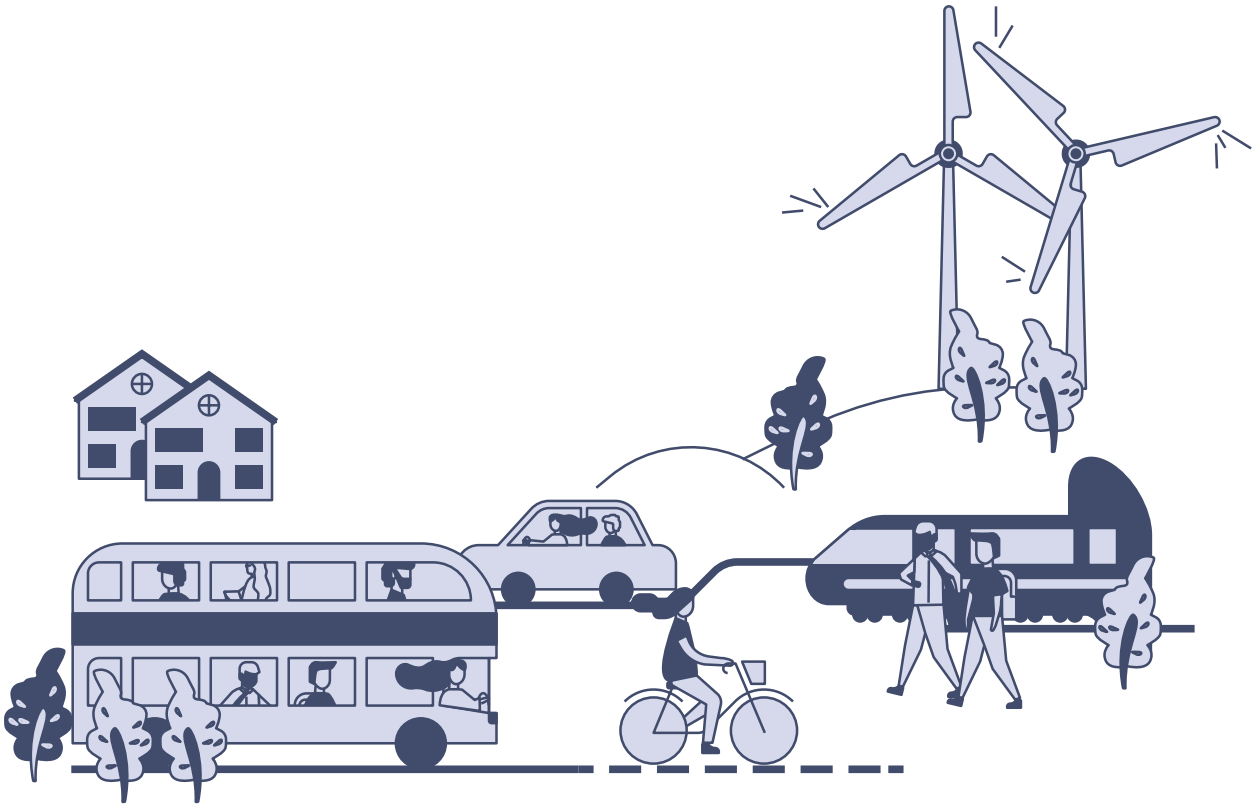
TfSE works across boundaries, thinks long term and advocates for bold action in the interest of its communities.

We were established in 2017 to determine what transport infrastructure is needed to boost the region's economy.

Our role is to add strategic value to local and national decision making and project delivery by making sure funding and strategy decisions about transport in the south east are informed by local knowledge and priorities.

As a partnership, we also ensure there is close alignment – a 'golden thread' – between local and central government in both the development of relevant policy and the delivery of interventions.

For example, between local transport plans and national rail investment strategies.



Transport Strategy vision

By 2050, the south east of England will be a leading global region for net zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

Taken from TfSE's Transport Strategy for the South East (2020)

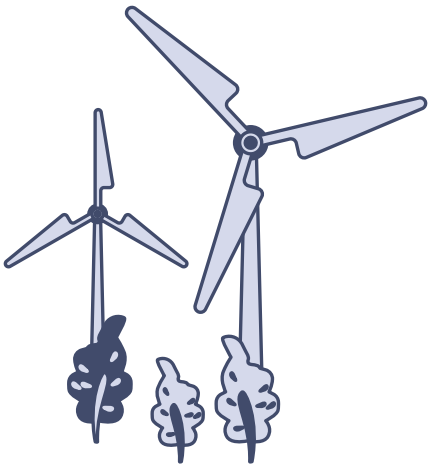
The vision is underpinned by three strategic goals:

Economic

Improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Social

Improve health, safety, wellbeing, quality of life and access to opportunities for everyone.

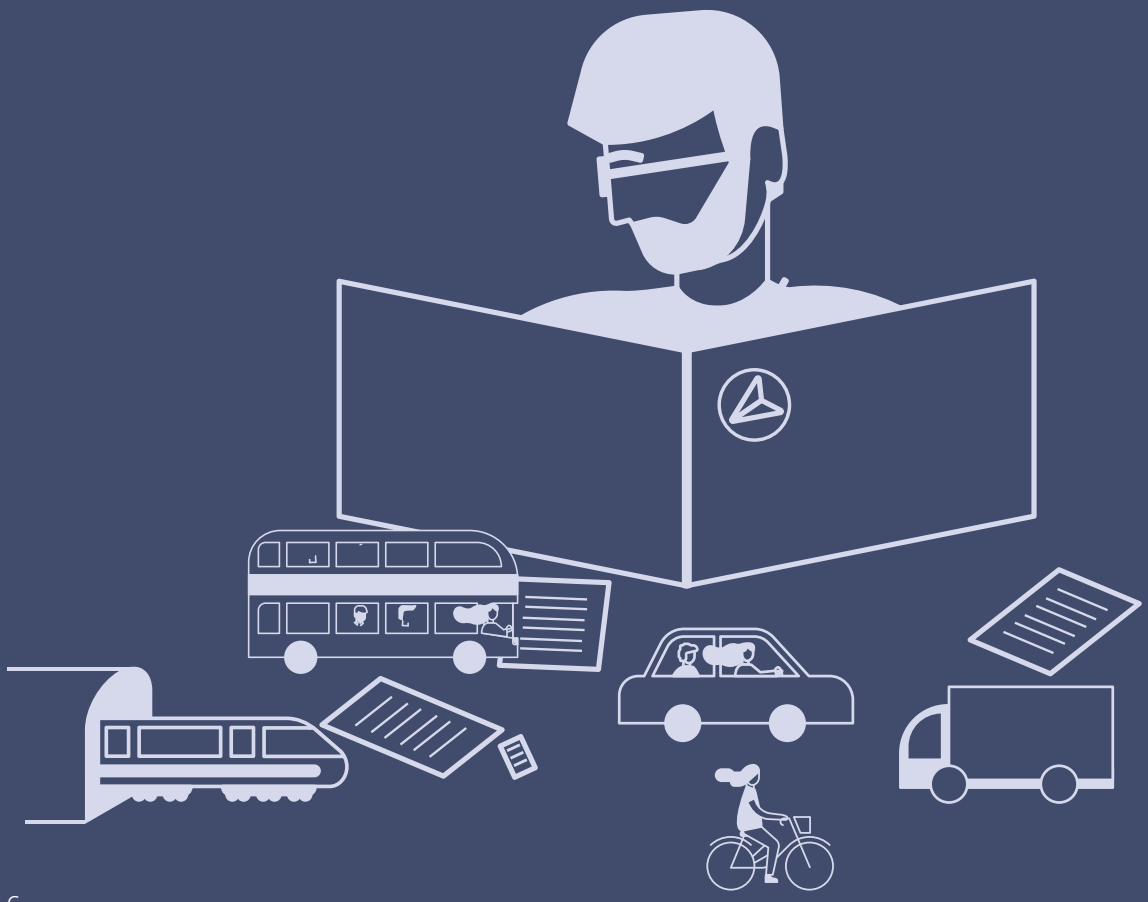


Environmental

Protect and enhance the south east's unique natural and historical environment, and reach net zero carbon by 2050 at the latest.

The Strategic Investment Plan

We are delighted to introduce our Strategic Investment Plan for the south east of England, which provides a framework for investment in strategic transport infrastructure, services and regulatory interventions in the coming three decades.



The Strategic Investment Plan provides a framework for delivering our Transport Strategy and:

- is a blueprint for investment in the south east;
- shows how we will achieve our ambitions for the south east;
- is owned and delivered in partnership;
- as set out in the legislation to establish sub-national transport bodies, provides advice to the Secretary of State for Transport;
- is a regional plan supported by evidence, to which partners can link their own local strategies and plans;
- a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place-based and outcome-focused;
- assesses carbon emissions; and
- identifies funding and financing options.

This plan presents a compelling case for action for investors, including government departments – notably the Treasury and the Department for Transport – as well as private sector investors. It is written for and on behalf of the south east's residents, communities, businesses and political representatives.

The size of the prize

TfSE's Economic Connectivity Review identified opportunities to significantly grow the economy in the south east.

With the right investment and policies, this study found there is potential to more than double the south east's economy to **£500 billion (gross value added) a year** by 2050.

This growth will not come from transport alone, but transport will be an important part of the jigsaw and an enabler of growth in other sectors.

Realising this opportunity will require an integrated approach to investment and delivery.

It will require working across institutional, sectoral and spatial boundaries.

With a total capital cost of **£45 billion** over 27 years – about **£1.5 billion a year** – delivery of the interventions in this plan could deliver:

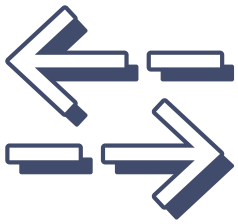
21,000 additional new jobs

An additional £4 billion in GVA each year by 2050

1.4 mega tonnes less CO_2 equivalent emitted (and the scope to reach net zero with national, local and private sector partners by 2050

Delivery of the interventions would see each weekday:

500,000 more rail trips



1.5 million more trips by bus, mass transit and ferry

4 million fewer car trips

How the plan was developed

This plan represents the culmination of five years of technical work, stakeholder engagement and institutional development.

This plan is aligned with and supports wider policy and government priorities at multiple levels and across multiple transport modes.

It is underpinned by a robust, credible, evidence-based technical programme that has enabled TfSE and our partners to:

- understand the current and future challenges and opportunities in the south east;
- identify stakeholder priorities for their respective areas of interest;
- evaluate the impacts of a wide range of plausible scenarios on the south east's economy, society and environment;
- develop multi-modal, cross-boundary packages of interventions;
- assess the impact of proposed interventions on transport and socio-economic and environmental outcomes;
- prioritise the interventions that best address the south east's most pressing challenges; and
- unlock the south east's most promising opportunities.

For more detailed information and a list of all documents that make up this credible, evidence-based technical programme view the full Strategic Investment Plan at **www.tfse.org.uk**

Within each package is a collection of well-considered interventions that seek to address the key investment priorities for the south east.

Decarbonisation and environment

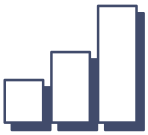
Accelerate decarbonisation of the south east, enabling the UK to achieve net zero carbon by 2050 at the latest, recognising that some areas have set earlier targets. This priority also supports the delivery of a transport network with greater use of public transport, powered by decarbonised energy sources (e.g. electricity and green hydrogen), and active travel, as well as behaviour change measures and reduction in the need to travel. All interventions will incorporate measures to deliver biodiversity net gain and enhance landscape from the outset, and will have due regard to Section 62 of the Environment Act (1995).

Adapting to a new normal

Enable the south east's economy and transport systems to adapt sustainably to changing travel patterns and new ways of working and living as we learn to live with Covid and from changing trading relationships between the UK and EU.

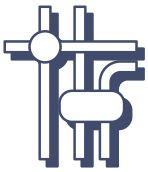
Levelling up left behind communities

Deliver a more affordable and accessible transport network for the south east that addresses deprivation, promotes social inclusion, improves public health and individual wellbeing, and reduces barriers to employment, learning, social, leisure, physical and cultural activity for all rural and urban communities.



Regeneration and growth

Attract investment to grow our economy, better compete in the global marketplace, unlock regeneration and growth opportunities and address housing shortages where this has been held back by inadequate infrastructure or poor integration between land use and transport planning – and plan to help reduce the need to travel by car and other motor vehicles.



World class urban transport systems

Deliver world class and seamlessly integrated, sustainable urban transport systems (rail, bus, tram, ferry, cycling, and walking) for the south east's largest conurbations, to enable residents of all ages and levels of ability, businesses, and visitors to travel easily, safely, and sustainably within and between built up areas.

Transforming east – west connectivity

Enhance our east – west and London orbital corridors to the same level as radial links to and from London to boost connectivity between our major economic hubs, international gateways (ports, airports, and international rail terminals) and their markets.

Resilient radial corridors

Deliver an increasingly reliable transport network that is smarter at managing transport demand, and more resilient to accidents as well as climate related incidents, to strengthen the south east's key role supporting the capital and connecting the UK to the rest of the world.

Global gateways and freight

Enhance the capacity and contribution of the freight and logistics sector to the south east's economy through improved connectivity to global gateways, including Freeports, and adapt to changing patterns of freight demand and trade, including making the most of innovations in sustainable first and last mile delivery.

Local and national policy context

This Strategic Investment Plan sits at the regional planning level, bridging the gap between national and local government.

This approach includes close alignment between TfSE's Transport Strategy for the South East, this plan, and local transport plans. This helps to ensure individual community needs are well understood and that interventions at every scale complement each other, avoiding waste and duplication of effort wherever possible.

Wider policy context

National

HM Government
Network Rail
National Highways

- Future of Freight: a long term plan
- Transport Decarbonisation Plan
- Williams-Shapps Plan for Rail
- Road Investment Strategy
- Bus Back Better
- Gear Change
- Levelling Up

Regional

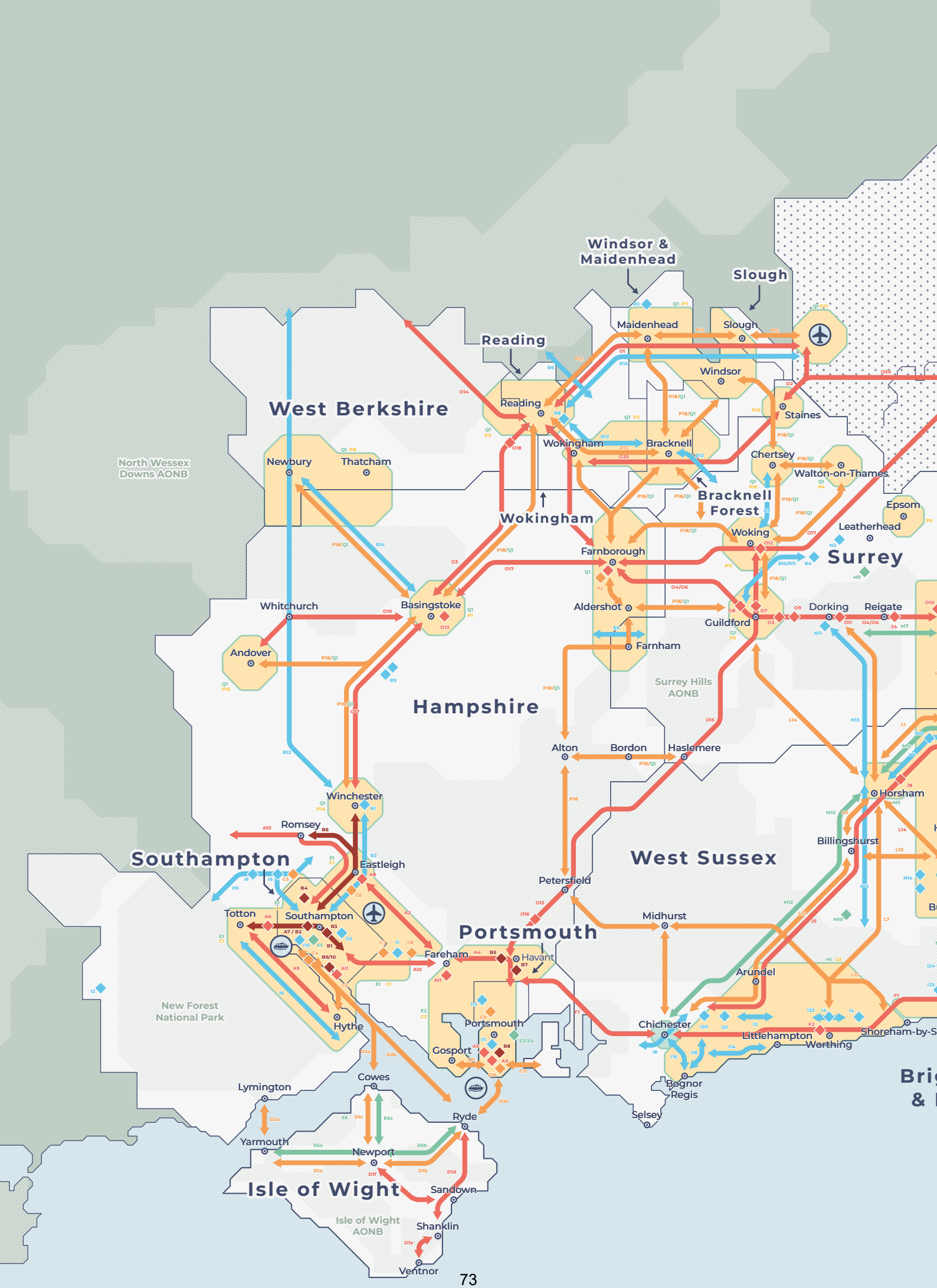
Transport for the South East

- Transport Strategy
- Strategic Investment Plan (SIP)

Local

Local authorities

- Local Cycling & Walking Infrastructure Plans (LCWIP)
- Local Transport Plans (LTP)
- Bus Service Improvement Plans (BSIP)
- Local Plans


Windsor & Maidenhead
Slough
Reading
West Berkshire
North Wessex Downs AONB
Newbury
Thatcham
Maidenhead
Windsor
Staines
Wokingham
Bracknell
Chertsey
Walton-on-Thames
Bracknell Forest
Epsom
Leatherhead
Woking
Farnborough
Surrey
Whitchurch
Basingstoke
Aldershot
Guildford
Dorking
Reigate
Andover
Farnham
Surrey Hills AONB
Hampshire
Alton
Bordon
Haslemere
Winchester
Horsham
Romsey
Billingshurst
Southampton
Eastleigh
West Sussex
Petersfield
Totton
Southampton
Midhurst
Portsmouth
Fareham
Havant
Arundel
New Forest National Park
Hythe
Chichester
Littlehampton
Worthing
Shoreham-by-S
Portsmouth
Gosport
Bognor Regis
Selsey
Lymington
Cowes
Ryde
Yarmouth
Newport
Isle of Wight
Sandown
Isle of Wight AONB
Shanklin
Ventnor

Not on map

S17
X8
X9
X10
X11

Legend

- Core Rail Interventions
- Enhanced Rail Interventions
- Highway Interventions
- Mass Transit Interventions
- Active Travel Interventions
- Spot Interventions

- Active Travel / Mass Transit Corridor
- Active Travel Corridor
- Protected areas

- Towns/Cities
- Airport
- Seaport
- Eurotunnel

Packages of interventions

TfSE has worked with partners, stakeholders and technical advisors to develop 24 coherent packages of complementary, multi-modal interventions that aim to deliver on our vision and objectives for the south east.

This combination of strategic investments will allow TfSE to achieve its objectives and, in doing so, support wider local, regional and national policy and priorities.

The packages broadly split into two groups:

I. Global policy interventions consisting of national regulatory and policy activity and local action (four of which have been quantitatively assessed).

II. 24 place-based packages of interventions presented at a sub-regional level, with many being multi-modal or mode-agnostic.

For full details on the packages of interventions, view the full SIP at **www.tfse.org.uk**

1. Global policy interventions

The global policy interventions are designed to address the challenges and opportunities that affect the whole of the south east and the wider UK. These include challenges such as climate change and opportunities such as new mobility technologies.

The key global policy interventions that would help deliver the investment priorities of the south east are:

Decarbonisation

We aspire to deliver a faster trajectory towards net zero than current trends, including rapid adoption of zero emission technologies, to avoid the worst effects of human-induced climate change. This includes: working with partners at all scales of government and the private sector through the regional transport decarbonisation forum, to decarbonise energy production; and provide infrastructure for electric vehicles and green hydrogen refuelling.

Public Transport Fares

We wish to reverse the increase in real terms of the cost of public transport compared to motoring and increase ticket integration to reduce barriers.

New Mobility

We see great potential for new mobility technologies (e.g. electric bikes and scooters) and access opportunities (e.g. subscription models, car clubs and Mobility as a Service) to support decarbonisation of travel in the south east.

Road User Charging

We encourage central government to develop a national road user charging system to provide an alternative source of funding to fuel duty and to help manage demand in parallel to integrated local measures. Local authorities also have the opportunity to investigate measures such as workplace parking levies and low emission zones in their areas where appropriate.

Virtual Access

The past two decades, amplified by the global Covid pandemic, have shown how virtual working can help reduce demand for transport services, and we support this transition where appropriate.

Integration

We wish to see improvements in integration across and between all modes of transport in terms of infrastructure, services, ticketing, and accessibility, as well as transport and land use integration, supporting seamless journeys and improved first and last mile connectivity.

2. Solent and Sussex Coast

The Solent and Sussex Coast area includes the two largest conurbations in the south east – South Hampshire (Southampton, Portsmouth and surrounding built-up areas) and what TfSE terms the "Sussex Coast conurbation" (Littlehampton – Worthing – Brighton). It spans from the New Forest in the west to Hastings in the east. It also includes the Isle of Wight.

TfSE has developed nine packages of interventions for this area with a total expected capital investment of **£11.8 billion** and **£1.3 billion** in additional economic value each year by 2050.

3. London to Sussex Coast

The London to Sussex Coast area covers the key corridors between London and the Sussex Coast conurbation (from Chichester to Eastbourne). It focuses on interventions in east Surrey, West Sussex and East Sussex (excluding the Hastings area).

TfSE has developed five packages of interventions for this area with a total expected capital investment of **£3.6 billion** and **£0.6 billion** in additional economic value each year by 2050.

4. Wessex Thames

The area TfSE refers to as Wessex Thames includes the whole of Berkshire, north Hampshire and west Surrey.

TfSE has developed three packages of interventions for this area with a total expected capital investment of **£10.4 billion** and **£1.2 billion** in additional economic value each year by 2050.

5. Kent, Medway and East Sussex

This area covers the whole of Kent and Medway, and the Hastings and Rother areas of East Sussex. It broadly reflects the Network Rail "Kent" Route and the area in the south east served by the "Integrated Kent" passenger rail franchise.

TfSE has developed seven packages of interventions for this area with a total expected capital investment of **£19.4 billion** and **£0.8 billion** in additional economic value each year by 2050, along with the long-term capacity and resilience required to keep the country's most important gateway to trade with mainland Europe operating efficiently.

Funding and financing

We know that the credibility of our Strategic Investment Plan, which is both ambitious and capital-intensive, needs to be underpinned by a pragmatic consideration of how it will be paid for.

In common with other comparable infrastructure programmes, the Strategic Investment Plan's principal financial challenge will relate to funding (i.e. how the interventions are ultimately paid for over time).

Addressing this challenge will involve making the best use of funds directed from central government and identifying new and innovative approaches (especially those that tap into the local and regional value that the interventions will generate).

For many of the proposed interventions, financing (i.e. how and from whom the cash is raised to meet the costs of construction as they arise) will also play an important role in ensuring value-for-money delivery.

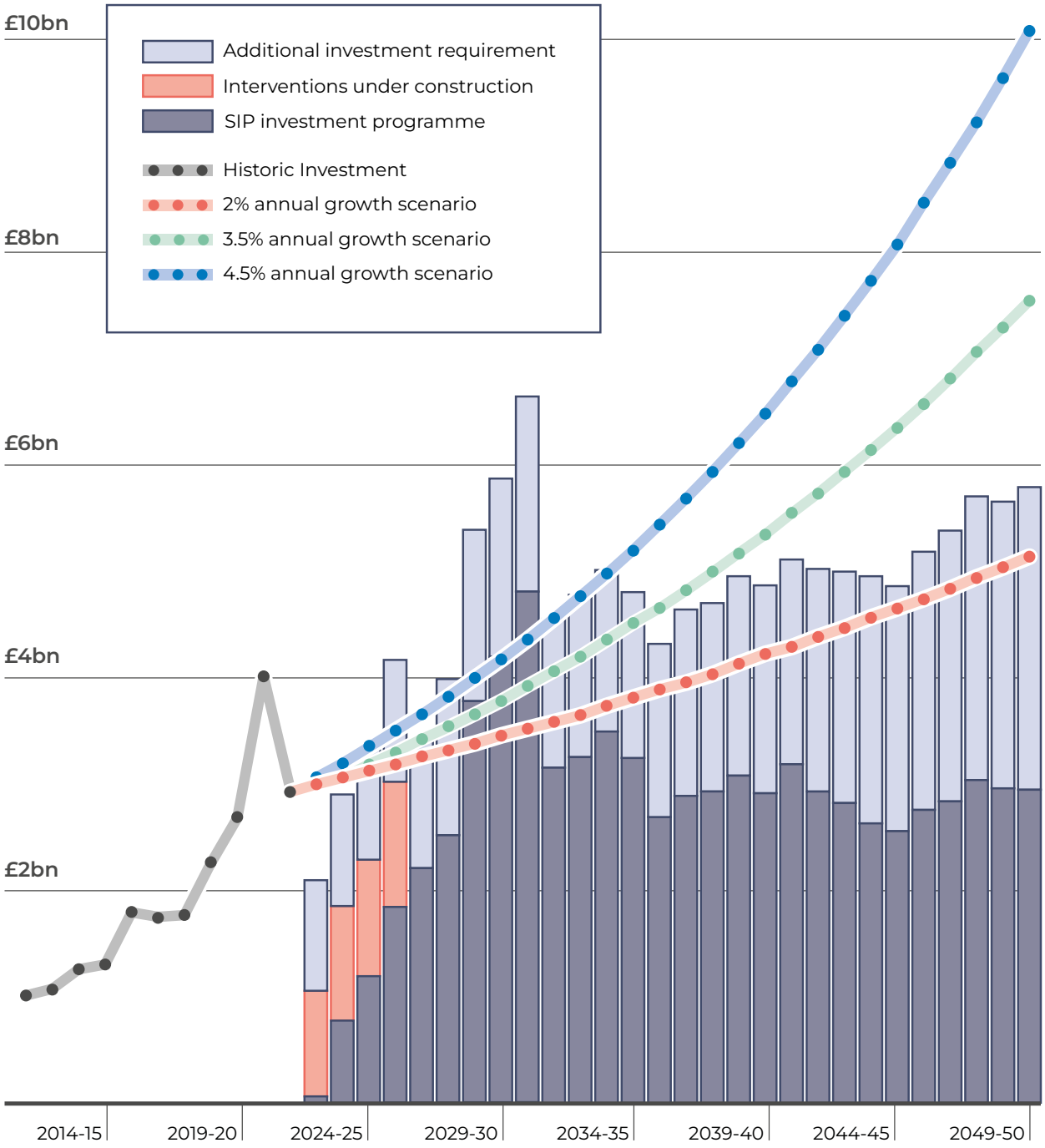
The Strategic Investment Plan is made up of a number of diverse interventions and there is not going to be a 'one size fits all' funding and financing solution that applies across the programme. TfSE itself may not be the body that delivers or pays for these interventions, but as an organisation, we have an important role to play in making them a reality.

The Strategic Investment Plan's funding requirement in context

This chart compares the proposed future investment in transport in the south east (the Strategic Investment Plan and assumed additional local expenditure) with illustrative future growth scenarios based on actual levels of government expenditure since 2011/12.

This suggests that even if spend were to grow at a slower rate than the historic average, the majority of the overall core programme (as well as much of the indicative ancillary investment) could theoretically be supported within an illustrative envelope of potential future central funding.

Indicative investment requirement and historic and projected spend profiles



Delivery

Roles and responsibilities

TfSE will work closely with partners to deliver the packages of interventions. No single organisation will be solely responsible for delivering this plan – its delivery is very much a shared endeavour.

Here is a summary of the key organisations we expect to be involved:

- central government
- Network Rail and Great British Railways
- National Highways
- local transport authorities
- the private sector and third parties
- local planning authorities

Timing and phasing

In general, the vast majority of interventions included in the packages will be delivered through existing frameworks and investment cycles, in line with HM Treasury's 'Green Book' and the Department for Transport's Transport Analysis Guidance.

A small number of particularly complex and/or large-scale interventions may require bespoke procurement and delivery arrangements. Lessons should be captured from similar UK interventions (e.g. Crossrail, HS2) to inform the approach for the delivery of these types of projects.

Timing the delivery of each intervention will also need to be carefully considered to avoid unintended negative consequences and ensure the greatest possible value for taxpayers and private investment.

Stakeholder engagement

TfSE's technical programme has been supported by an extensive programme of stakeholder engagement.

TfSE has tailored their approach to stakeholder engagement at each stage of the technical programme and will continue to evolve its approach as the Strategic Investment Plan moves into a delivery phase.

The profile of stakeholders who will need to be engaged in future stages may be different to those involved at earlier stages.

Monitoring and evaluation

TfSE and its partners will establish appropriate governance to oversee the development, delivery and benefits realisation arising from interventions included in this strategy – particularly the larger and/or more complex interventions, which may require a bespoke approach for delivery.

TfSE will develop a set of key performance indicators which will be used to monitor and evaluate the implementation of this strategy.

Next steps

TfSE is on a journey. Its role will evolve as it strengthens its capacity to support the delivery of the Strategic Investment Plan.

The next steps for TfSE are to:

- develop a delivery action plan for the Strategic Investment Plan;
- identify and support key interventions that deliver the Strategic Investment Plan and require additional support and capacity;
- secure higher levels of transport investment in the south east's strategic transport network;
- support TfSE's key stakeholders in responding to and overcoming emerging transport challenges; and
- maintain the Strategic Investment Plan as a "live" document, updating it where and when appropriate.

You can read the full SIP at www.tfse.org.uk

TfSE will do this by:

- developing regional data, modelling and analytics capability;
- evolving to deliver the Strategic Investment Plan;
- implementing supporting strategies, including the Future Mobility Strategy and the Freight, Logistics and International Gateways Strategy;
- developing policy position statements on key issues including active travel, rural mobility, and decarbonisation; and
- committing to conducting a review and update the Strategic Investment Plan every five years or sooner.

Prepared for:

TRANSPORT FOR THE South East

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

Prepared by:

steer

14-21 Rushworth Street
London, SE1 0RB

+44 20 7910 5000
steergroup.com

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Department for Transport

From the Parliamentary
Under Secretary of State
Richard Holden MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: richard.holden@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/424939

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

26th March 2023

Dear Cllr Glazier,

Thank you for your letters of 13 March submitting your Strategic Investment Plan for the South East. I appreciate just how much work has gone into this and the vast amount of collaboration that has taken place with local partners to produce this plan. I was very pleased to receive the document and see for myself your 30-year vision for the region.

I am impressed that the plan looks to support government priorities, such as decarbonisation of the transport sector, improving road safety, facilitating economic growth and levelling up left behind communities in the south-east. I also welcome Transport for the South East's desire to continue exploring opportunities for different funding sources.

The plan provides a clear list of the region's transport priorities over the next 30 years. I have asked my officials to give the plan due consideration whilst giving Ministers advice on future policy and investment decisions. I encourage you to continue discussing the plan and its progress regularly with my officials.

I look forward to meeting with you soon to discuss the plan and the wider work of Transport for the South East.

Best wishes,

RICHARD HOLDEN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT

Agenda Item 10

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**3 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Delivery of the Strategic Investment Plan (SIP)**
Purpose of report:	**To provide an update on work to support delivery of the SIP**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree a Delivery Action Plan and accompanying interactive story map for the SIP;

(2) Note the progress with developing a prioritisation framework and scheme development work including progress with the delivery of TfSE's programme of Major Road Network and Large Local Major schemes;

(3) Note the progress with the development of a TfSE Monitoring and Evaluation Framework and agree the first "State of the Region" baseline report and the production of a supporting dashboard; and

(4) Note the progress with the development of an analytical framework to support business cases and the delivery of the schemes within the SIP.

1. Introduction

1.1 This report provides an update on three workstreams that will support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1 Delivering the SIP will require a number of partners, including TfSE, local transport authorities, National Highways, Network Rail and DfT, to work closely together to develop and deliver the schemes and policy interventions it sets out. A number of different approaches to bring forward schemes will also be required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress the work.

2.2 This report sets out the work that is currently underway to prepare for the delivery of the interventions, ensuring the required analytical tools are available, alongside reporting on benefits realisation arising from both place-based and global interventions included in the SIP.

3. SIP Delivery Action Plan

3.1 The SIP contains nearly 300 multi-modal scheme and policy interventions that are required to be delivered across the South East over the next 27 years, to realise the Vision for 2050 as set out in the TfSE Transport Strategy. Delivery of this programme

of interventions will require the input of a number of different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2 Work has been undertaken to produce a Delivery Action Plan for the SIP. With a focus on the next 3 years, this builds upon the Area Studies Delivery Plan, and sets out the current position with each of the proposed schemes, details what the next steps are, confirms the roles of TfSE and delivery partners in undertaking those next steps and identifies what resources and analytical tools are available and required.

3.3 To inform the Delivery Action Plan, a series of workshops to examine all the individual schemes in detail have been undertaken with key delivery partners including constituent authorities, National Highways and Network Rail. The information gathered at these workshops has then been reviewed by our delivery partners and collated into the draft Delivery Action Plan report included at Appendix 1. To ensure a multi-modal approach to delivery, the report is structured around the strategic economic corridors that were identified through TfSE's Economic Connectivity Review.

3.4 The Delivery Action Plan forms the baseline from which future monitoring and evaluation of the delivery of schemes within the SIP can be measured. As part of that monitoring, the Delivery Action Plan will need to be regularly reviewed and updated so that it remains live.

3.5 The Partnership Board are recommended to agree the Delivery Action Plan.

4. Interactive Story Map

4.1 Alongside development of the Delivery Action Plan, an interactive map has been developed. This shows both the narrative of the strategic investment plan and the detail of the Delivery Action Plan in a map based interactive and engaging platform. This will be a valuable resource for TfSE and our partners to support delivery of the SIP, as well as a useful engagement tool for our wider stakeholders.

4.2 Particular care has been taken with the level of detail available within the map, to ensure that whilst being geographically accurate, no inference of specific scheme alignments can be drawn where these do not exist. It is intended that the map be made openly available for use via the TfSE website. Screen shots of the map are included at Appendix 2 for information.

4.3 The Partnership Board are recommended to note the work that has been undertaken and to agree publication of the interactive story map.

5. Prioritisation Framework

5.1 By virtue of their inclusion within the SIP, all the schemes have been identified as priorities for the region. However, we recognise that individual schemes will be delivered through a number of different funding streams and programmes over the long term. Reflecting also that one of the core functions of Sub-national Transport Bodies is to provide advice to ministers on prioritising transport investment in their area, there is a need to develop a methodology which will enable TfSE to filter the schemes and identify priorities such as "top 10 lists" either overall or based on a range of differing factors, such as funding streams.

5.2 Initial work has been undertaken to enable schemes within the SIP to be filtered by a range of criteria, such as mode, scale, cost, timescale etc and this ensures that we could identify priority schemes if we were asked to do so, however until the exact parameters are known it is not possible to prepare specific lists. Should TfSE be

requested to prepare any priority lists in future then the filtering methodology would be employed and proposed lists brought to the Partnership Board for approval at that time.

5.3 The filtering methodology described above reflects the current modally based funding landscape for bringing forward schemes and infrastructure to which, in the short term at least, we will need to respond. However, the TfSE Transport Strategy and SIP both advocate a multi-modal approach to planning and delivering transport investment within our area, and it is important that we also develop a process for prioritising schemes within the SIP that meets that overall aspiration.

5.4 Following agreement at the Partnership Board on 13 March 2023, that more detailed work to develop the prioritisation process is undertaken with officers from our constituent authorities and delivery partners, several activities are now underway.

5.5 Development of a “corridor study” case study, is underway. It is hoped that this will demonstrate that taking a holistic, multi-modal sequenced approach to delivering both schemes and policy interventions along a specific corridor through a devolved long-term funding settlement would deliver additional benefits over the current shorter term, modally based centralised approach. This work will involve testing delivery of all the SIP schemes and policies along a particular corridor against a number of different scenarios so that the relative benefits can be compared.

5.6 An internal workshop has also been held to consider how TfSE would prioritise schemes if long-term funding was devolved. Again, this work will use scenario planning to test how differing degrees of funding and devolution could affect our approach.

5.7 Further work will be undertaken, including with the Senior Officer Group, and a further update will be provided to the Partnership Board at the next meeting.

6. Scheme Development Work

6.1 The TfSE budget for 2023/24 includes allocations to work with partners to undertake and support scheme development work to deliver schemes identified in the SIP. This work will need to respond to the information gathered for the Delivery Action Plan to ensure that resources are targeted to the appropriate schemes based on identified need. Engagement is underway with delivery partners to confirm suitable schemes. Support with delivery will likely take a range of forms, from TfSE commissioning work on behalf of partners (or groups of partners) to providing funds to develop schemes and/or providing access to analytical tools.

6.2 TfSE continue to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme. With increased capacity in the TfSE team, we are now better able to provide this support.

6.3 Following an offer from DfT, we facilitated a “business case surgery” which provided the opportunity for scheme promoters to discuss and receive advice on any issues they are encountering as they develop the business case for their schemes. This surgery was very well attended and the feedback received afterwards indicated that it was extremely well received and beneficial to both scheme promoters and DfT officials. There is the potential for further surgeries to be held in the future to support authorities through the business case process.

6.4 All MRN/LLM schemes are required to submit monitoring returns to DfT, we can confirm that all schemes within the TfSE area submitted their 2022/23 Q4 returns with no major changes from Q3, indicating that good progress is being made with scheme development and delivery. We are aware that several schemes are awaiting

DfT/Treasury approval for their business cases, and we are liaising with DfT officials on this issue.

7. Monitoring and Evaluation Framework

7.1 A clear robust approach to monitoring and evaluation is needed to ensure the successful delivery of the interventions included in the SIP. It is important to ensure this mechanism provides a clear line of sight from the transport strategy's vision through to intervention level objectives, via the Strategic Investment Plan. It is also important to discern the outcomes and impacts of interventions at a regional level to understand how much they contribute to the SIP's (and wider TfSE) objectives.

7.2 The Transport Strategy set out the strategic priorities and the key performance indicators (KPIs) that are intended to show how the strategy is progressing. The area studies built upon this and used the 'theory of change' links between the investment or policy inputs and outputs at one end of a logic map through to the expected impacts and outcomes at the other end.

7.3 At the meeting on 23 January 2023, the Partnership Board received an update on a workshop that had been held with our constituent authorities to help inform the approach that we should take, and plans to develop a "State of the Region" annual report which would monitor the 'health' of the region against a number of key metrics which are linked to the outcomes and impacts the Strategy and SIP are seeking.

7.4 At the meeting on 13 March 2023, the Partnership Board received a further update and agreed that in order to be of most benefit, and to ensure that the "State of the Region" report is repeatable in future years, further work was needed in determining which data sets are to be monitored, and further consideration was needed to determine for what if any metrics it both is, and is not, appropriate to set specific targets for.

7.5 A further workshop with technical officers has been held to explore these issues including to consider what targets are and are not being set at a local level, and whether a regional target would likely be accepted. This was followed by a thorough discussion at Senior Officer Group who agreed that at this time, it is not appropriate for TfSE as a regional partnership to set specific targets for the wider outcomes sought by the Transport Strategy, but that the "State of the Region" will monitor and report bi-annually on the agreed range of key metrics which will confirm the direction of travel for the region.

7.6 Targets around the development and delivery of schemes have been established as part of the development of the Delivery Action Plan by identifying with partners what stages of scheme development are anticipated to be carried out within the forthcoming year.Progress against these plans will be reported annually as part of the Delivery Action Plan update.

7.7 The first TfSE "State of the Region" report has therefore now been completed and a draft is included at Appendix 3. The Partnership Board are recommended to note the work that has been undertaken and to approve the draft "State of the Region" report. If agreed, the "State of the Region" report will be finalised for publication on the TfSE website and an accompanying dashboard produced to provide a more easy to access summary.

8. Analytical Framework

8.1 Regardless of the delivery route or partner, it is likely that the majority of the schemes within the SIP will require a business case to secure their funding. Developing the business cases will require a suite of analytical tools (an analytical framework) that are collectively capable of assessing the impacts, benefits, and costs of the schemes to provide the necessary assurance to DfT and other funding/delivery partners that the schemes are worthy of delivery.

8.2 At the meeting on 23 January 2023, the Partnership Board agreed a three year route map for the analytical framework development. Since then DfT have released the remaining £280,000 of funding from the 2023/24 financial year and work has commenced to deliver the routemap. Further funding is allocated within the TfSE Business Plan for 2023/24 to deliver the remainder of work planned for this financial year.

8.3 In their funding allocation from DfT, Transport for the North (TfN) STB have been awarded funding to work together with the other 6 STBs, including TfSE, to start developing a "Common Analytical Framework". The approved three year route map already takes account of the benefits of working closely with the other STBs in developing our own analytical framework, and this funding to TfN is welcomed and we will continue to work closely with them as this common approach develops.

Specific pieces of work that are now underway to develop our analytical capability include:

- A range of updates to our SEELUM model to provide greater functionailty to allow the assessment of wider economic impacts and an enhanced quantified carbon impact assessment.
- Roll out of TfN's D-Log system which will provide a standard method for collecting and maintaining local plan data.
- Roll out of TfN's EVCI (electric vehicle charging infrastructure) tool

8.4 A further progress update will be provided to the Partnership Board at the October 2023 meeting.

9. Conclusions

9.1 Board Members are recommended to note progress with the development of a Delivery Action Plan for the SIP, scheme development and prioritisation, a TfSE Monitoring and Evaluation Framework and associated "State of the Region" report, and the analytical framework.

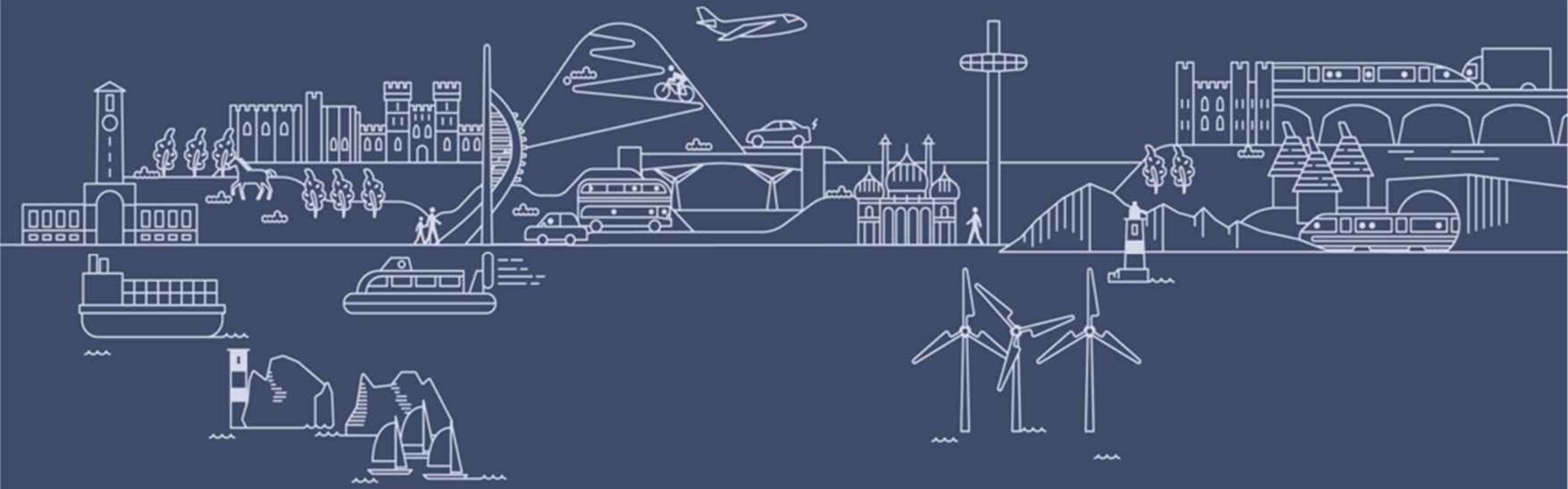
9.2 Board Members are also recommended to agree the Delivery Action Plan and associated interactive story map.

9.3 Board Members are also recommended to agree the first "State of the Region" report and the production of a supporting dashboard.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Sarah Valentine
Tel No: 07701 394355
Email: sarah.valentine@eastsussex.gov.uk

TRANSPORT FOR THE South East



Delivery Action Plan

June 2023

Delivery Action Plan

Introduction

Aims

The Delivery Action Plan builds on the Strategic Investment Plan and identifies the interventions on which progress will likely be made in the next three years. For these schemes the plan identifies who will lead the work and how TfSE can support.

Method

Steer has conducted two rounds of engagement with delivery partners including all local transport authorities in the TfSE area as well as National Highways and Network Rail. Through this engagement a database of plans for development and delivery of each intervention within the TfSE Strategic Investment Plan has been compiled.

Structure of the report

Interventions are presented by strategic corridor with the following information:

- A corridor overview describing the routes included in the corridor,
- The strategic role of the corridor,
- Key corridor issues; and
- A map showing the SIP interventions on or adjacent to the corridor.

In addition, there are tables showing:

- Current and next stage of development or delivery defined as follows:
  - Feasibility Study
  - Strategic Outline Business Case
  - Outline Business Case (including surveys, design, modelling and stakeholder engagement)
  - Powers/Consents
  - Procurement
  - Full Business Case
  - Construction/Implementation
  - Opening
- Progress planned in the next three years (where no progress is planned the cells are greyed out).
- The profile of progress over the next three years, (where progress is expected, but the years of that progress is not yet known the entry is TBC)
- The delivery partner/s which will lead on the next stage of scheme development or delivery; and
- TfSE's role in supporting or leading on:
  - Programme management
  - Pre-feasibility work & funding
  - (Joint) Scheme promoter
  - Business case & scheme development & funding
  - Use of analytical framework
  - Advocacy & securing funding
  - Procurement & sourcing
  - Resource capacity & capability funding

M2/A2/Chatham Main Line (Dartford – Dover)

Corridor overview

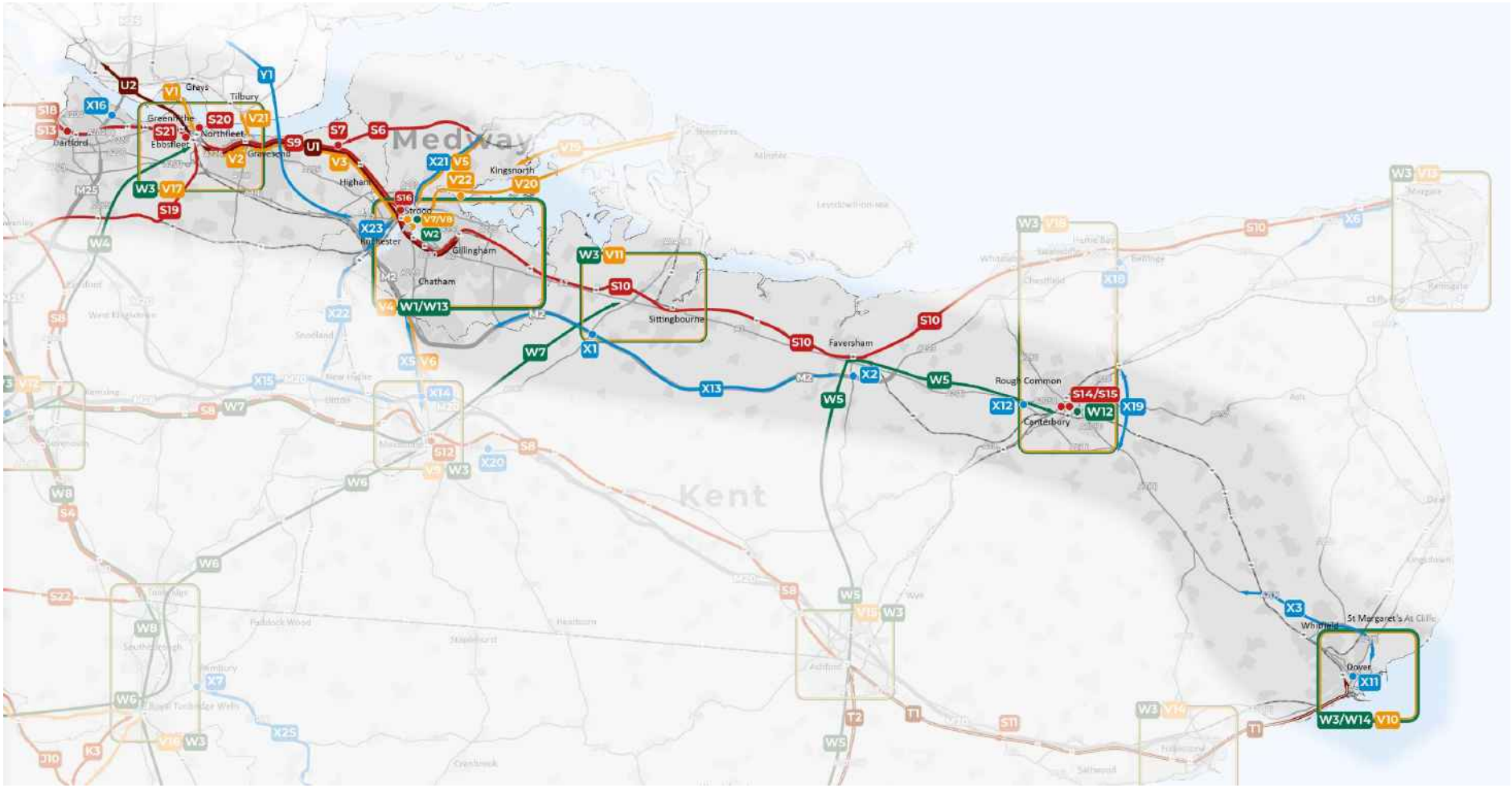
- A2 and M2 roads on an axis from the north west around Dartford to the south east at Dover,
- The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor connects North Kent, Medway and the Port of Dover to London and the M25. It is served by High Speed 1 and has significant new infrastructure proposals in the form of the Lower Thames Crossing.

Key issues

1. The highway network is vulnerable to disruption at Dover due to the back-up of freight traffic and subsequent congestion. Congestion on the A2 between Dartford and the Medway Towns, particularly during the AM peak.
2. The corridor, though relatively large and disparate, is the third most-deprived in the South East.
3. There is significant out-commuting from the Medway Towns due to an imbalance of housing and jobs in the area, putting pressure on the wider transport network, with significant further housing development planned.
4. Thameslink and other peak-hour services to/from London stations and the corridor experience high levels of crowding. Rail links into Central London are only dual tracked in many cases, so long-distance services are forced to share tracks with metro services on approaches to London termini. This constrains rail capacity and reliability on the corridor. The flat junction at Rochester Bridge is another notable rail bottleneck.


Medway
Kent
Dartford
Greenhithe
Ebbsfleet
Northfleet
Gravesend
Tilbury
Grays
Higham
Strood
Rochester
Chatham
Gillingham
Kingsnorth
Sittingbourne
Faversham
Rough Common
Canterbury
Whitfield
Dover
St Margaret's At Cliffe
M25
M2
U2
V1
Y1
X16
S18
S13
S20
V21
S21
S7
S6
S9
U1
V3
V2
W3
V17
S19
W4
X21
V5
V22
V20
S16
V7/V8
W2
X23
W1/W13
V4
W3
V11
S10
W7
X1
X13
X2
W5
X12
S14/S15
W12
X19
X3
W3/W14
V10
X11
X5
V6
X22
X15
X14
S12
W6
X20
W8
S4
S8
S22
X7
X25
K3
J10
T2
T1
S11
V14

M2/A2/Chatham Main Line (Dartford – Dover)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)				1	TBC			Network Rail	B, D, E, F	
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	3	3			Network Rail	B, D, E, F	
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S9	North Kent Line - Service Enhancements	Short (2020s)				1	1			Network Rail	B, D, E, F	
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Medium (2030s)				1	1			Network Rail	B, D, E, F	
S13	Dartford Station Remodelling/Relocation	Medium (2030s)				1				Network Rail (if commissioned)	B, D, E, F	
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1	TBC			Network Rail	D, F	
S15	New Station - Canterbury Interchange	Medium (2030s)				1				TfSE / Kent County Council / Canterbury City Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2	TBC			Network Rail (if commissioned)	B, D, E, F	
S18	Crossrail - Extension from Abbey Wood to Dartford / Ebbsfleet	Short (2020s)		2		3	TBC			Network Rail	D, E, F	
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)				1				TfSE / Kent County Council	B, D, E, F	
S20	Ebbsfleet International (Northfleet Connection)	Medium (2030s)				1	TBC			Ebbsfleet Development Corporation	B, D, E, F	
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)				1				Network Rail	B, D, E, F	
U1	High Speed 1 - Link to Medway (Chatham)	Long (2040s)				1	TBC			TfSE / HS1 Ltd / Medway Council	B, D, E, F	
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)				1				Network Rail	B, D, E, F	

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Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
V1	Fastrack Extension - Swanscombe Peninsula	Short (2020s)				2		TBC		Kent County Council	B, D, F, H	Subject to future development proposals on the peninsula.
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Short (2020s)				1		TBC		Kent County Council	B, D, F, H	
V3	Fastrack Extension - Medway	Short (2020s)			1	2		TBC		Kent County Council / Medway Council	B, D, F, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V4	Medway Mass Transit	Medium (2030s)				1		TBC		Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short (2020s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V10	Dover Bus Rapid Transit	Short (2020s)	Levelling Up Fund Round 2	6	7	8		TBC		Kent County Council	F	
V11	Sittingbourne Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V17	Thames Gateway/Gravesham Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)				1		TBC		TfSE / Kent County Council	A, B, C, D, E, F, G, H	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2		TBC		Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short (2020s)				1		TBC		Medway Council	B, D, F, H	

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				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1		TBC		Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1		TBC		Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W14	Dover Placemaking and Demand Management Measures	Short (2020s)				3		TBC		Kent County Council / Dover District Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X1	M2 Junction 5 (RIS2)	Short (2020s)	RIS2	6	7	8		TBC		National Highways	F	
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3		TBC		National Highways	B, F	
X3	A2 Dover Access (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3		TBC		National Highways	B, F	
X8	Digital Operations Stack and Brock	Medium (2030s)				1		TBC		National Highways	F	
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)				1		TBC		National Highways	F	
X11	Dover Freight Diversification	Short (2020s)				1				Kent County Council / Dover Harbour Board	B, D, F	
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Short (2020s)	Smart Motorway Programme			1		TBC		National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1		TBC		Kent County Council / Canterbury City Council	F	
Y1	Lower Thames Crossing	Medium (2030s)	RIS Funded (Nationally Significant Infrastructure Project)	3	4	5		TBC		National Highways	F	

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A299/Chatham Main Line (Faversham – Ramsgate)

Corridor overview

- The A299 east-west road between Faversham and Ramsgate, along the North Kent coast on its way to the Thanet Towns,
- The Chatham Main Line rail link along similar alignment.

Strategic role

The corridor links the Strategic Road Network (i.e. M2 junction 7) to the North Kent coastal towns of Whitstable and Herne Bay and the Thanet Towns; Margate, Broadstairs and Ramsgate. It also provides a link to the Port of Ramsgate and Manston Airport, though these are not major international gateways at present.

Key issues

1. The corridor is the most deprived in the South East with some of the highest levels of planned residential development and job growth in the region (40% job growth is planned from 2018 to 2035). Improved transport and connectivity will likely play an important role in ensuring a successful development path for these economically challenged areas.
2. Congestion hotspots exist on the Major Road Network where the A299 passes through Sevenscore Roundabout and at the Lord of the Manor junction with the A256 outside Ramsgate.
3. Rail journey times between London and North East Kent are relatively slow, despite improvements in recent years with the introduction of high-speed services.
4. The Thanet Towns are relatively isolated from other major economic hubs in the South East.

Minster
Leysdown-on-sea
W3
V13
Margate
A255
A254
A255
Ramsgate
A253
Cliffs End
A256
W3
V18
Herne Bay
Swalecliffe
A2990
Whitstable
Beltinge
S10
X6
A28
A299
X18
Chestfield
A28
A253
A299
A299
A291
A28
S10
S10
Faversham
A299
A290
M2
X2
W5
Rough Common
A28
W5
A2(T)
S14/S15
X12
A2050
W12
X19
Canterbury
A2050
Ash
A257
A256
A28
A2(T)
A2(T)
A258
A252
Deal

A299/Chatham Main Line (Faversham – Ramsgate)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1		TBC		Network Rail	D, F	
S15	New Station - Canterbury Interchange	Medium (2030s)				1				TfSE / Canterbury City Council	B, D, E, F	
V13	Thanet Bus Enhancements	Short (2020s)				3		TBC		Kent County Council	B, D, E, F, H	
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Short (2020s)	MRN	2	3	4	4			Kent County Council	A, F	OBC development underway. A high priority for KENT COUNTY COUNCIL. Note the name of the project is changing to 'North Thanet Link'. This name change helps to differentiate the scheme from being simply a relief road, as it also provides improved infrastructure for cyclists, pedestrians and public transport as well as vehicles. It is also more conducive to public engagement literature and presentation. This has been communicated to DfT.
X18	Herne Relief Road	Short (2020s)		7		8	8			Kent County Council	F	

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M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Corridor overview

- The M20 and A20 roads on an axis from the north west around London/the M25 to the south east around Folkestone and Dover,
- The South Eastern Main Line rail link along similar alignment,
- High Speed 1 from Ashford International.

Strategic role

Plays an important strategic role, both in the South East and nationally, serving two of the most important international gateways in the country – the Channel Tunnel at Folkestone and the Port of Dover.

Key issues

1. Maidstone is a road congestion bottleneck in the centre of the corridor, particularly during the AM peak.
2. The 'Operation Brock' and 'Operation Stack' traffic management procedures can also cause significant congestion on southeastern parts of the corridor (and elsewhere) when there is disruption at Dover.
3. Rail journey times between London and Maidstone are relatively slow (1 hour) compared to HS1 services between London and Ashford International (around 35 minutes).
4. The corridor has significant planned residential development and job growth. 101,341 new homes are planned to 2035, along with 32% job growth. Development will be concentrated primarily around Maidstone and Ashford respectively. increasing the need to build capacity on the corridor's transport network.

Kent
Swanley
Eynsford
West Kingsdown
Snodland
New Hythe
Ditton
Maidstone
Kemsing
Headcorn
Wye
Ashford
Folkestone
Saltwood
Hythe
Dover
Whitfield
St Margaret's At Cliffe
M25
M20
M26
M2
M20
M20
M20
M20
S8
S12
S11
W1/W13
W3/W14
W4
W5
W6
W7
W8
X1
X2
X3
X5
X6
X7
X10
X11
X12
X14
X15
X17
X18
X19
X20
X22
X23
S10
S14/S15
T1
T2
V6
V9
V10
V14
V15

M20/A20/High Speed 1/South Eastern Main Line (Dover – Sidcup)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S1	St Pancras International Domestic High Speed Platform Capacity	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	4	3			Network Rail	B, D, E, F	Enhanced renewal decision (Work Package 3) to pause submitted in September 22, to reopen in c.2024/25. Also interface with Victoria redevelopment programme (Work Package 2).
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)			7	7	7			Network Rail	B, D, E, F	
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)				1				Network Rail	B, D, E, F	Need to work with Transport for London.
S8	Thameslink - Extension to Maidstone and Ashford	Short (2020s)		7		8				Network Rail	F	Fast Maidstone to Charing Cross services since December 2022.
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	Medium (2030s)		1		2	2			Folkestone and Hythe / Homes England	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S14	Canterbury Interchange Rail Chord	Medium (2030s)				1		TBC		Network Rail	D, F	
S17	Rail Freight Gauge Clearance Enhancements	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Medium (2030s)				1				TfSE / Transport for London / Kent County Council	B, D, E, F	
S21	Ebbsfleet International (Swanscombe Connection)	Long (2040s)				1				Network Rail	B, D, E, F	
T1	High Speed East - Dollands Moor Connection	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
U2	High Speed 1 - Additional Services to West Coast Main Line	Short (2020s)				1				Network Rail	B, D, E, F	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
V9	Maidstone Bus Enhancements	Short (2020s)				1				Kent County Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
V10	Dover Bus Rapid Transit	Short (2020s)	Levelling Up Fund Round 2	6	7	8	TBC			Kent County Council	F	
V14	Folkestone Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	Would require additional funding.
V15	Ashford Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	Would require additional funding.
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1	TBC			Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W14	Dover Placemaking and Demand Management Measures	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2	TBC			Kent County Council	A, B, D, F, H	
X8	Digital Operations Stack and Brock	Medium (2030s)				1				National Highways	F	
X9	A20 Enhancements for Operations Stack & Brock	Short (2020s)				1	TBC			National Highways / Kent County Council	F	
X10	Kent Lorry Parks (Long Term Solution)	Short (2020s)				1	TBC			National Highways	F	
X11	Dover Freight Diversification	Short (2020s)				1				Kent County Council / Dover Harbour Board	B, D, F	
X14	M20 Junction 6 Sandling Interchange Enhancements	Medium (2030s)				1				National Highways	F	
X15	M20 Junction 3 - Junction 5 Smart Motorway	Medium (2030s)	SMP	8			TBC			National Highways	F	
X20	New Maidstone South East Relief Road	Medium (2030s)				1	TBC			Kent County Council / Maidstone Borough Council	F	

Legend

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A21/Hastings Line (Hastings – Sevenoaks)

Corridor overview

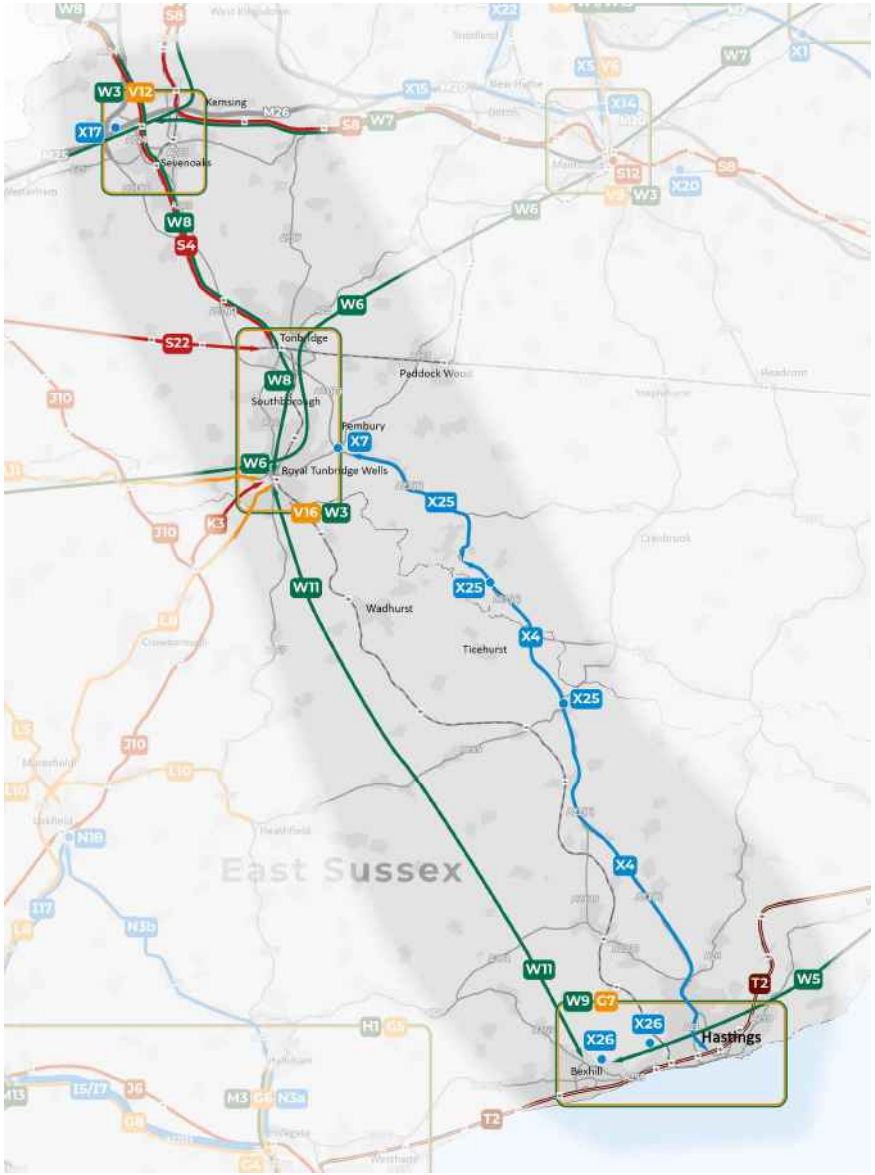
- The A21 north-south road between Sevenoaks in West Kent and Hastings on the East Sussex coast,
- The Hastings Line rail link along similar alignment.

Strategic role

There are significant variations in socioeconomic outcomes across the corridor; it connects some of the South East's wealthiest districts, Sevenoaks and Tunbridge Wells, to one of its most deprived towns, Hastings.

Key issues

1. Poor road and rail connectivity, especially south of Royal Tunbridge Wells. Journey times both to/from London and along the Sussex coast are slower than other corridors in the South East.
2. Most of the corridor is in environmentally protected areas, including the Metropolitan Green Belt, the Kent Downs and High Weald Areas of Outstanding Natural Beauty, and several historic parks and gardens. This may materially constrain its development potential.
3. The least developed part of the Strategic Road Network in the region.



TRANSPORT FOR THE South East

A21/Hastings Line (Hastings – Sevenoaks)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)				1	TBC			East Sussex County Council	B, D, E, F, H	
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K1. Croydon Area Remodelling Scheme to be delivered first.
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)				1	TBC			East Sussex County Council / Kent County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
S2	London Victoria Capacity Enhancements	Medium (2030s)	Renewals Programme / Property Scheme	2	3	4	3			Network Rail	B, D, E, F	Enhanced renewal decision (Work Package 3) to pause submitted in September 22, to reopen in c.2024/25. Also interface with Victoria redevelopment programme (Work Package 2).
S3	Bakerloo Line Extension	Medium (2030s)		1	2	3				Transport for London	E, F	
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Medium (2030s)			7	7	7			Network Rail	B, D, E, F	
S5	London Victoria to Shortlands Capacity Enhancements	Medium (2030s)				1				Network Rail	B, D, E, F	Need to work with Transport for London.
V12	Sevenoaks Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1	TBC			Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans / East Sussex County Council / Kent County Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Medium (2030s)	RIS3 pipeline			1		TBC		National Highways	B, F	Subject to the RIS announcement. Start of works - 2020. Works to be completed by the end of December 2024. The A21 Safety Package is not following the PCF process. The project is made up of multiple schemes all at different stages, from concept through to delivery.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2		TBC		Kent County Council	A, B, D, F, H	
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	Long (2040s)				1		TBC		National Highways	F	
X26	Hastings and Bexhill Distributor Roads	Medium (2030s)				1		TBC		East Sussex County Council	F	

A22/A264/Oxted Line (Crawley – Eastbourne)

Corridor overview

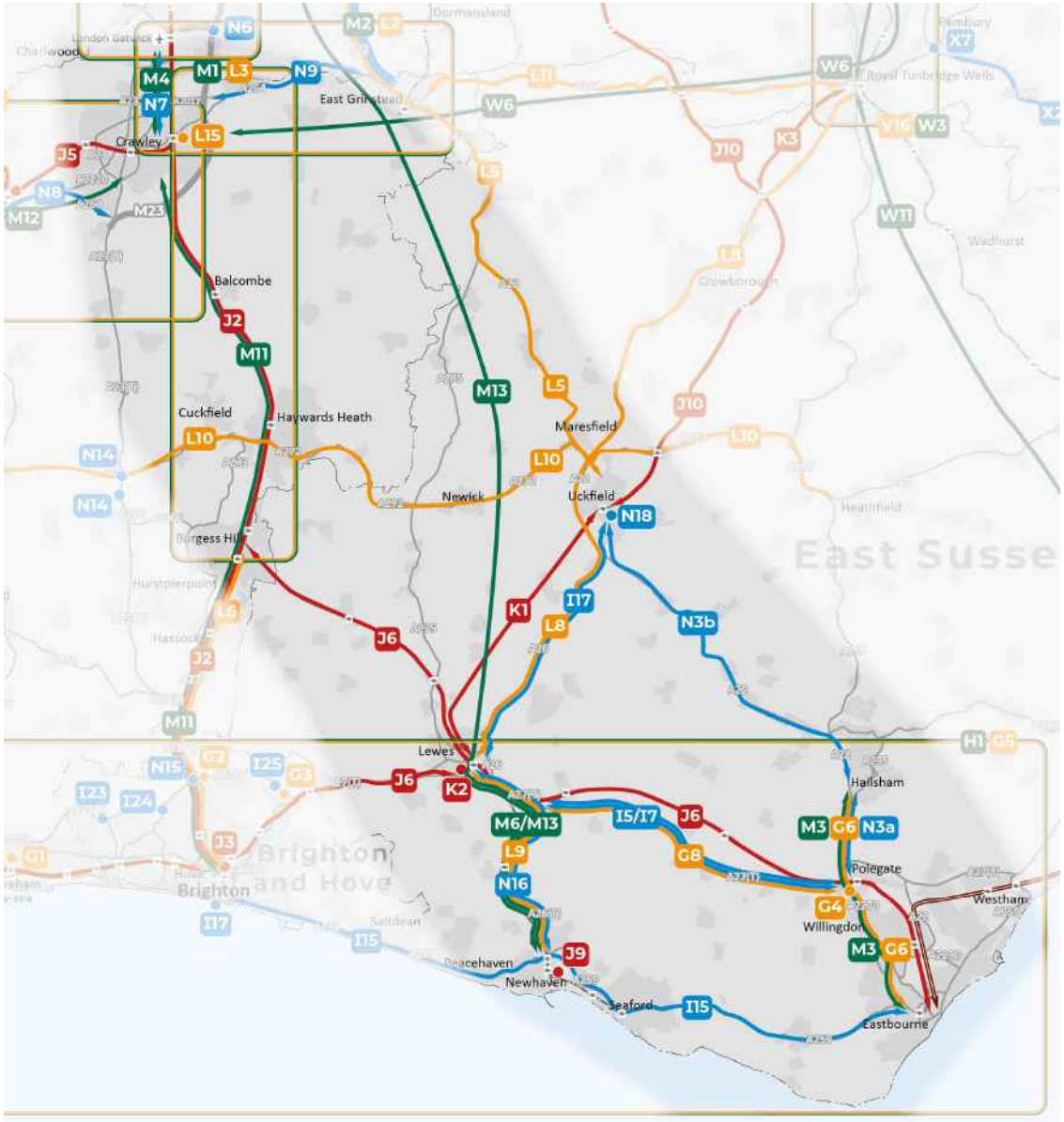
- The A264 and A22 north-south roads between Crawley/Gatwick and Eastbourne,
- The Oxted Line rail links two branches terminating in East Grinstead and Uckfield respectively.

Strategic role

Links Gatwick Airport to Eastbourne via East Grinstead and Uckfield. The key highways on this corridor form part of the Major Road Network. Passes through diverse geography, from 'Gatwick Diamond' economic hub (Gatwick and Crawley), through rural countryside to Eastbourne. At its southern end it includes short sections of the A2270 and A2021 roads, which link the A22 to the A259 corridor.

Key issues

1. There is no continuous railway route along this corridor, although many towns are served by stations on routes that cut across this corridor.
2. There is socioeconomic disparity on the corridor. There is a large concentration of priority sector jobs in the Crawley/Gatwick area to its north and pockets of deprivation and lower levels of educational attainment in Hailsham and Eastbourne to its south. Much of the rest of the corridor passes through rural and relatively affluent areas.
3. There are several road traffic congestion hotspots on the corridor. These include the A27/A22 junction north of Eastbourne and between East Grinstead and Felbridge, where the A264 merges with the A22. There is also a significant pinch-point at Boship Roundabout outside Hailsham as the dual carriageway narrows to a single lane.
4. Poor inter-urban public transport connectivity, no direct rail services between East Grinstead and Uckfield or Uckfield and Eastbourne. Similarly, there are few (if any) direct bus services between Uckfield and Hailsham/Lewes/Eastbourne.


N6
M2
M1
L3
N9
M4
N7
L15
East Grinstead
W6
Crowley
J5
N8
M12
M23
Balcombe
J2
M11
M13
L5
Cuckfield
Haywards Heath
L10
N14
Maresfield
J10
Newick
Uckfield
N18
Burgess Hill
East Susse
K1
I17
L8
N3b
J6
J2
M11
Lewes
H1
G5
N15
G2
I25
J3
I23
I24
J6
K2
M6/M13
I5/I7
J6
L9
G8
N16
Brighton
and Hove
Brighton
I17
I15
J9
Peacehaven
Newhaven
Seaford
I15
Hailsham
M3
G6
N3a
Polegate
G4
Willingdon
Westham
M3
G6
Eastbourne

A22/A264/Oxted Line (Crawley – Eastbourne)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)				1	TBC			Network Rail / East Sussex County Council	B, D, E, F, H	Bringing the intervention forward is subject to interdependencies including Lewes – Polegate RIS2 Pipeline Scheme.
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)		1		2	3, 4, 5, 6	7		East Sussex County Council	B, D, E, F, H	Links with G4.
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	Long (2040s)		2		3	TBC			Network Rail	B, D, E, F	
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K1. Croydon Area Remodelling Scheme to be delivered first.
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L2	Fastway Extension: Crawley - East Grinstead	Short (2020s)				1	1	1	2	TfSE / West Sussex County Council / Surrey County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.

Legend

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5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
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C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
L4	Fastway Extension: Crawley - Redhill	Short (2020s)				1		TBC		TfSE / Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H	
L5	A22 Corridor Rural Bus Service Enhancements	Short (2020s)				1		TBC		Surrey County Council / East Sussex County Council	B, D, E, F, H	
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Short (2020s)				1		TBC		East Sussex County Council / Kent County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5		TBC		West Sussex County Council	B, D, F, H	
M2	East Grinstead Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M13	London - Paris New "Avenue Verte"	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Medium (2030s)	LLM Pipeline			1	1	1	2	Surrey County Council / West Sussex County Council	A, B, D, F, H	
N3a	A22 Corridor Package	Short (2020s)	MRN	2	3	4	4, 5, 6	7	7	East Sussex County Council	A, F	Link with M3 and N3b.
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	2	3	East Sussex County Council	A, F	
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	1	2	East Sussex County Council	A, B, D, F, H	Link with N3a, M3 and G6.
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)				1				National Highways	F	
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Medium (2030s)				1	1	1	2	West Sussex County Council	F	
N17	A26 Lewes - Uckfield Enhancements	Medium (2030s)				1	1	1	2	East Sussex County Council	F	Link with L8.
N18	A22 Uckfield Bypass Dualling	Short (2020s)				1	1	2	3	East Sussex County Council	F	Link with N3b and K1.
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		2	3	4		TBC		Surrey County Council	F	
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

Legend

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H. Resource capacity & capability funding

M23/A23/Brighton Main Line (Brighton – Coulsdon)

Corridor overview

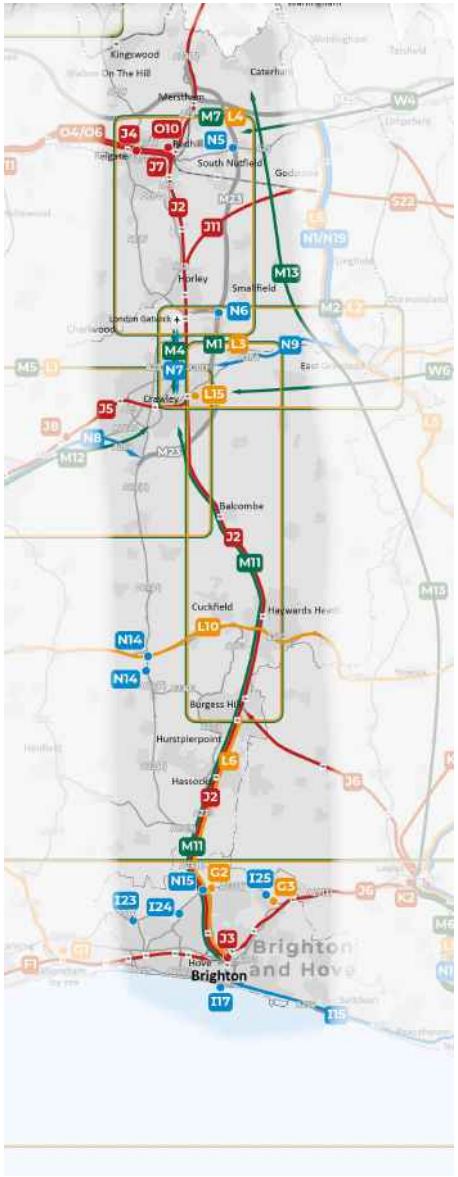
- The M23/A23 north-south roads between Coulsdon and Brighton and Hove,
- Parts of the A27 and A26 roads around Brighton and Hove,
- The Brighton Main Line rail link (and the East Coastway Line between Wivelsfield and Seaford) also serves the corridor along similar alignment.

Strategic role

Connects one of the region's largest urban areas, Brighton and Hove, to Gatwick Airport and London to the North. The corridor also serves the Port of Newhaven and Shoreham.

Key issues

1. The Brighton Main Line is one of the busiest rail links in the South East and serves its two busiest stations (Gatwick Airport and Brighton). Its services terminate or pass through some of the busiest stations in London with high levels of crowding. There are also capacity constraints at Three Bridges in Crawley, where several parts of the rail network merge.
2. There are several road traffic congestion hotspots on the corridor. These include its intersection with the M25, parts of the A23 and A27 around Brighton and Hove and Lewes respectively, and parts of the M23 on approach to Gatwick Airport.
3. The corridor is encompassed by several protected areas, including the Metropolitan Greenbelt, the South Downs National Park and the High Weald/Surrey Hills Areas of Outstanding Natural Beauty. Partly because of this, it also has some of the lowest levels of planned development and housing affordability in the South East.


Kingswood
On The Hill
Caterham
Merstham
M7
L4
J4
O10
NS
J7
South Nutfield
J2
M23
J11
N1/N19
M13
Horley
Smallfield
N6
M4
M1
L3
N9
N7
M5
W6
Crawley
L15
JS
J8
N8
M12
M23
Balcombe
J2
M11
Cuckfield
Haywards He
L10
N14
N14
Burgess Hill
Hurstpierpoint
L6
Hassocks
J2
M11
N15
G2
I25
I23
I24
J3
Hove
Brighton
I17

M23/A23/Brighton Main Line (Brighton – Coulsdon)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)				1		TBC		TfSE / Brighton and Hove City Council	A, B, C, D, F, G, H	
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1		TBC		West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
I23	A27 Hangleton Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I25	A27 Falmer Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J1	Croydon Area Remodelling Scheme	Medium (2030s)		2	3	4		TBC		Network Rail	F	
J2	Brighton Main Line - 100mph Operation	Medium (2030s)				1				Network Rail	B, D, E, F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	Connected to West Coastway work.
J7	Brighton Main Line - Reinstate Cross Country Services	Short (2020s)				1				TfSE / DfT / Surrey County Council / West Sussex County Council	F	
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Medium (2030s)				1				Network Rail	B, D, F	
J11	Redhill Aerodrome Chord	Medium (2030s)				1				Network Rail	B, D, E, F	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L3	Fastway Extension: Haywards Heath - Burgess Hill	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	
L4	Fastway Extension: Crawley - Redhill	Short (2020s)				1	TBC			TfSE / Surrey County Council / West Sussex County Council	A, B, C, D, E, F, G, H	
L6	A23 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Short (2020s)				1	TBC			East Sussex County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5	TBC			West Sussex County Council	B, D, F, H	
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M6	Lewes/Newhaven Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

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H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M11	New London - Brighton National Cycle Network Corridor	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M13	London - Paris New "Avenue Verte"	Medium (2030s)				1				Surrey County Council / West Sussex County Council / East Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Medium (2030s)	LLM Pipeline			1	1	1	2	Surrey County Council / West Sussex County Council	A, B, D, F, H	
N5	M23 Junction 8a New Junction and Link Road - Redhill	Long (2040s)				1				National Highways	F	
N6	M23 Junction 9 Enhancements - Gatwick	Medium (2030s)				1				National Highways	F	
N7	A23 Carriageway Improvements - Gatwick to Crawley	Medium (2030s)				1				National Highways	F	
N10	Crawley Western Link Road and Active Travel Infrastructure	Long (2040s)				1		1	1	West Sussex County Council	F	
N14	A23 Hickstead and Bolney Junction Enhancements	Medium (2030s)				1	TBC			National Highways	F	
N15	A23/A27 Patcham Interchange Junction Enhancements	Short (2020s)				1	TBC			Brighton and Hove City Council / National Highways	F	

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	Short (2020s)				1	TBC			East Sussex County Council	F	Link with L9.
N19	A22 Smart Road Trial Proposition Study	Short (2020s)		2	3	4				Surrey County Council	F	
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
S22	Gatwick - Kent Service Enhancements	Short (2020s)			1	2	1			Network Rail	B, D, E, F	Redhill and Gatwick capacity (Aerodrome Chord / Redhill station works).

Legend

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A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Corridor overview

- The A264, A24 and A29 north-south roads between Crawley and Fontwell/Chichester,
- The Arun Valley Line rail link along similar alignment.

Strategic role

The corridor provides rapid onward connectivity to/from Gatwick Airport, the UK's second-busiest airport, as far south as Fontwell/Chichester.

Key issues

1. The corridor has the highest concentration of priority sector jobs of any corridor in this study (16%). Despite this, its median earnings and levels of housing affordability are below the regional average.
2. Much of the corridor passes through protected areas, such as the High Weald Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in both Horsham and Crawley, overall levels of planned residential development and job growth on the corridor are slightly below the regional average.
3. Journey times by rail on the corridor are relatively slow due to track alignment south of Horsham. Some stations also have relatively short platforms, limiting capacity for stopping services. As with the Brighton Main Line, radial passenger services between the corridor and London experience high levels of crowding.

West Sussex
Horsham
Crawley
Billingshurst
Pulborough
Fontwell
Arundel
Worthing
Littlehampton
Bognor Regis
Midhurst
Cranleigh
Steyning
Henfield
Somporting
Angmering
North Lancing
Shoreham-by-Sea
M12
M23
M11
M1
M4
M5
N12
N7
N8
N14
N13
N15
J5
J8
J2
L10
L12
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I20
I21
I18
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I24
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F1
F2

A24/A264/A29/Arun Valley Line (Crawley – Fontwell)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	2	3	4	3	4	5	West Sussex County Council	A, F	
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	6	7	7	7	8	West Sussex County Council	F	
I21	A27 Fontwell Junction Enhancements	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
J5	Arun Valley Line - Faster Services	Short (2020s)				1				Network Rail	B, D, E, F	
J8	New Station to the North East of Horsham	Medium (2030s)				1				Network Rail / Third party	B, D, E, F	
L1	Fastway Extension: Crawley - Horsham	Short (2020s)				1			1	TfSE / West Sussex County Council	A, B, C, D, E, F, G, H	Reliant on A264 enhancements.
L7	A24 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L11	A264 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L12	A29 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	

Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
L13	A283 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L14	A281 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	
L15	Three Bridges Strategic Mobility Hub	Medium (2030s)		3	4	5	TBC			West Sussex County Council	B, D, F, H	
M5	Horsham Local Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)				1				West Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Medium (2030s)	MRN Pipeline			1	TBC			Surrey County Council	A, B, D, F, H	
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Medium (2030s)				1			1	West Sussex County Council	F	
N10	Crawley Western Link Road and Active Travel Infrastructure	Long (2040s)				1		1	1	West Sussex County Council	F	
N11	A24 Dorking Bypass	Medium (2030s)				1	TBC			Surrey County Council	F	
N12	A24 Horsham to Washington Junction Improvements	Short (2020s)				1	TBC			Surrey County Council	F	
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Long (2040s)		1		2	1	2	3	Surrey County Council / West Sussex County Council	F	

Legend

1. Feasibility Study
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3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Corridor overview

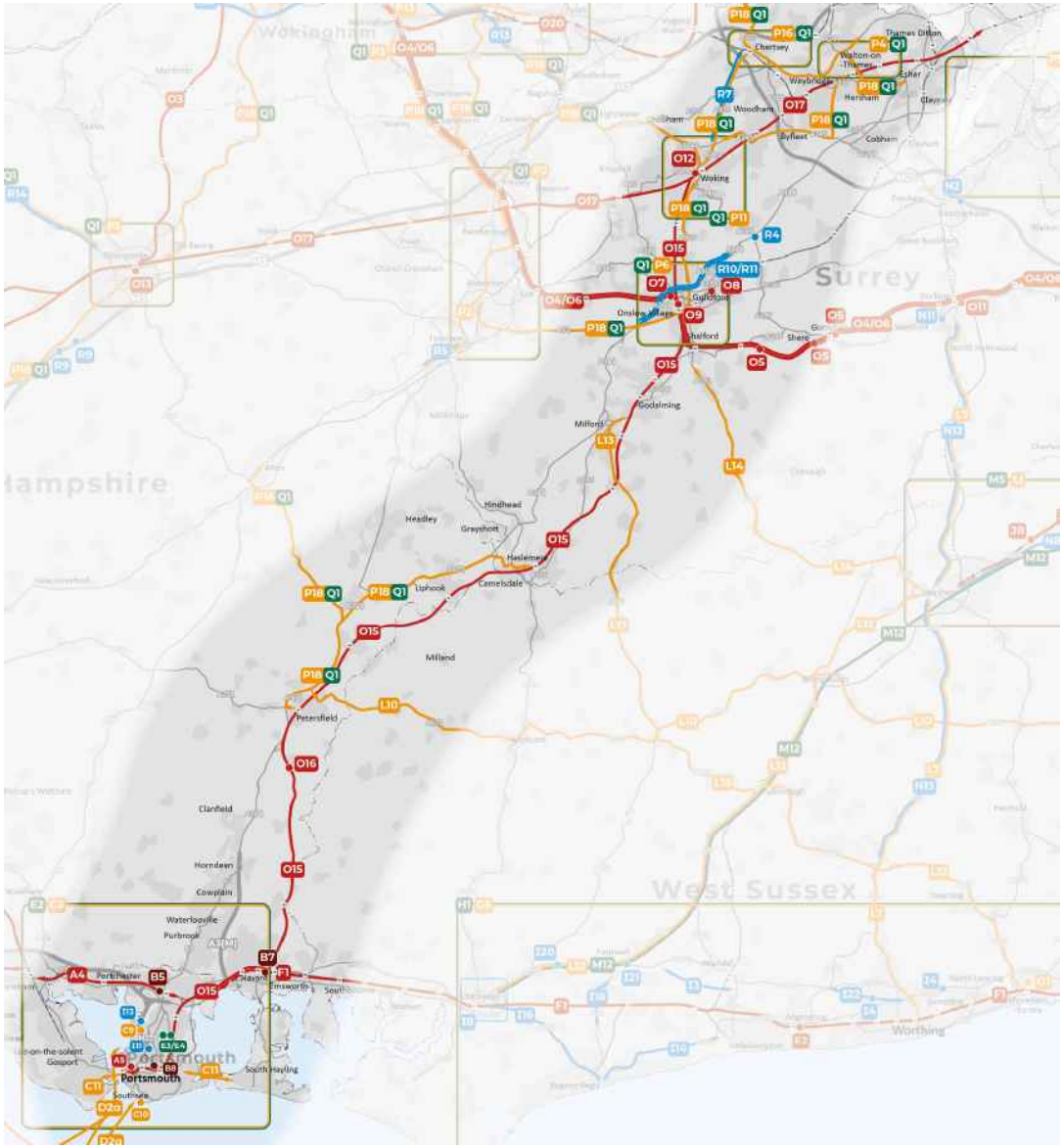
- The A3 north-south road between the M25 and Portsmouth,
- The A27 and M275 roads around Portsmouth,
- The Portsmouth Direct Line rail link also serves the corridor along similar alignment,
- There are ferry services between Portsmouth and the Isle of Wight, the Channel Islands and mainland Europe.

Strategic role

The corridor connects Portsmouth International Port, a major international gateway, to the Strategic Road Network. It also serves two of the region's largest urban areas, Portsmouth and Guildford, on a direct route to London/the M25.

Key issues

1. Journey times between London and Portsmouth by rail are typically ninety minutes or more on the Portsmouth Direct Line, whereas journey times between London and Southampton by rail (over approximately the same distance) can be as low as seventy-one minutes. Radial passenger services between the corridor and London also experience high levels of crowding.
2. The corridor encompasses several protected areas, including the Metropolitan Greenbelt, the Chichester Harbour Area of Outstanding Natural Beauty and the South Downs National Park, which could limit the scope for future development. Though there is notable planned residential development in Portsmouth and on the northern end of the corridor, Housing is expensive on this corridor, and this is unlikely to improve in the near future as the number of new homes planned for this (relatively long) corridor is low.
3. While most of this corridor passes through relatively prosperous areas, there are significant pockets of deprivation in Portsmouth and its surrounding urban area.
4. Parts of the Strategic Road Network pass through urban areas at several points on the corridor, including Portsmouth city centre (between the M275 and Portsmouth International Port) and where the A3 passes close to Guildford town centre. This negatively impacts air quality and road safety in these areas.


Surrey
West Sussex
Hampshire
Godalming
Guildford
Woking
Cobham
Weybridge
Chertsey
Walton-on-Thames
Esher
Thames Ditton
Oxshott
Leatherhead
Shere
Milford
Haslemere
Hindhead
Headley
Grayshott
Liphook
Camelsdale
Midhurst
Petersfield
Clanfield
Horndean
Cowplain
Waterlooville
Purbrook
Portsmouth
Gosport
Fareham
Emsworth
Worthing
Shalford
Send
Ripley
Byfleet
Woodham
Horsham
Pulborough
Southsea
South Hayling

A3/A27/M275/Portsmouth Direct Line (Portsmouth – Surbiton)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A5	Portsmouth Station Platforms	Medium (2030s)			1	2	2			Network Rail	D, E, F	
B7	Havant Rail Freight Hub	Medium (2030s)				1				Network Rail	B, D, E, F	
B8	Fratton Rail Freight Hub	Medium (2030s)				1				Portsmouth International Port	B, D, E, F	
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)				1		TBC		Portsmouth City Council / Hampshire County Council	F	
C9	Tipner Transport Hub (M275 Junction 1)	Medium (2030s)		2		3		TBC		Portsmouth City Council / Hampshire County Council	B, D, F, H	
C10	Southsea Transport Hub	Short (2020s)				1		TBC		Portsmouth City Council	B, D, F, G, H	There may be a possibility to link some of the travel hub works to the major coastal defence scheme being undertaken around Southsea.
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	Short (2020s)				1		TBC		Hampshire County Council / Portsmouth City Council	B, D, F, G, H	
D1	Isle of Wight Mass Transit System	Medium (2030s)				1		TBC		Isle of Wight Council	B, D, F	See D1a to D1f for detailed breakdown.
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)				1			1	Isle of Wight Council	B, D, F	
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1		2	1	1	2	Isle of Wight Council	B, D, F	
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	3	4	2	2	2	Isle of Wight Council	B, D, F	
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	7	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F	
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2		3				Isle of Wight Council	B, D, F	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)				1	1	1	2	Isle of Wight Council	B, D, F	
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)				1	TBC				A, B, D, F	
D2a	Operating Hours and Frequency Enhancements	Short (2020s)				1	TBC			Operator / Isle of Wight Council / Solent Transport	B, D, F	
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)				1	TBC			Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
E3	Active Travel Bridge Extension	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E4	Portsmouth Eastern Road East-West Bridge	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E6	Isle of Wight Active Travel Enhancements	Short (2020s)				1	TBC			Isle of Wight Council		
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)				1	TBC			Isle of Wight Council		
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)				1	TBC			Isle of Wight Council		
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)				1	TBC			Isle of Wight Council		
I11	Portsmouth City Centre Road (LLM)	Short (2020s)	LLM	1	2	3	TBC			Portsmouth City Council	A, D, F, H	
I13	New Bridge from Horsea to Tipner	Short (2020s)				1	TBC			Portsmouth City Council	F	There is a possibility of linking the new bridge in with the Tipner West development project.
L13	A283 Corridor Rural Bus Service Enhancements	Short (2020s)				1				Surrey County Council / West Sussex County Council	B, D, E, F, H	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium (2030s)	RNEP	3	3	4				Network Rail	B, D, E, F	
O15	Portsmouth Direct Line - Line Speed Enhancements	Short (2020s)		1		2				Network Rail	B, D, E, F	
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Long (2040s)				1	TBC			Network Rail	B, D, E, F	
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)				1				Surrey County Council / Hampshire County Council	B, D, E, F, H	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P11	Woking Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R4	A3/A247 Ripley South (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1	2	3	TBC			National Highways	B, F	Subject to the RIS announcement.
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1	TBC			National Highways	B, D, F	

M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Corridor overview

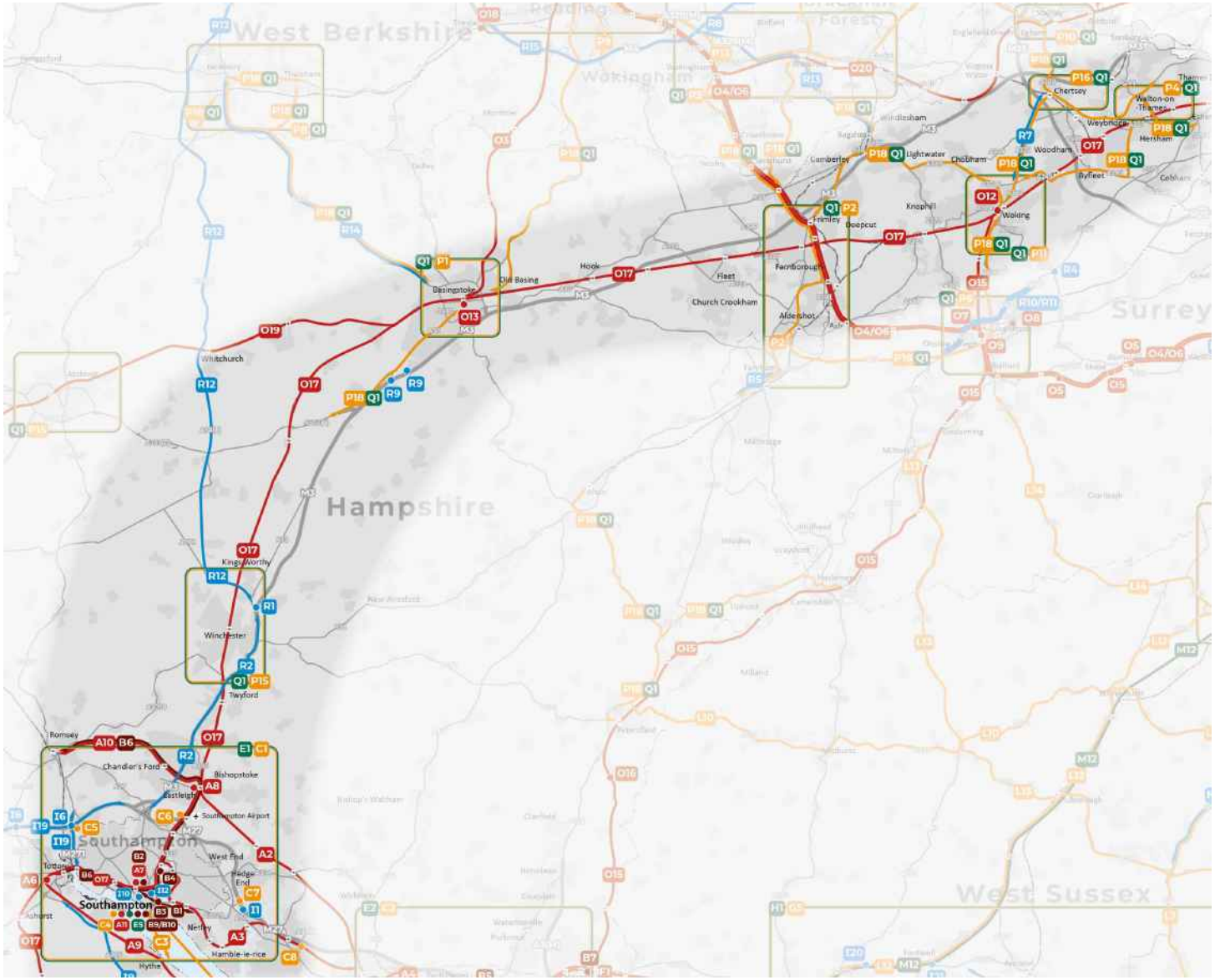
- The M3 north-south road between Sunbury and Southampton,
- The M27, M271, A33 and A326 roads around Southampton,
- The Port of Southampton,
- The South Western Main Line rail link also serves the corridor along similar alignment,
- There are ferry services between Southampton and the Isle of Wight.

Strategic role

The corridor connects the Port of Southampton, a major international gateway and one of the busiest ports in the country, to the Strategic Road Network. Southampton Airport, which typically serves between 1.5 and 2 million passengers per year, is also on the corridor's road and rail network. Southampton is the largest city in the region and Basingstoke is one of its fastest-growing towns.

Key issues

1. There are several road traffic congestion hotspots on the corridor. These include the M3 between Winchester and Southampton, the M3 between Fleet and the M25, and some of the access roads and junctions between the M3 and the Port of Southampton (i.e., the M27, M271, A33 and A326). This congestion slows down freight movements on the corridor and has the potential to worsen as the Port of Southampton expands.
2. There are clusters of historic road traffic incidents on the corridor where it enters Southampton, particularly on and around the M271 and A33, including incidents resulting in people being killed or seriously injured.
3. The South Western Main Line experiences significant crowding during peak hours. Many peak hour trains are already operating at maximum length, limiting the scope for additional capacity on these services.
4. There is a significant imbalance in the development of jobs and homes along this corridor. Housing development is focused on Basingstoke, while employment growth is more concentrated in Southampton.


West Berkshire
Hampshire
Surrey
West Sussex
Basingstoke
Old Basing
Hook
Fleet
Farnborough
Aldershot
Church Crookham
Camberley
Chobham
Lightwater
Woodham
Woking
Knaphill
Chertsey
Walton-on-Thames
Weybridge
Hersham
Whitchurch
King's Worthy
Winchester
Twyford
Romsey
Chandler's Ford
Bishopstoke
Eastleigh
Southampton Airport
Southampton
West End
Hedge End
Netley
Hamble-le-rice
Tottonal
Ashurst
Blythe

M3/M27/M271/A33/A326/South Western Main Line (Southampton – Sunbury)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A6	South West Main Line - Totton Level Crossing Removal	Medium (2030s)		1	2	3		TBC		Network Rail	D, E, F	
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
A8	Eastleigh Station Platform Flexibility	Medium (2030s)		1		2	2			Network Rail	D, E, F	
A9	Waterside Branch Line Reopening	Short (2020s)	Restoring Your Railway	5	6	6	6			Network Rail	D, E, F	
A11	Additional Rail Freight Paths to Southampton	Short (2020s)				1	1			Network Rail	D, E, F	
B2	New Southampton Central Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B4	South West Main Line - Mount Pleasant Level Crossing Removal	Long (2040s)			1	2		TBC		Network Rail	B, D, E, F	
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)		1		2		TBC		Network Rail / Hampshire County Council	B, D, E, F	
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	Medium (2030s)				1		TBC		Network Rail	B, D, F	
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Medium (2030s)				1		TBC		Network Rail	B, D, F	
C1	Southampton Mass Transit	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council	F	
C3	New Southampton to Fawley Waterside Ferry Service	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C4	Southampton Cruise Terminal Access for Mass Transit	Medium (2030s)				1		TBC		Southampton City Council	B, D, F	Should be considered as part of broader Southampton Mass Transit.
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1		2		TBC		Southampton City Council / Hampshire County Council	B, D, F, H	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
D1	Isle of Wight Mass Transit System	Medium (2030s)				1		TBC		Isle of Wight Council	B, D, F	See D1a to D1f for detailed breakdown.
D1a	Bus Mass Transit - Newport to Yarmouth	Medium (2030s)				1			1	Isle of Wight Council	B, D, F	
D1b	Bus Mass Transit - Newport to Ryde	Medium (2030s)		1		2	1	1	2	Isle of Wight Council	B, D, F	
D1c	Bus Mass Transit - Newport to Cowes	Medium (2030s)		2	3	4	2	2	2	Isle of Wight Council	B, D, F	
D1d	Isle of Wight Railway Service Enhancements	Medium (2030s)		6	7	8	8	8	8	South Western Railways / Network Rail / Isle of Wight Council	B, D, F	
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Medium (2030s)		2		3				Isle of Wight Council	B, D, F	
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Medium (2030s)				1	1	1	2	Isle of Wight Council	B, D, F	
D2	Isle of Wight Ferry Service Enhancements	Short (2020s)				1		TBC		Isle of Wight Council	A, B, D, F	
D2a	Operating Hours and Frequency Enhancements	Short (2020s)				1		TBC		Operator / Isle of Wight Council / Solent Transport	B, D, F	
D2b	New Summer Route - Ryde to Southampton	Short (2020s)				1		TBC		Isle of Wight Council	B, D, F	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		

Legend

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3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
E6	Isle of Wight Active Travel Enhancements	Short (2020s)				1		TBC		Isle of Wight Council		
E6a	Active Travel Enhancements - Newport to Yarmouth	Short (2020s)				1		TBC		Isle of Wight Council		
E6b	Active Travel Enhancements - Newport to Ryde	Short (2020s)				1		TBC		Isle of Wight Council		
E6c	Active Travel Enhancements - Newport to Cowes	Short (2020s)				1		TBC		Isle of Wight Council		
I1	M27 Junction 8 (RIS2)	Short (2020s)	RIS2	3	4	5		TBC		National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Start of works - Autumn 2023. Open for traffic - TBC.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	2	3	4		TBC		National Highways	B, F	Subject to the RIS announcement.
I9	A326 Capacity Enhancements (LLM)	Short (2020s)	LLM	3	4	5		TBC		Hampshire County Council	A, D, F, H	
I10	West Quay Realignment (LLM)	Short (2020s)	LLM			1		TBC		Southampton City Council	A, B, D, F, H	
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3		TBC		Southampton City Council	A, D, F, H	
I19	M27/M271 Smart Motorway(s)	Long (2040s)				1		TBC		National Highways	F	
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Medium (2030s)	RNEP	3	3	4				Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
O17	South West Main Line - Digital Signalling	Medium (2030s)				1				Network Rail	B, D, E, F	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O20	Reading to Waterloo Service Enhancements	Medium (2030s)			1	2	1			Network Rail	B, D, E, F, H	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1		TBC		Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P4	Elmbridge Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P10	Spelthorne Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P11	Woking Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P14	Winchester Bus Enhancements	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P16	Runnymede Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
R1	M3 Junction 9 (RIS2)	Short (2020s)	RIS2	3	4	5	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Start of works - planned for 2024/5. Open for traffic - by 2030. The Development Consent Order was accepted by the Planning Inspectorate for examination in December 2022. A decision is expected in 3 months; March / April 2023.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)	SMP	7		8	TBC			National Highways	F	
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	3	4	TBC			Surrey County Council	F	
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)				1	TBC			Hampshire County Council	F	

A33/Basingstoke – Reading Line (Basingstoke – Reading)

Corridor overview

- The A33 north-south road between Reading and Basingstoke,
- The Basingstoke – Reading Line rail link along a similar alignment.

Strategic role

The corridor connects Reading and Basingstoke, two major economic hubs in the region with significant commuter demand. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. Much of the northern end of the corridor is covered by Air Quality Management Areas (AQMAs). This includes Reading town centre and its radial routes and parts of the M4 intersecting the corridor.
2. Road traffic congestion hotspots can be identified on the corridor, particularly where the A33 intersects the M4, as well as more moderate congestion along several stretches of the A33 between Swallowfield and Basingstoke.
3. The Basingstoke – Reading Line is very crowded during peak hours. It is also not electrified, limiting capacity for through services from Reading to destinations such as Southampton and precluding electric services to/from London Paddington. Some of the intermediate stations on the platform have short platforms, limiting capacity for stopping services.
4. Significant housing development is planned for this corridor. However, the number of planned homes outnumbers the number of planned jobs by nearly 3 to 1.

O14
Pangbourne
P9
P9
Q1
R6
A4074
A4155
A4
M4
Reading
Reading
O18
A4
A329
Theale
A33
A327
R15
P9
M4
Wokingham
Mortimer
O3
P18
Q1
Tadley
A33
Q1
P1
Hook
O17
Old Basing
Basingstoke
M3
A340
O13
A30
M3

A33/Basingstoke – Reading Line (Basingstoke – Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O3	Reading to Basingstoke Enhancements	Long (2040s)		1	2	3	TBC			Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2	TBC			Network Rail	B, D, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1	TBC			Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.

A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Corridor overview

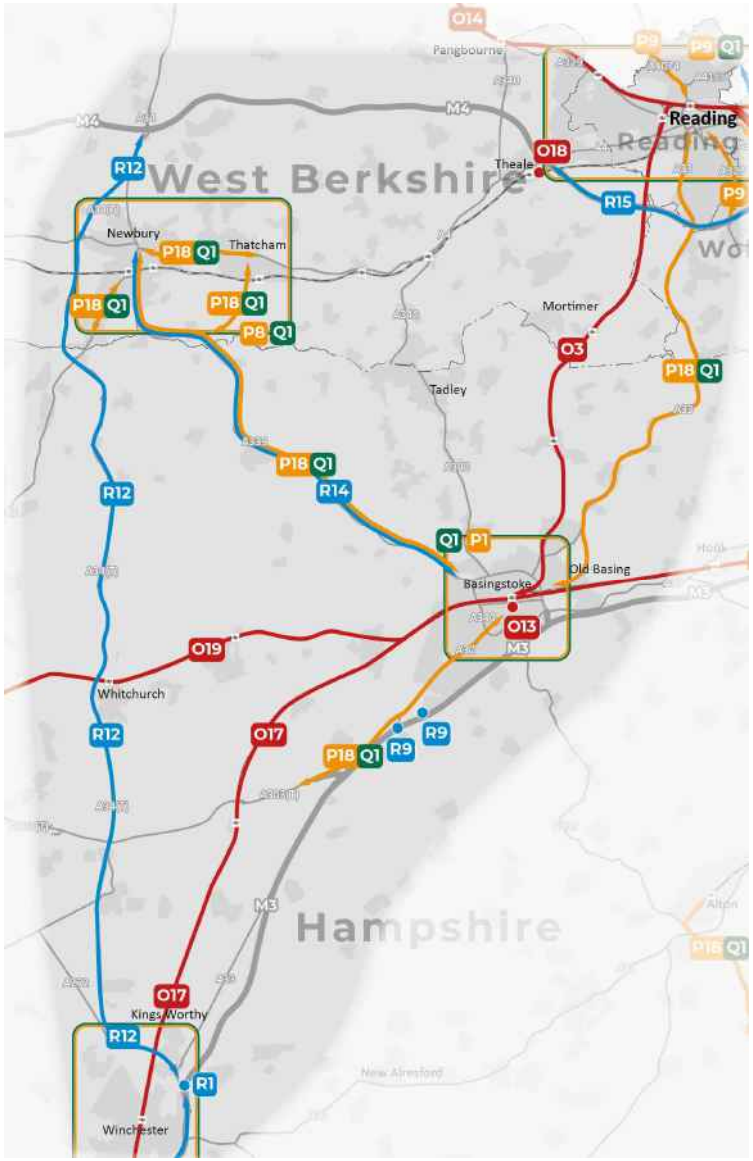
- The A34 north-south road between the Berkshire – Oxfordshire border and Winchester,
- The Basingstoke – Reading Line rail link serves the corridor on an adjacent alignment to the east,
- Parts of the Great Western Main Line north west of Reading,
- The South Western Main Line between Basingstoke and Winchester.

Strategic role

Supports freight movements in the region connecting the Port of Southampton to the Midlands via Newbury. It also connects to one of the most important east-west corridors in the country, i.e. the M4 and Great Western Main Line.

Key issues

1. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.
2. Congestion hotspot just outside Winchester on approach to junction 9 of the M3. This junction forms the southern end of the A34.
3. Significant residential development is planned for the corridor. However, the number of planned homes greatly exceeds the number of planned jobs. Many new residents may travel outside the corridor to seek employment. The Basingstoke – Reading Line is very crowded during peak hours, and increased demand for travel from new residents would likely further worsen this issue.



TRANSPORT FOR THE South East

A34/South Western Main Line/Basingstoke – Reading Line (Basingstoke - Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O14	Cross Country Service Enhancements	Short (2020s)				1		TBC		Network Rail	B, D, E, F	
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Medium (2030s)			1	2		TBC		Network Rail	B, D, E, F	
O17	South West Main Line - Digital Signalling	Medium (2030s)				1				Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)		4	5	6	6	7	7	Hampshire County Council / West Berkshire Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P14	Winchester Bus Enhancements	Short (2020s)				1		TBC		Hampshire County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Short (2020s)	SMP	7		8		TBC		National Highways	F	
R12	A34 Junction and Safety Enhancements	Short (2020s)		1		2		TBC		National Highways	B, D, F	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2		TBC		Hampshire County Council / West Berkshire Council	B, D, F	

A36/Wessex Main Line (New Forest)

Corridor overview

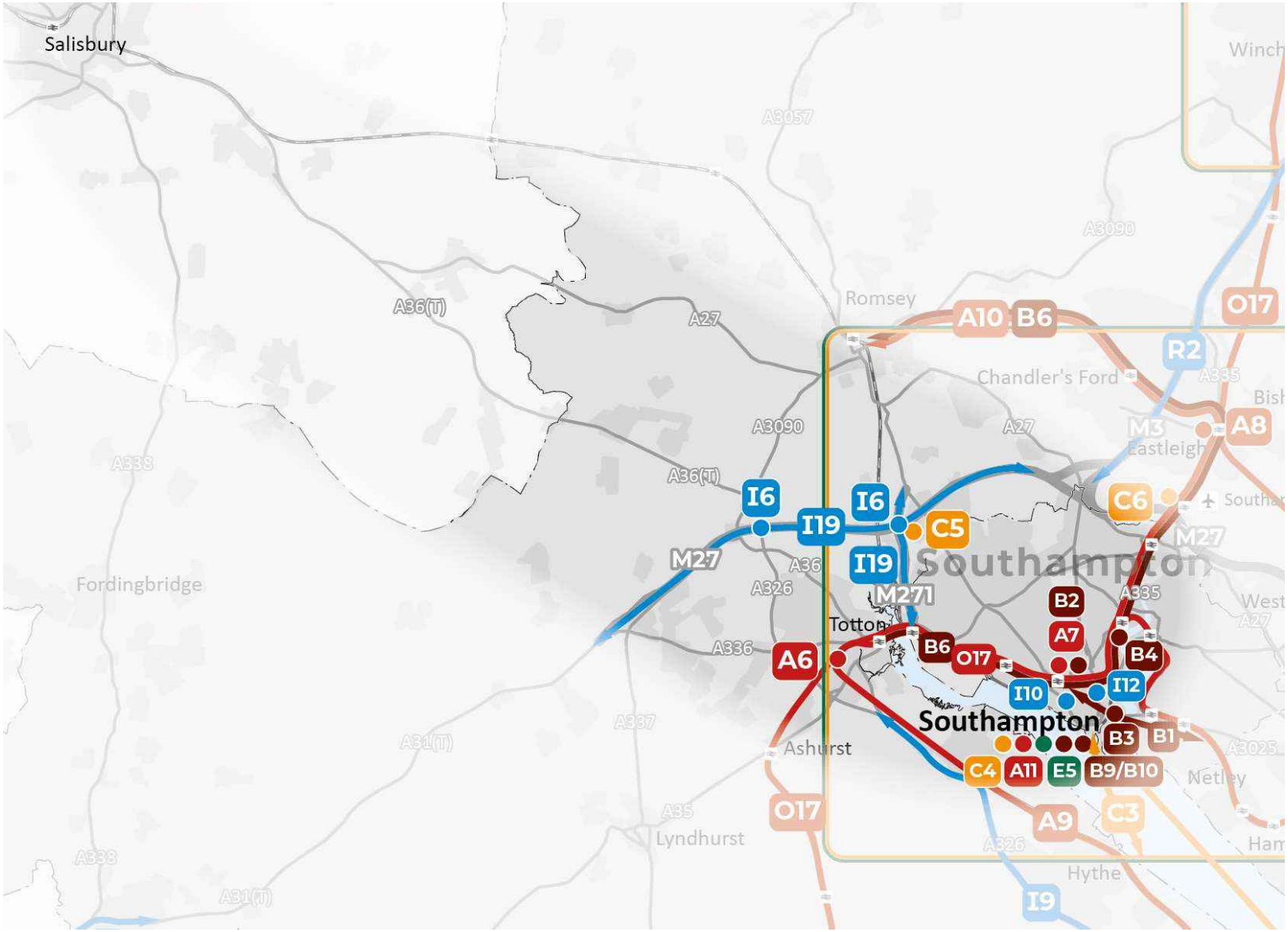
- The A36 road on an axis from the south east around the M27 to the north west around the Hampshire – Wiltshire border,
- The Wessex Main Line rail link also serves the corridor along an adjacent alignment to the north east.

Strategic role

While this corridor is relatively short, it provides important east – west connectivity between the South East, the South West and the West of England. It is also close to the Port of Southampton.

Key issues

1. Median earnings on the corridor are markedly lower than the regional average. There are also significant areas of deprivation in western and central parts of Southampton that are directly served by the Wessex Main Line.
2. The Wessex Main Line experiences high levels of crowding during peak hours. There is some planned residential development along its route, i.e. in Romsey, but this is unlikely to be significant enough to materially affect demand for travel. The cascading of additional rolling stock to the Wessex Main Line is intended to help alleviate crowding and other capacity issues.
3. There are some road traffic congestion hotspots on the corridor. The most significant congestion exists where the A36 intersects the A3090 and M27, respectively, but more moderate congestion continues along the A36 as far as Blackhill. Peak hour highway demand is the lowest of any corridor in this study, but the proposed expansion of the Port of Southampton to the west has the potential to increase the volume of freight traffic moving along the corridor.


Salisbury
A36(T)
A27
A3057
A3090
Romsey
A10
B6
O17
R2
Chandler's Ford
A335
M3
A8
Eastleigh
A333
A36(T)
I6
I6
I19
C5
C6
M27
I19
A36
Southampton
M27
Fordingbridge
A326
M271
B2
A335
Totton
A7
B6
O17
B4
A336
A6
I10
I12
Southampton
B3
B1
A337
A31(T)
Ashurst
C4
A11
E5
B9/B10
Netley
A35
O17
A9
C3
Lyndhurst
A326
A338
Hythe
A31(T)
I9

A36/Wessex Main Line (New Forest)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
B2	New Southampton Central Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1		TBC		Southampton City Council	B, D, E, F	
B6	Eastleigh to Romsey Line - Electrification	Medium (2030s)		1		2		TBC		Network Rail / Hampshire County Council	B, D, E, F	
C1	Southampton Mass Transit	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council	F	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3		TBC		Southampton City Council	A, D, F, H	

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Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

A303/West of England Main Line (Andover – Basingstoke)

Corridor overview

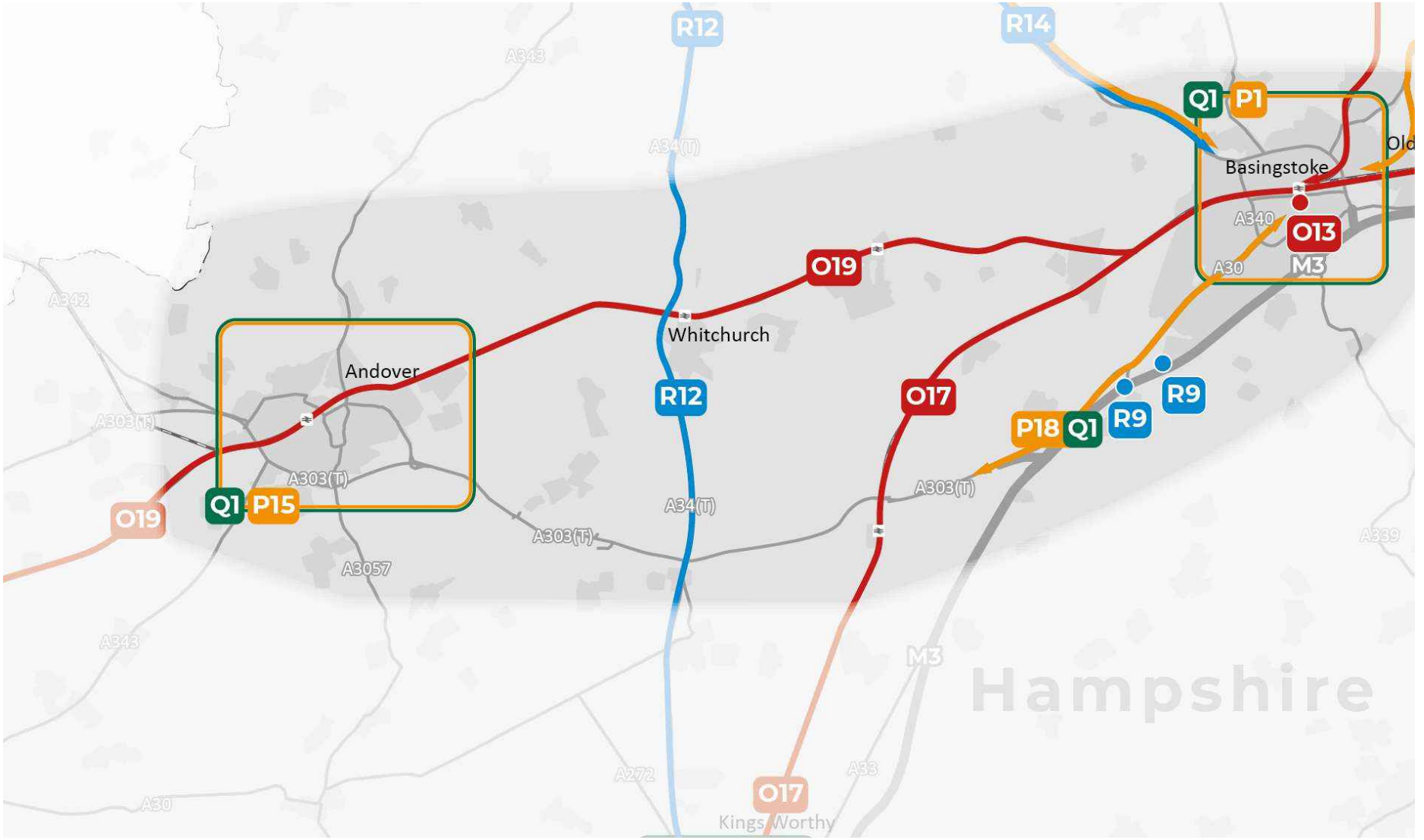
- The A303 east-west road between Basingstoke and the Hampshire – Wiltshire border,
- The West of England Main Line rail link along similar alignment.

Strategic role

The corridor connects the South East to the South West of England, including two of the South East's larger urban centres, Andover and Basingstoke. It also connects Andover to London and the rest of the South East.

Key issues

1. There is little planned job growth on the corridor but there is sizeable planned residential development. Many of the development sites are at the periphery of Andover and Basingstoke, some distance from shops, services and public transport hubs. These towns may become less self-contained in the future, driving new residents to seek employment outside the corridor and thereby increasing demand for travel.
2. The West of England Main Line is not electrified and carries diesel-powered services between London Waterloo and the South West (as far as Exeter). It also experiences high levels of crowding during the AM peak on its radial passenger services.
3. There is a notable cluster of historic road traffic incidents on the corridor around the A34/A303 junction, including incidents resulting in people being killed or seriously injured.


R12
R14
Q1
P1
Basingstoke
A340
O13
M3
A30
O19
Whitchurch
Andover
R12
O17
P18
Q1
R9
R9
A303(T)
Q1
P15
O19
A303(T)
A34(T)
A303(T)
A3057
M3
Hampshire
O17
Kings Worthy

A303/West of England Main Line (Andover – Basingstoke)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A10	West of England Service Enhancements	Medium (2030s)		1		2				Network Rail	D, E, F	
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Long (2040s)				1				Network Rail	B, D, E, F	
P1	Basingstoke Mass Rapid Transit	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P15	Andover Bus Enhancements	Short (2020s)				1	TBC			Hampshire County Council	B, D, E, F, H	
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Short (2020s)				1	TBC			Hampshire County Council	F	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2	TBC			Hampshire County Council / West Berkshire Council	B, D, F	

M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Corridor overview

- The M4 east-west road between the Berkshire – Wiltshire border and Slough,
- The Great Western Main Line rail link along similar alignment,
- The Reading – Taunton Line provides a rail link west of Reading.

Strategic role

Directly serves Heathrow Airport, the largest international gateway in the South East and the busiest airport in Europe.

Provides east-west connectivity between London, the Thames Valley, the South West of England and Wales.

Key issues

1. There is significant socioeconomic disparity along the corridor, with several pockets of deprivation in Reading and Slough. For example, in 2018 median earnings in Slough were £31,388 whereas in Wokingham they were £40,373.
2. There are some road traffic congestion hotspots on the corridor. These are between junction 4b and junction 6 of the M4 around Slough as well as between junction 10 and junction 12 of the M4 around Reading. There are also wider problems with road safety and air quality on the M4, particularly between Reading and the M25. The proposed expansion of Heathrow Airport could add additional pressure to the highway network.
3. The Great Western Main Line is one of the busiest rail links in the South East and its radial passenger services experience high levels of crowding. Some alleviation of this issue is provided by new Crossrail services and the proposed Western Rail Access to Heathrow scheme will provide additional capacity on the corridor.
4. The branch lines serving Henley-on-Thames, Marlow/Bourne End and Windsor are currently unelectrified, which presents operational challenges as many services on the mainline now use electric trains removing the option for these mainline services to continue onto branch lines..

Henley-on-Thames
Maidenhead
Slough
Bray
Eton
Windsor
Windsor and Maidenhead
Bracknell Forest
Pangbourne
Twyford
Reading
Theale
West Berkshire
Newbury
Thatcham
Mortimer
Wokingham
Binfield
Ascot
Virginia Water
Windlesham
Crowthorne
Bagshot
Lightwater
Englefield Green
A404(M)
A329(M)
M4
M25
R3
R6
R7
R8
R12
R13
R15
O1
O3
O4/O6
O14
O18
O20
P3
P7
P8
P9
P12
P13
Q1
P18 Q1

M4/Great Western Main Line/Reading – Taunton Line (Newbury – Slough)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
O1	Western Rail Link to Heathrow	Medium (2030s)	RNEP	5		6				Network Rail	B, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1	TBC			Network Rail	B, D, E, F	
O18	Theale Strategic Rail Freight Terminal	Short (2020s)		3		4	4			Network Rail	B, D, F	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1	TBC			Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	Short (2020s)		4		5	TBC			Slough Borough Council / Windsor and Maidenhead Borough Council	B, D, E, F, H	
P8	Newbury/Thatcham Bus Enhancements	Short (2020s)		4	5	6	6	7	7	Hampshire County Council / West Berkshire Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Short (2020s)				1	TBC			Slough Borough Council / Reading Borough Council / Windsor and Maidenhead Borough Council / TfSE	A, B, C, D, E, F, G, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R3	A404 Bisham Junction (RIS3 Pipeline)	Medium (2030s)	RIS3 Pipeline		1	2		TBC		National Highways	F	Subject to the RIS announcement.
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline			1		TBC		Reading Borough Council / Wokingham Borough Council	A, B, D, F, H	
R14	A339 Newbury to Basingstoke Safety Enhancements	Short (2020s)				2		TBC		Hampshire County Council / West Berkshire Council	B, D, F	
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Short (2020s)	SMP	6	7	8		TBC		National Highways	F	

M25 (Dartford – Slough)

Corridor overview

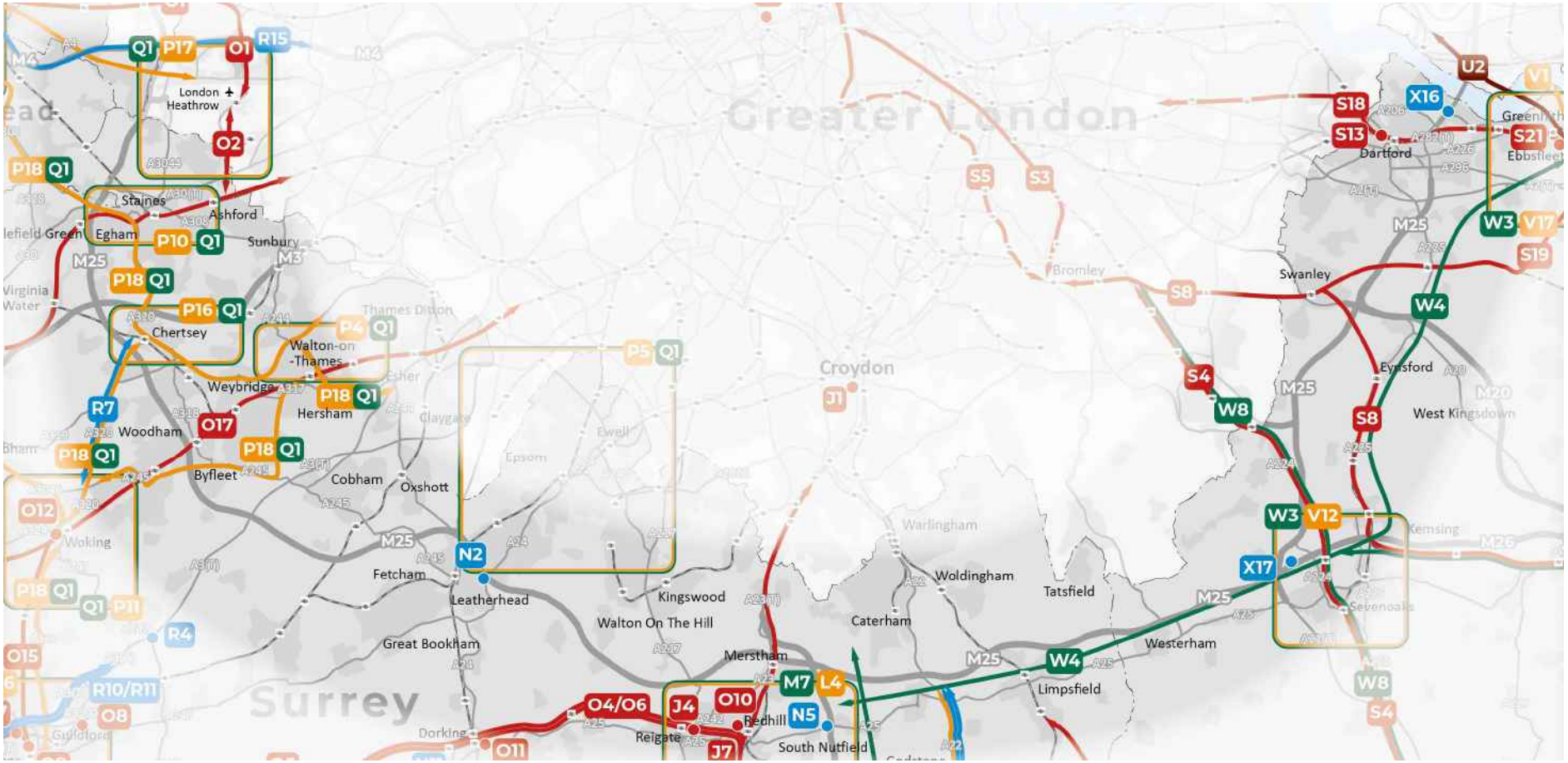
- The M25 between Dartford in the east and Slough in the west. It is a road corridor only,
- There is no equivalent railway that mirrors the corridor of the M25, although the North Downs Line runs nearby in places.

Strategic role

Centred on one of the busiest and one of the widest roads in Europe. All road and rail routes in and out of London from the South East must pass through it.

Key issues

1. The corridor is the busiest in the South East in terms of road traffic. This comes with significant areas of congestion, particularly along the south-west quadrant of the M25, as well as around Oxted and further east near the Dartford Crossing.
2. There are road safety issues on the corridor around the Dartford Crossing. There are clusters of historic road traffic incidents in this area, including incidents resulting in people being killed or seriously injured.
3. Notable concentration of deprivation in the Dartford area.


Greater London
Surrey
Q1 P17 O1 R15
London Heathrow
O2
P18 Q1
Staines
Ashford
Egham
P10 Q1
Sunbury
M25
M3
P18 Q1
P16 Q1
Chertsey
Walton-on-Thames
P4 Q1
Weybridge
P18 Q1
Hersham
R7
Woodham
O17
P18 Q1
P18 Q1
Byfleet
Cobham
Oxshott
O12
Woking
M25
N2
Fetcham
Leatherhead
P18 Q1
Q1 P11
R4
Great Bookham
O15
R10/R11
O8
Guildford
Dorking
O4/O6
J4
O10
Redhill
N5
Reigate
J7
O11
South Nutfield
Kingswood
Walton On The Hill
Merstham
M7 L4
P5 Q1
Croydon
Warlingham
Woldingham
Caterham
Tatsfield
Westerham
M25
W4
Limpsfield
S5
S3
Bromley
S8
S4
W8
M25
Swanley
Eynsford
West Kingsdown
S8
W4
W3 V12
X17
Sevenoaks
W8
S4
U2
V1
S18
X16
S13
Dartford
S21
Ebbsfleet
W3 V17
S19
M25

M25 (Dartford – Slough)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
P4	Elmbridge Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P5	Epsom/Ewell Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P10	Spelthorne Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P16	Runnymede Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	
P17	London Heathrow Airport Bus Access Enhancements	Short (2020s)				1	TBC			Surrey County Council	B, D, E, F, H	Being considered as part of area-based bus plans - P10, P16, P17 being considered together.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R7	A320 North Corridor (HIF)	Short (2020s)	HIF	2	3	4	TBC			Surrey County Council	F	
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Medium (2030s)				1	TBC			TfSE / Kent County Council	A, B, C, D, E, F, G, H	
W4	Kent Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X16	M25 Junction 1a Enhancements	Medium (2030s)				1				National Highways	F	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
X17	M25 Junction 5 Enhancements	Medium (2030s)				1				National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1	TBC			Kent County Council / Canterbury City Council	F	

Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Corridor overview

- The A228, A289 and A278 roads on a north-south axis to the west,
- The A249 road on a north-south axis to the east,
- The Chatham Main Line/Sheerness Line rail link from Sittingbourne to the Isle of Sheppey.

Strategic role

Connects the Strategic Road Network and railway network with the Medway Ports.

Key issues

1. There are high levels of traffic congestion on the A249 where it intersects with the M2 and M20 respectively, particularly during the AM peak.
2. The corridor has the second highest level of deprivation of any corridor in this study, with deprivation concentrated around the Medway Towns, Sittingbourne and the Isle of Sheppey. While deprivation is a product of a wide range of factors, transport connectivity being just one, improving transport connectivity could enhance access to education and skills opportunities for a larger proportion of the population – supporting alleviation of deprivation.
3. Due to its proximity to the Medway Estuary, there are significant environmental considerations on parts of the corridor (i.e. coastal areas) which may be challenging to balance with future growth. Nevertheless, the corridor has a low housing affordability ratio with significant planned residential development and job growth.

Medway
Y1
V1
Grays
Tilbury
S20
V21
S21
Northfleet
Ebbsfleet
S9
U1
S7
S6
V3
V2
Gravesend
W3
V17
S19
Higham
X21
V5
V22
V19
V20
Kingsnorth
Sheerness
Minster
Leysdown-on-sea
S16
Strood
V7/V8
X23
W2
Rochester
Gillingham
Chatham
M2
V4
W1/W13
W3
V11
S10
Sittingbourne
X22
Snodland
X1
W7
X5
V6
New Hythe
X15
M20
X14
M20
Ditton
M26
S8
W7
Maidstone
S12
X20
S8
V9
W3
X13
S10
Faversham
X2
W5

A228/A249/A278/A289/Chatham Main Line/Sheerness Line (Medway Ports)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S6	Hoo Peninsula Passenger Rail Services (HIF)	Medium (2030s)	HIF	2	3	4		TBC		Medway Council	F	
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2		TBC		Network Rail (if commissioned)	B, D, E, F	
V4	Medway Mass Transit	Medium (2030s)				1		TBC		Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V5	Medway Mass Transit - Extension to Hoo Peninsula	Medium (2030s)			1	2		TBC		Medway Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Medium (2030s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Short (2020s)				1		TBC		TfSE / Medway Council	A, B, C, D, E, F, G, H	
V11	Sittingbourne Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Medium (2030s)				1				TfSE / Kent County Council	A, B, C, D, E, F, G, H	
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Medium (2030s)				1				TfSE / Kent County Council / Medway Council	A, B, C, D, E, F, G, H	
V22	Inland Waterway Freight Enhancements	Medium (2030s)				1				Kent County Council	B, D, E, F	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2		TBC		Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Short (2020s)				1		TBC		Medway Council	B, D, F, H	
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1		TBC		Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1		TBC		Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X21	A228 Hoo Peninsula Enhancements	Short (2020s)				1		TBC		Medway Council	B, D, F, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
X23	Strood Riverside Highway Enhancement and Bus Lane	Medium (2030s)				1		TBC		Medway Council	B, D, F, H	

A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Corridor overview

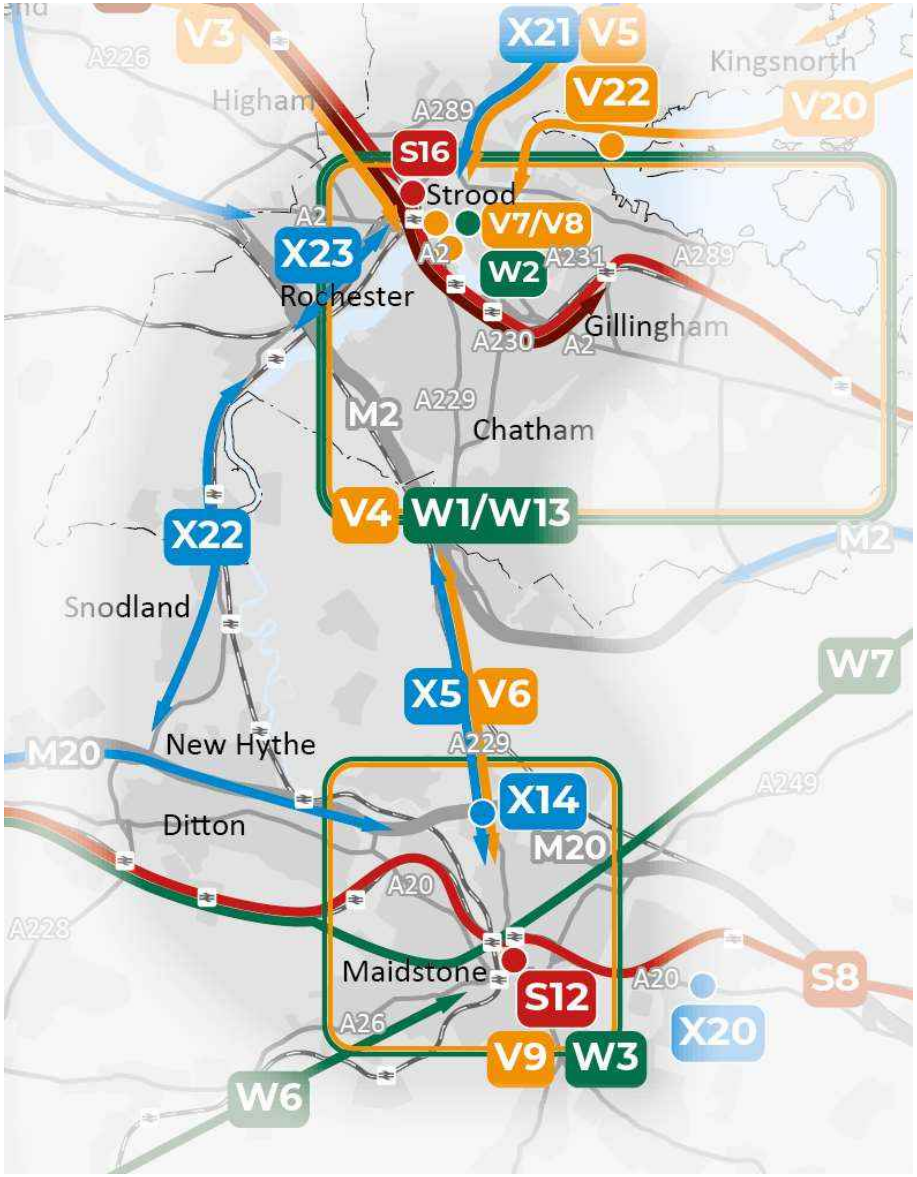
- The A228 and A229 north-south roads between the Medway Towns in the north and Maidstone in the south,
- The Medway Valley Line rail link along similar alignment.

Strategic role

The corridor connects the Medway Towns to Maidstone which in turn enables onward connectivity to other parts of the South East by rail. It also links two key radial corridors on Strategic Road Network (the M2 and M20).

Key issues

1. The proposed Lower Thames Crossing could worsen congestion in the future by encouraging traffic to switch between the M2 and M20.
2. Significant planned residential development and job growth, meaning transport demand is likely to increase over the medium to long run.
3. The M20/A229 junction is part of an Air Quality Management Area.
4. The corridor has the lowest level of educational attainment in the South East It also has one of the lowest concentrations of priority sector jobs in the region.


V3
X21
V5
A226
Higham
Kingsnorth
V22
V20
A289
S16
Strood
V7/V8
X23
A2
A231
W2
Rochester
Gillingham
A230
A229
M2
Chatham
V4
W1/W13
X22
Snodland
W7
X5
V6
M20
New Hythe
A249
X14
Ditton
A20
A228
Maidstone
S12
S8
X20
A26
V9
W3
W6

A228/A229/Medway Valley Line (Maidstone – Medway Towns)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	Medium (2030s)				1				Network Rail	B, D, E, F	
S12	Integrated Maidstone Stations	Medium (2030s)				1				Maidstone Borough Council	B, D, E, F	
S16	New Strood Rail Interchange	Medium (2030s)			1	2	TBC			Network Rail (if commissioned)	B, D, E, F	
V4	Medway Mass Transit	Medium (2030s)				1	TBC			Medway Council / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP).
V6	Medway to Maidstone Bus Priority	Short (2020s)				3	TBC			TfSE / Medway / Kent County Council	A, B, C, D, E, F, G, H	V3, V4, V5, V6 and X23 could be considered together through a Medway Mass Transit Study (or LTP). Supported by KENT COUNTY COUNCIL.
V22	Inland Waterway Freight Enhancements	Medium (2030s)				1				Kent County Council	B, D, E, F	
W1	Medway Active Travel Enhancements	Short (2020s)			1	2	TBC			Medway Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W3	Kent Urban Active Travel Infrastructure	Short (2020s)				1	TBC			Kent County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W13	Medway Placemaking and Demand Management Measures	Short (2020s)				1	TBC			Kent County Council / Medway Council	A, B, C, D, E, F, G, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Short (2020s)	LLM	2		3	TBC			Kent County Council	A, D, F, H	Subject to DfT funding. Link with V6.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Medium (2030s)	MRN Pipeline			2	TBC			Kent County Council	A, B, D, F, H	
X22	A228 Medway Valley Enhancements	Medium (2030s)	HIF	1	2	3	TBC			Kent County Council	F	

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Legend

1. Feasibility Study
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4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Corridor overview

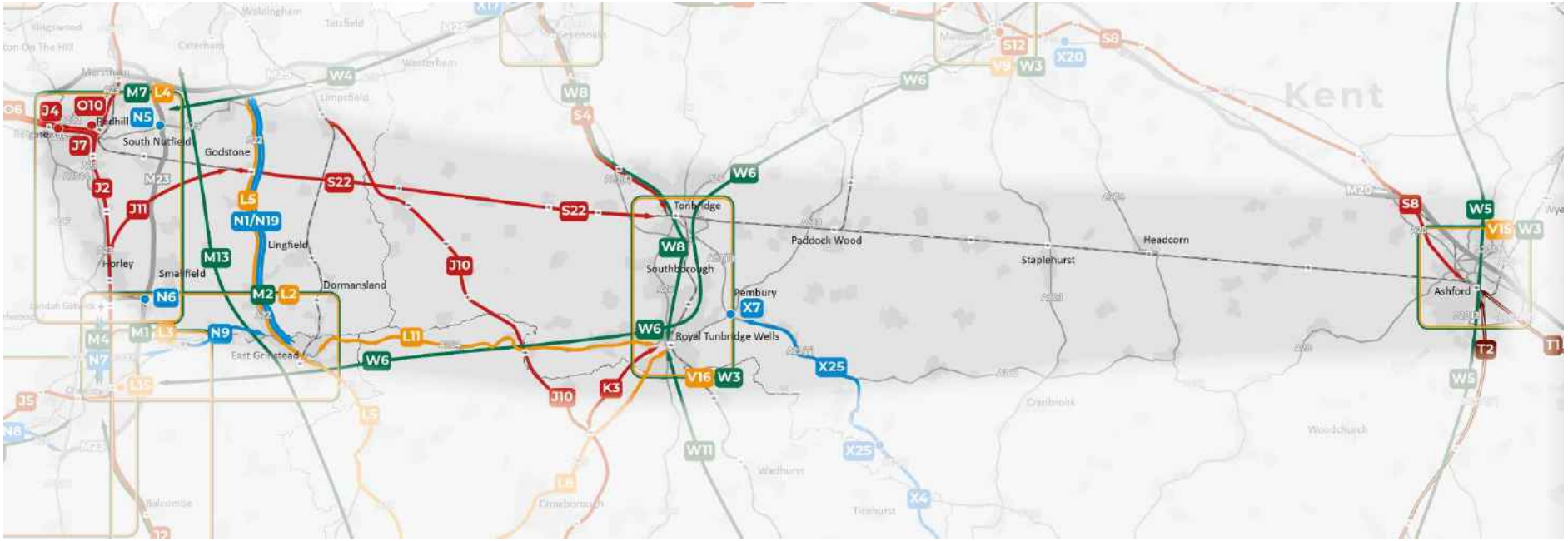
- The Redhill – Tonbridge Line,
- The South Eastern Main Line between Tonbridge and Ashford International.

Strategic role

With Eurostar services at Ashford International and rapid onward connectivity to Gatwick Airport from Redhill, the corridor is in reach of international gateways at both ends.

Key issues

1. There are no direct rail services running along the entire length of the corridor at present.
2. Two rail franchises split the services at Tonbridge. The western (Southern) part of the corridor is not electrified. The eastern (South Eastern) part is. This reduces the coherence of the corridor.
3. Low number of jobs in priority sectors, suggesting improved connectivity to economic hubs is needed.
4. The corridor has significant planned residential development (69,825 homes from 2018 to 2035) and job growth (25% from 2018 to 2035), so it is likely that the demand for transport and connectivity will notably increase in the coming years.


Kent
M7
L4
J4
O10
N5
J7
South Nutfield
Godstone
J2
J11
M13
Horley
Smallfield
N6
M4
M1
L3
N9
N7
L2
M2
Dormansland
Lingfield
N1/N19
L5
S22
J10
W4
W8
S4
W6
Tonbridge
W8
Southborough
Pembury
X7
Royal Tunbridge Wells
V16
W3
X25
K3
J10
L11
W11
X4
Paddock Wood
Headcorn
Staplehurst
Ashford
S8
W5
V15
T2
T1
X20
S12
V9

Redhill – Tonbridge/South Eastern Main Line (Ashford - Redhill)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
S22	Gatwick - Kent Service Enhancements	Short (2020s)			1	2	1			Network Rail	B, D, E, F	Redhill and Gatwick capacity (Aerodrome Chord / Redhill station works).
V15	Ashford Bus Enhancements	Short (2020s)				2	TBC			Kent County Council	B, D, E, F, H	
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Short (2020s)				3	TBC			Kent County Council	B, D, E, F, H	

A25/North Downs Line (Guildford – Redhill)

Corridor overview

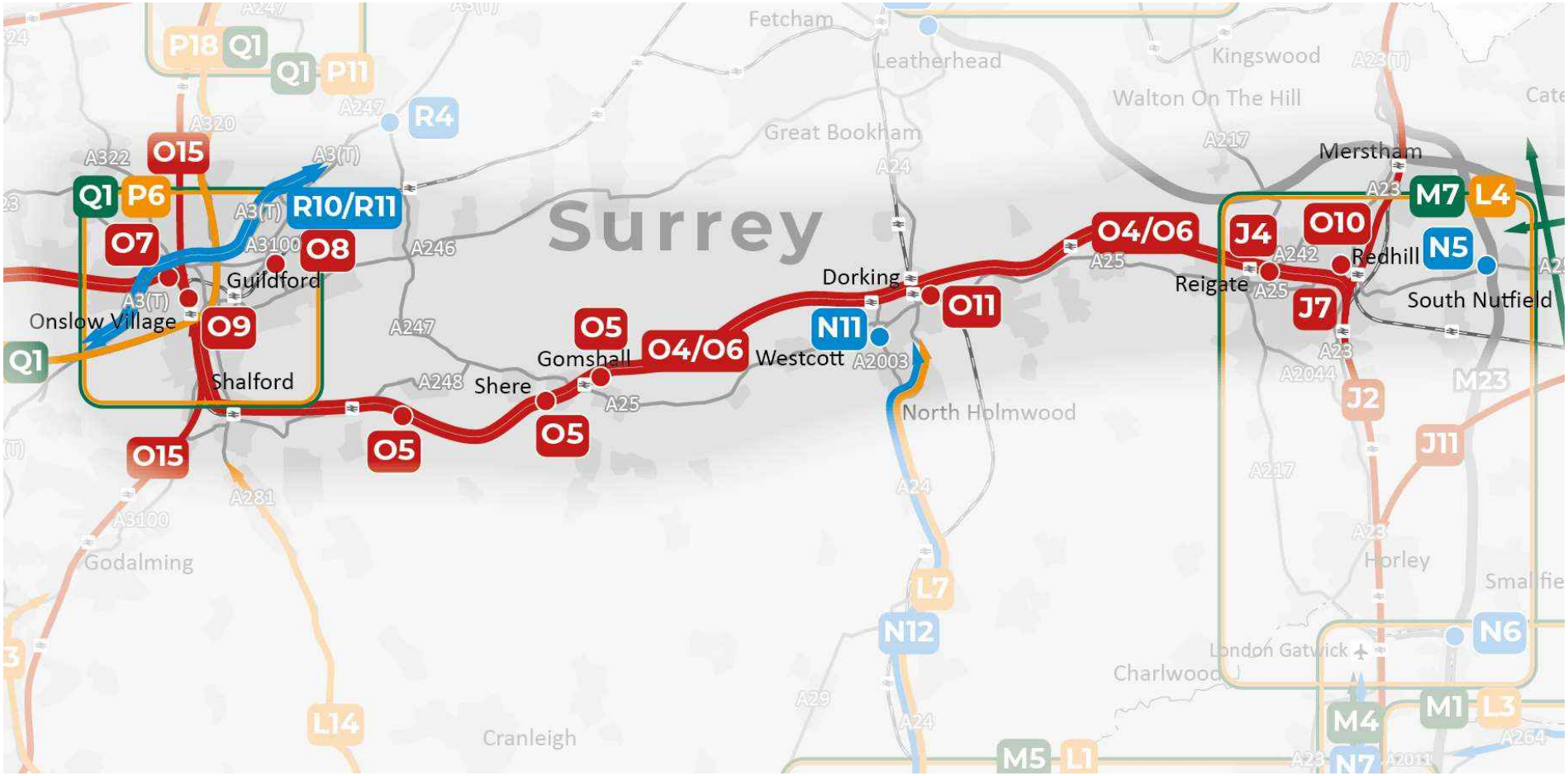
- The A25, from Guildford in the west to Redhill in the east via Dorking,
- A single rail link in the North Downs Line along similar alignment.

Strategic role

Provides cross-regional connectivity, linking one of the South East's largest towns, Guildford, to Redhill via Dorking. The corridor is also relatively close to Gatwick Airport, a major international gateway.

Key issues

1. The North Downs Line is not electrified, provides just two trains per hour. It also has infrastructure constraints complicating major improvements, including relatively slow line speeds, short station platforms and several level crossings (e.g. with the A25).
2. The corridor runs entirely through the Metropolitan Green Belt (i.e. the Surrey Hills) and is adjacent to several Sites of Special Scientific Interest. This significantly constrains its development potential as any future initiatives will have to achieve a careful balance with environmental considerations.
3. The corridor is the wealthiest in the South East, with median earnings of £36,204. It is also the third best educated corridor in this study.
4. Despite having the highest median earnings, the corridor has the least affordable housing in the South East. In 2018 its average house price/earnings ratio was 12.2 to 1.


Surrey
Fetcham
Leatherhead
Kingswood
Walton On The Hill
Great Bookham
Merstham
Dorking
Reigate
Redhill
South Nutfield
Gomshall
Shere
Westcott
North Holmwood
Guildford
Onslow Village
Shalford
Godalming
Cranleigh
Horley
Charlwood
London Gatwick
P18
Q1
P11
R4
O15
P6
R10/R11
O7
O8
O9
O5
O4/O6
O11
N11
J4
O10
M7
L4
N5
J7
J2
J11
M23
N6
L7
N12
M4
M1
L3
M5
L1
L14
A322
A320
A247
A246
A248
A25
A24
A3(T)
A3100
A281
A242
A2003
A2044
A217
A23
A29
A264

A25/North Downs Line (Guildford – Redhill)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
J4	Reigate Station Upgrade	Short (2020s)	Brighton Mainline Upgrade Programme	2	3	4	TBC			Network Rail	F	
J7	Brighton Main Line - Reinstate Cross Country Services	Short (2020s)				1				TfSE / DfT / Surrey County Council / West Sussex County Council	F	
M7	Reigate/Redhill Local Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O4	North Downs Line - Decarbonisation	Long (2040s)				2	1			Network Rail	B, D, E, F	
O5	North Downs Line - Level Crossing Removals	Medium (2030s)				2	1			Network Rail	B, D, E, F	Further review of Guildford to Reigate required. Noted that Reigate is a significant constraint.
O6	North Downs Line - Service Level and Capacity Enhancements	Short (2020s)				2	1			Network Rail	B, D, E, F	
O7	Guildford Station Redevelopment	Medium (2030s)		6	7	8	7			Network Rail	B, D, E, F	
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	7	6			Network Rail	B, D, E, F	
O9	New Station Guildford East (Merrow)	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
O10	Redhill Station Track Capacity Improvement	Medium (2030s)		1		2	2			Network Rail	B, D, E, F	
O11	Dorking Deepdene Station Upgrade	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	

Legend

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4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1		TBC		Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1		TBC		National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1		TBC		National Highways	B, D, F	

Legend

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3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
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E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Corridor overview

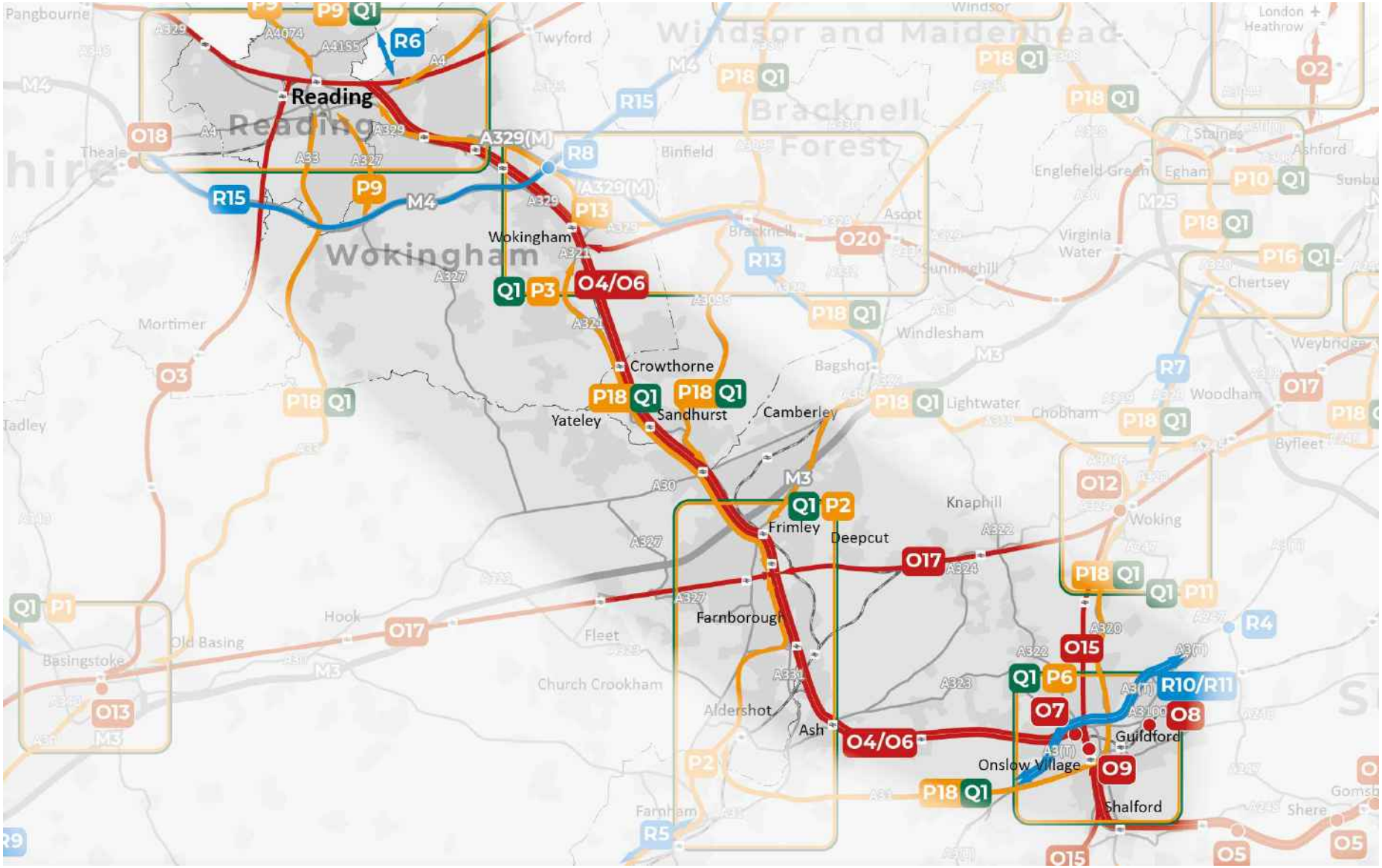
- The A329 and A322 roads running from the M4 outside Reading, through Bracknell to the M3,
- The A331 and A31 roads running from the M3 in the Blackwater Valley to Guildford,
- The North Downs Line rail link along similar alignment.

Strategic role

The corridor plays an important role as it provides a rail and road link between Guildford and Reading, as well as between the M3 and the M4. It connects areas with high concentrations of priority sector jobs compared to the regional average.

Key issues

1. The A31 west of Guildford suffers from high levels of congestion, particularly during the AM peak. The A329 and A329(M) also experience high levels of congestion around Wokingham and the junction with the M4.
2. The M4/A329/A329(M) junction is part of an Air Quality Management Area.
3. Road safety issues in Bracknell town centre.


Reading
Wokingham
A329(M)
M4
R15
R6
R8
R13
R5
R4
R7
R9
R10/R11
P9 Q1
P13
Q1 P3
O4/O6
P18 Q1
P10 Q1
P16 Q1
P11
P6
Q1 P1
Q1 P2
O2
O3
O12
O13
O15
O17
O18
O20
O5
O7
O8
O9
Crowthorne
Yateley
Sandhurst
Camberley
Frimley
Deepcut
Farnborough
Aldershot
Ash
Guildford
Onslow Village
Shalford
Woking
Windsor and Maidenhead
Bracknell Forest
Windlesham
Bagshot
Lightwater
Virginia Water
Chertsey
Weybridge
Woodham
Byfleet
Knaphill
Ascot
Binfield
Mortimer
Tadley
Basingstoke
Old Basing
Hook
Fleet
Church Crookham
Farnham
Shere
Gomshall
Pangbourne
Twyford
Theale
Englefield Green
Staines
Ashford
Sunbury
Chobham
London Heathrow

A31/A322/A329/A331/North Downs Line (Guildford - Reading)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
M9	Surrey Inter-urban Active Travel Infrastructure	Short (2020s)				1				Surrey County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
O2	Southern Access to Heathrow	Long (2040s)		1		2				Network Rail	A, B, C, D, E, F, G	
O4	North Downs Line - Decarbonisation	Long (2040s)				2	1			Network Rail	B, D, E, F	
O6	North Downs Line - Service Level and Capacity Enhancements	Short (2020s)				2	1			Network Rail	B, D, E, F	
O7	Guildford Station Redevelopment	Medium (2030s)		6	7	8	7			Network Rail	B, D, E, F	
O8	New Station Guildford West (Park Barn)	Medium (2030s)		3	6	7	6			Network Rail	B, D, E, F	
O9	New Station Guildford East (Merrow)	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
O14	Cross Country Service Enhancements	Short (2020s)				1		TBC		Network Rail	B, D, E, F	
O20	Reading to Waterloo Service Enhancements	Medium (2030s)			1	2	1			Network Rail	B, D, E, F, H	
P2	Blackwater Valley Mass Rapid Transit	Short (2020s)				1				Surrey County Council / Hampshire County Council	B, D, E, F, H	
P3	Bracknell/Wokingham Bus Enhancements	Short (2020s)				1		TBC		Bracknell Forest Council / Wokingham Borough Council	B, D, E, F, H	
P6	Guildford Sustainable Movement Corridor	Short (2020s)				1		TBC		Surrey County Council	B, D, E, F, H	
P9	Reading Mass Rapid Transit	Short (2020s)		4	5	6	6	7	8	Reading Borough Council	B, D, E, F, H	Next stage of South Reading corridor only (others in early stages of development). Coming forward in phases with A33 corridor a priority.

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Short (2020s)				1	1	1	1	Bracknell Forest Council / Reading Borough Council / Wokingham Borough Council	B, D, E, F, H	Lack of BSIP funding isn't allowing this scheme to progress at a larger scale and is more probably going to be delivered through smaller local contributions.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, E, F, H	
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Surrey County Council / Hampshire County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes. Kennet & Avon / Canals Trust could enhance towpath as an active travel corridor.
R5	A31 Farnham Corridor (LLM)	Short (2020s)	LLM	2		3	TBC			Surrey County Council	A, F	
R6	New Thames Crossing East of Reading (LLM)	Long (2040s)	MRN Pipeline			1	TBC			Reading Borough Council / Wokingham Borough Council	A, B, D, F, H	
R8	M4 Junction 10 Safety Enhancements	Short (2020s)				2	TBC			National Highways	F	
R10	A3 Guildford Local Traffic Segregation	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
R11	A3 Guildford Long Term Solution	Long (2040s)				1	TBC			National Highways	B, D, F	
R13	A322 and A329(M) Smart Corridor	Short (2020s)		5	6	7	2	3	3	Wokingham Borough Council / Reading Borough Council / Bracknell Forest Council	F	

A28/A290/A291 (Canterbury – Whitstable)

Corridor overview

- The A290 and the A291, two north-south roads linking Canterbury to Whitstable and Herne Bay respectively,
- A section of the A28 through Canterbury itself.

Strategic role

Plays an important role in connecting three economic hubs in East Kent. It serves a socioeconomically diverse area, with pockets of urban deprivation on the North Kent coast and some more prosperous areas around Canterbury. Canterbury is a major regional centre with three universities and a major trip attractor, Canterbury Cathedral.

Key issues

1. There is significant congestion along the A290 and A291 through Canterbury and the A28/A291 junction in Sturry. The city has a restrictive urban realm (i.e. narrow streets) which limits capacity for road traffic. There is also road traffic congestion in Whitstable town centre during the summer season.
2. There is a lack of strategic interchange between Canterbury's two city centre railway stations and its main bus station. All three locations are at least a ten-minute walk from each other.
3. There are relatively limited public transport choices throughout the corridor, and where there are services, they are slow.

W3
V18
Herne Bay
Swalecliffe
A2990
Whitstable
Beltinge
X18
Chestfield
A299
A291
A290
Rough Common
A28
S14/S15
X12
A2050
W12
X19
Canterbury
A2050
A28
A2(T)

A28/A290/A291 (Canterbury – Whitstable)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Short (2020s)				3		TBC		Kent County Council	B, D, E, F, H	
W12	Canterbury Placemaking and Demand Management Measures	Short (2020s)		2	3	4		TBC		Kent County Council / Canterbury City Council	B, D, E, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X12	A2 Canterbury Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
X19	Canterbury East Relief Road	Long (2040s)				1		TBC		Kent County Council / Canterbury City Council	F	

A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Corridor overview

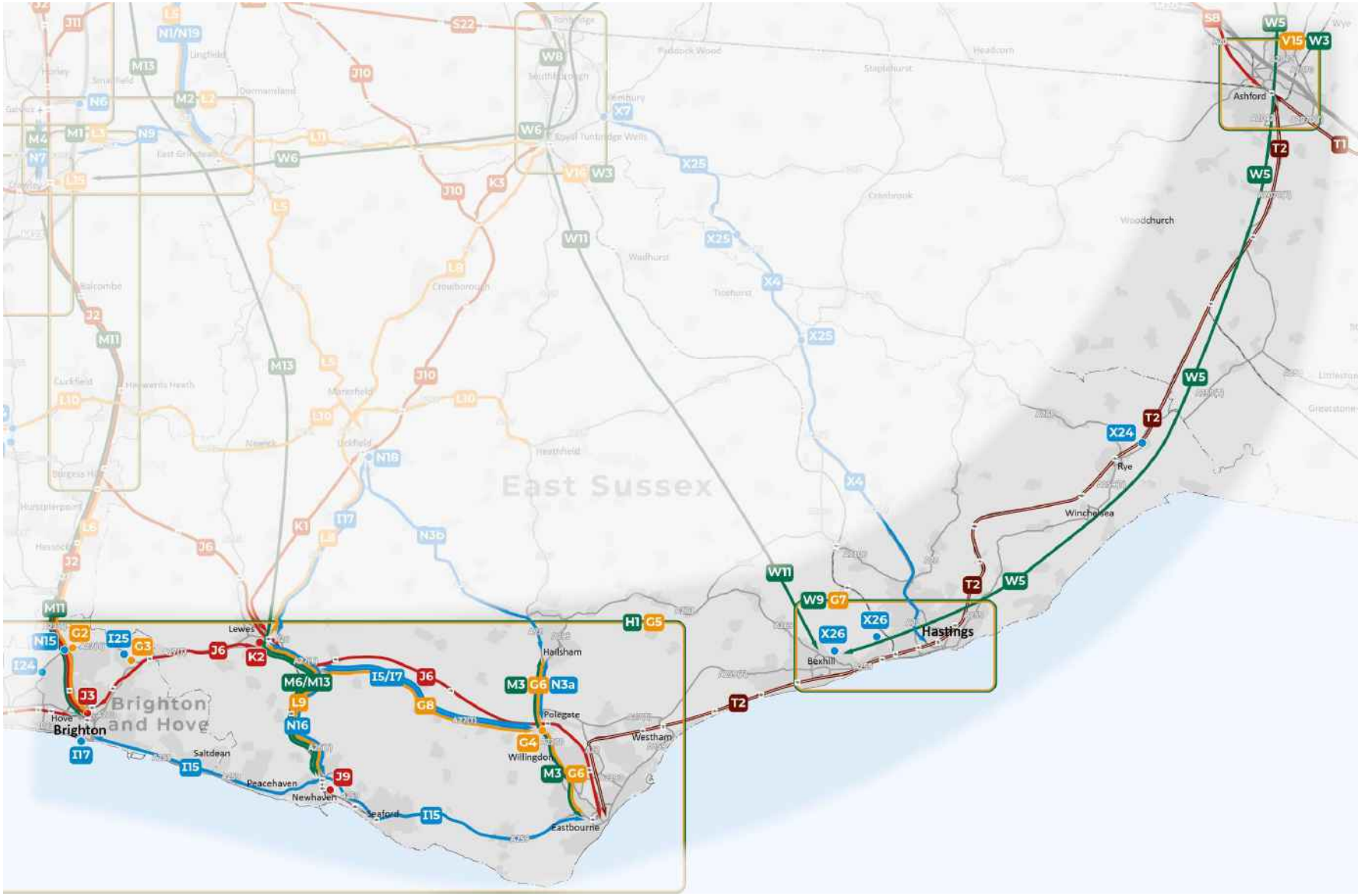
- The A27, A259 and A2070 east-west roads, from Brighton and Hove in the west to Ashford in the east, passing through or close to several other urban centres including Eastbourne and Hastings
- The East Coastway Line/Marshlink Line rail link along similar alignment.

Strategic role

The corridor links towns and cities along the south coast, providing onward connectivity to ports and other international gateways at Folkestone, Newhaven and Shoreham, as well as Ashford International railway station.

Key issues

1. The A259 and A2070 are often narrow and traverse several sharp turns and level crossings. Their route passes directly through the centres of Hastings and Bexhill, negatively impacting vulnerable road users and contributing to high levels of congestion in the area.
2. The issues with the highway described above, and its routing through dense urban areas, are factors in the corridor's relatively high number of road safety incidents. Road safety is also affected by the higher car and population density of urban areas like Brighton, Eastbourne, Hastings and Bexhill.
3. The corridor contains some of the most deprived wards in the South East, including in Brighton, Eastbourne, Hastings and Bexhill. Median earnings are also markedly lower than the regional average. This is likely to be due in part to gaps in connectivity and remoteness from more prosperous parts of the South East.


East Sussex
Brighton and Hove
Brighton
Hove
Lewes
Hailsham
Polegate
Willingdon
Eastbourne
Westham
Seaford
Newhaven
Peacehaven
Saltdean
Hastings
Bexhill
Rye
Winchelsea
Ashford
Woodchurch
Staplehurst
Paddock Wood
Tenterden
Wadhurst
Crowborough
Uckfield
Heathfield
Crowhurst
Battle
Robertsbridge
Burgess Hill
Haywards Heath
Cuckfield
Balcombe
Hurstpierpoint
Hassocks
Newick
Maresfield
Crawley
Horley
Smallfield
Oxted
Godstone
Edenbridge
Hawkhurst
Cranbrook
Tunbridge Wells
Groombridge
Ticehurst
Etchingham
Hellingly
Polegate
M11
M13
M2
M4
M1
M3
M6/M13
A21
A23
A27
A259
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A26
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A27/A259/A2070/East Coastway Line/Marshlink Line (Ashford – Brighton)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G3	Falmer Strategic Mobility Hub	Short (2020s)				1		TBC		Brighton and Hove City Council	B, D, E, F, H	Potentially being considered as part of a study for sites for P&R. Also links to G8 (A27 bus enhancements).
G4	Eastbourne/Polegate Strategic Mobility Hub	Medium (2030s)				1		TBC		Network Rail / East Sussex County Council	B, D, E, F, H	Feasibility study conducted on the relocation of Polegate Railway Station. Bringing the intervention forward is subject to interdependencies including Lewes. Polegate RIS2 Pipeline Scheme.
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15). This is at feasibility stage. Bus priority in Brighton and through Valley Gardens being delivered.
G6	Eastbourne/Wealden Mass Rapid Transit	Short (2020s)		1		2	3, 4, 5, 6	7		East Sussex County Council	B, D, E, F, H	Links with G4.
G7	Hastings/Bexhill Mass Rapid Transit	Medium (2030s)				1		TBC		East Sussex County Council	B, D, E, F, H	
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	Medium (2030s)		1	2	3		TBC		National Highways	D, F, H	
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1		TBC		West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I5	A27 East of Lewes Package (RIS2)	Short (2020s)	RIS2	5	6	7		TBC		National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - Spring 2020. Open for traffic - TBC.

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Legend

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H. Resource capacity & capability funding

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				Completed	Underway	Next steps	23/24	24/25	25/26			
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	1		2		TBC		National Highways	B, F	Subject to the RIS announcement.
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Short (2020s)	MRN	1	2	3	2	3	4	East Sussex County Council / Brighton and Hove City Council	A, D, F, H	Link with G5 and M6.
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Short (2020s)	MRN			7		TBC		Brighton and Hove City Council	A, D, F, H	
I25	A27 Falmer Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
J6	East Coastway Line - Faster Services	Short (2020s)				1	1			Network Rail	B, D, E, F	
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Medium (2030s)		1		2				TfSE	B, D, E, F	Link to K3.
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Medium (2030s)		1		2				TfSE	B, D, E, F	
L10	A272 Corridor Rural Bus Service Enhancements	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Short (2020s)				1				East Sussex County Council	F	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.
M8	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				Sustrans / East Sussex County Council	B, D, F, H	A27 route Lewes to Polegate now complete.
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	Short (2020s)	MRN Pipeline			1	1	1	2	East Sussex County Council	A, B, D, F, H	Link with N3a, M3 and G6.
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Medium (2030s)		2		3		TBC		Network Rail	D, F	
V15	Ashford Bus Enhancements	Short (2020s)				2		TBC		Kent County Council	B, D, E, F, H	
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Short (2020s)				1		TBC		Sustrans	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/ 24	24/ 25	25/ 26			
W9	East Sussex Local Active Travel Infrastructure	Short (2020s)				1	TBC			East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes.
W10	East Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1	TBC			Sustrans / East Sussex County Council	B, D, F, H	Component parts subject to individual scheme development, planning, funding and delivery processes.
X24	A259 Level Crossing Removals - East of Rye	Medium (2030s)				1				National Highways	B, D, F	
X26	Hastings and Bexhill Distributor Roads	Medium (2030s)				1	TBC			East Sussex County Council	F	

M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Corridor overview

- The A31, M27 and A27 east-west roads, From Ringwood (on the Hampshire/Dorset border) in the west to Brighton and Hove in the east, passing through or close to several urban centres including Southampton, Portsmouth and Chichester.
- The West Coastway Line/East Coastway Line rail link along a similar alignment.

Strategic role

The longest in corridor studied, has the largest population, and serves some of the region's largest economic hubs in Southampton, Portsmouth and Brighton. It also serves major ports at Southampton and Portsmouth.

Key issues

1. The highway along the corridor is of variable quality, passing through urban areas and flat junctions with some sections of single carriageway. Congestion is particularly acute on the A31 at Ringwood, parts of the M27 around Southampton, and the A27 at Chichester, Lancing and Worthing. There is a lot of interaction and conflict between different types of road users and local and regional traffic.
2. An Air Quality Management Area (AQMA) in place on the A27 at Lancing and Worthing. Further AQMAs in place in urban areas including Southampton, Portsmouth and Brighton.
3. The railway network is broadly attempting to serve both a long-distance market (with non-stopping services) and a local market (with frequent stopping services) and there is limited infrastructure in place to adequately serve these markets simultaneously. Railway services in the corridor often originate far outside it, leading to poorer than average reliability.

Southampton
Portsmouth
Worthing
Brighton
West Sussex
A6
A3
A4
A9
A27
M27
M11
M12
A27(M)
B7
B5
O15
O17
I2
I9
I6
I16
I18
I14
I20
I21
I3
I22
I4
I23
I24
N15
G2
J3
G1
F1
F2
Ringwood
Lyndhurst
Ashurst
Totton
Eastleigh
Fareham
Waterlooville
Portsmouth
Chichester
Arundel
Littlehampton
Angmering
Southbourne
Bosham
North Lancing
Shoreham-by-Sea

M27/A27/A31/West Coastway Line/East Coastway Line (Brighton – Ringwood)

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
A1	Solent Connectivity Strategic Study	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A2	Botley Line Double Tracking	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A3	Netley Line Signalling and Rail Service Enhancements	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A4	Fareham Loop / Platform	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A5	Portsmouth Station Platforms	Medium (2030s)			1	2	2			Network Rail	D, E, F	
A7	Southampton Central Station Upgrade and Timetabling	Medium (2030s)				1	1			Network Rail	D, E, F	
A8	Eastleigh Station Platform Flexibility	Medium (2030s)		1		2	2			Network Rail	D, E, F	
B1	Southampton Central Station - Woolston Crossing	Long (2040s)				1	TBC			Southampton City Council / Hampshire County Council	B, D, E, F	
B2	New Southampton Central Station	Long (2040s)				1	TBC			Southampton City Council	B, D, E, F	
B3	New City Centre Station	Long (2040s)				1	TBC			Southampton City Council	B, D, E, F	
B5	Cosham Station Mobility Hub	Medium (2030s)			2	3	TBC			Portsmouth City Council / Solent Transport / National Highways	B, D, E, F	
B7	Havant Rail Freight Hub	Medium (2030s)				1				Network Rail	B, D, E, F	
B8	Fratton Rail Freight Hub	Medium (2030s)				1				Portsmouth International Port	B, D, E, F	
C1	Southampton Mass Transit	Short (2020s)				1	TBC			Hampshire County Council / Southampton City Council	F	
C2	South East Hampshire Rapid Transit Future Phases	Medium (2030s)				1	TBC			Portsmouth City Council / Hampshire County Council	F	
C5	M271 Junction 1 Strategic Mobility Hub	Short (2020s)		1		2	TBC			Southampton City Council / Hampshire County Council	B, D, F, H	

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Medium (2030s)				1		TBC		Hampshire County Council / Southampton City Council	B, D, F, H	
C7	M27 Junction 7/8 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
C8	M27 Junction 9 Strategic Mobility Hub	Medium (2030s)				1				Hampshire County Council	B, D, F, H	
E1	Southampton Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes. Develop cross-boundary schemes with neighbouring LTAs.
E2	South East Hampshire Area Active Travel (including LCWIPs)	Short (2020s)				1		TBC		Portsmouth City Council / Hampshire County Council / Southampton City Council	B, D, F	Component parts subject to individual scheme development, planning, funding and delivery processes.
E3	Active Travel Bridge Extension	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E4	Portsmouth Eastern Road East-West Bridge	Short (2020s)				1				Portsmouth City Council / Hampshire County Council		
E5	Southampton City Centre Placemaking	Short (2020s)				1		TBC		Hampshire County Council / Southampton City Council		
F1	West Coastway Strategic Study	Medium (2030s)			1	2		TBC		Network Rail / Govia Thameslink Railway	B, D, E, F	
F2	West Worthing Level Crossing Removal	Medium (2030s)				1				TfSE / West Sussex County Council	B, D, F	
G1	Shoreham Strategic Mobility Hub	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Short (2020s)				1		TBC		TfSE / Brighton and Hove City Council	A, B, C, D, F, G, H	

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
G5	Sussex Coast Mass Rapid Transit	Medium (2030s)		2		3	3, 4, 5	6		TfSE / West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	A, B, C, D, E, F, G, H	East Sussex - BSIP funding to extend bus priority on A259 corridor towards Newhaven and into Seaford (linked to I15).
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	Short (2020s)				1	TBC			West Sussex County Council / Brighton and Hove City Council / East Sussex County Council	F	Component parts subject to individual scheme development, planning, funding and delivery processes. Links with G5 (include walking measures/mobility hubs).
I1	M27 Junction 8 (RIS2)	Short (2020s)	RIS2	3	4	5	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - Autumn 2023. Open for traffic - TBC.
I2	A31 Ringwood Strategic Traffic (RIS2)	Short (2020s)	RIS2	8			TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - January 2020. Open for traffic - since 30 November 2022.
I3	A27 Arundel Bypass (RIS2)	Short (2020s)	RIS2	2	3	1	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - planned for 2024/5. Open for traffic - by 2030. A supplementary consultation moved from November 2022 to January 2023. Findings are due March / April 2023.

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Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
I4	A27 Worthing and Lancing Improvement (RIS2)	Short (2020s)	RIS2	1	2	1	TBC			National Highways	F	Forecast dates for future stage completions are subject to change & cannot be released. Public dates for start of works and open for traffic could be entered here if of interest. Start of works - planned for 2024/5. Open for traffic - by 2030. A non-statutory consultation started w/c 6th February 2023 presenting 3 options. It concludes on 19 March 2023.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Medium (2030s)	RIS3 pipeline	2	3	4	TBC			National Highways	B, F	Subject to the RIS announcement.
I8	A27 Chichester Improvements (RIS3 Pipeline)	Medium (2030s)	RIS3 Pipeline	1		2	TBC			National Highways	B, F	Subject to the RIS announcement.
I10	West Quay Realignment (LLM)	Short (2020s)	LLM			1	TBC			Southampton City Council	A, B, D, F, H	
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Short (2020s)	MRN	2		3	TBC			Southampton City Council	A, D, F, H	
I13	New Bridge from Horsea to Tipner	Short (2020s)				1	TBC			Portsmouth City Council	F	There is a possibility of linking the new bridge in with the Tipner West development project.
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Short (2020s)	MRN	2	3	4	3	4	5	West Sussex County Council	A, F	
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	Short (2020s)	MRN Pipeline	1		2	TBC			West Sussex County Council	A, B, D, F, H	
I18	A29 Realignment including combined Cycleway and Footway	Short (2020s)		5	6	7	7	7	8	West Sussex County Council	F	
I19	M27/M271 Smart Motorway(s)	Long (2040s)				1	TBC			National Highways	F	
I20	A27 Tangmere Junction Enhancements	Medium (2030s)				1				National Highways	B, D, E, F	
I21	A27 Fontwell Junction Enhancements	Medium (2030s)				1	TBC			National Highways	B, D, E, F	
I22	A27 Worthing (Long Term Solution)	Long (2040s)				1				National Highways	B, D, E, F	

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Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
6. Full Business Case
7. Construction/Implementation
8. Opening

A. Programme management
B. Pre-feasibility work & resource funding
C. (Joint) Scheme promoter
D. Business case & scheme development & funding
E. Use of analytical framework
F. Advocacy & securing funding
G. Procurement & sourcing
H. Resource capacity & capability funding

Ref. code	Intervention name	Phasing (decade)	In current programme	Project stage			Timescales			Who leads the next step	Role of TfSE	Notes
				Completed	Underway	Next steps	23/24	24/25	25/26			
I23	A27 Hangleton Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
I24	A27 Devils Dyke Junction Enhancements	Medium (2030s)				1		TBC		National Highways	F	
J3	Brighton Station Additional Platform	Medium (2030s)				1		TBC		Network Rail	B, D, E, F	
L10	A272 Corridor Rural Bus Service Enhancements	Short (2020s)				1				West Sussex County Council	B, D, E, F, H	
M10	West Sussex Inter-urban Active Travel Infrastructure	Short (2020s)				1				West Sussex County Council	B, D, F, H	
M12	New Crawley - Chichester National Cycle Network Corridor	Medium (2030s)				1				West Sussex County Council	B, D, F, H	Will be delivered in small chunks, phased, as schemes are prioritised and funded. Some schemes are under construction, some are at earlier stages.

Legend

1. Feasibility Study
2. Strategic Outline Business Case
3. Outline Business Case (including surveys, design, modelling and stakeholder engagement)
4. Powers/Consents
5. Procurement
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A. Programme management
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Summary findings

Through the engagement and analysis conducted to date the following conclusions can be drawn.

Out of a total of 292 strategic investment plan interventions delivery partners expect to see development or delivery progress in 219 interventions. With the remaining 73 not expected to see development or delivery progress in the next 3 years.

Progress through project stages

The table below sets out how many interventions are have either begun or passed through each project stage.

Table 1: Intervention project stages completed and begun

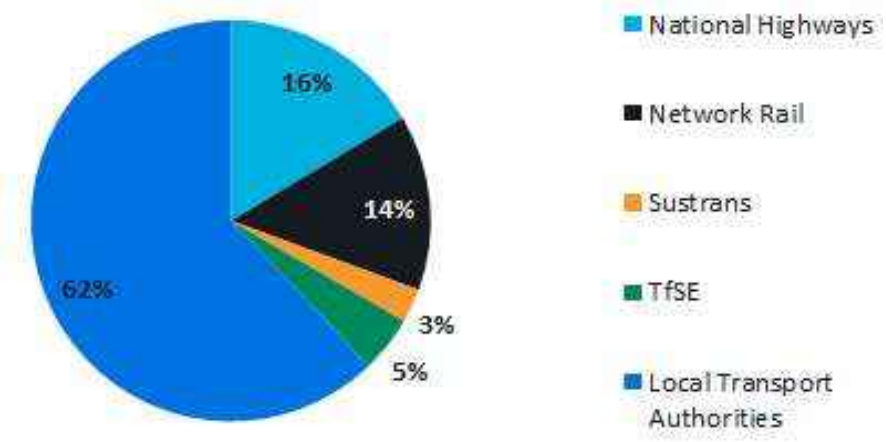
Project stage	Completed	Underway
Feasibility Study	29	16
Strategic Outline Business Case	22	12
Outline Business Case	8	14
Powers/Consents	3	3
Procurement	5	2
Full Business Case	5	5
Construction/Implementation	3	5
Opening	2	0

- A total of 51 interventions have completed feasibility study and strategic outline business case stage.
- There is currently some level of project development or delivery underway in 57 of the TfSE interventions.
- Of the 219 interventions on which development or delivery is expected in the next three years, 142 have not yet completed the first project stage.

Delivery partners

The chart below sets out each delivery partner and the number of interventions on which they lead the next step.

Figure 1: Delivery partners leading the next step of TfSE interventions



Total of 219 interventions expected to see delivery of development in the next three years

- The next step for almost two thirds (136) of interventions is to be led by Local Transport Authorities.
- National Highways (36) and Network Rail (31) lead the next the step for nearly a third of interventions when put together.
- The remainder are led by TfSE (10) and Sustrans (6).

Next Steps

Building on the findings of this work the next stage of Delivery Action Plan development will:

- Devise and implement a methodology for prioritising TfSE resource investment to support progression of SIP interventions,
- Develop a capital investment pipeline in preparation for government and other funding sources being released; and
- Capture the outputs of these two pieces of work in a revised version of this Delivery Action Plan.

Appendix A Intervention descriptions

Ref. code	Intervention name	Description
A1	Solent Connectivity Strategic Study	The package enables local authorities to deliver EV charging infrastructure. This will support a more rapid national adoption of zero emission vehicles and the decarbonisation of strategic passenger and freight highway movements.
A2	Botley Line Double Tracking	The package seeks to empower local authorities to exercise greater influence over bus plans and fare reductions. This will realise the latest national vision outlined in the "Bus Back Better" white paper and help ensure that all members of society can access key services using bus.
A3	Netley Line Signalling and Rail Service Enhancements	The package supports and delivers emerging national road user charging schemes and considers the use of local road user charging schemes. This will further encourage and promote the use of sustainable modes to reduce congestion, noise and emissions in local centres across the TfSE area.
A4	Fareham Loop / Platform	The package supports local authorities in designing Local Cycling and Walking Infrastructure Plans (LCWIPs) and delivering associated interventions. This will help deliver an integrated, connected active travel network spanning the TfSE area to increase the take-up of walking and cycling which contributes to increased physical activity and public health.
A5	Portsmouth Station Platforms	The package supports faster adoption of digital technology, including remote working and virtual access to services. This should reduce the need to travel, which in turn reduces road traffic and transport carbon emissions.
A6	South West Main Line - Totton Level Crossing Removal	The package supports local authorities in implementing comprehensive, integrated spatial and transport plans. This will deliver placemaking initiatives and maximise the utility of sustainable transport infrastructure in supporting local movements.
A7	Southampton Central Station Upgrade and Timetabling	Delivering recommendations to increase the frequency of running services through Southampton Central, connecting multiple local routes from Totton, Fareham, Netley etc. This will improve rail connectivity into Southampton, reducing wait times and the effective journey times of rail users.
A8	Eastleigh Station Platform Flexibility	Double tracking of the Botley Line between Eastleigh and Fareham. This will facilitate an increase in passenger and freight service frequency and reliability.
A9	Waterside Branch Line Reopening	Signalling improvements on the Netley Line between Southampton and Fareham. This will increase capacity for passenger and freight services.
A10	West of England Service Enhancements	Conversion of the current bay platform at Fareham, Platform 2, into a through platform. This will provide a passing opportunity to free up capacity at the station and improve timetable flexibility and resilience.
A11	Additional Rail Freight Paths to Southampton	Additional platform capacity for trains terminating at Portsmouth. Portsmouth City Council's preferred solution is to reopen the disused Platform 2 at Portsmouth Harbour station; the alternative is to provide an additional low-level platform at Portsmouth and Southsea station. This will increase rail capacity in the city and improve timetable flexibility and resilience in Portsmouth.
B1	Southampton Central Station - Woolston Crossing	Removal of the level crossing at Totton by delivering either a road underpass or a flyover. This will allow road traffic to cross the railway, alleviate a congestion pinch-point and enable increased capacity through Totton for passenger and future freight growth.
B2	New Southampton Central Station	Three options for Southampton Central will be explored: the conversion of bay platform 5 to a through platform, the addition of a platform 0, or an additional bay platform(s) to the south east of the station. This will facilitate an increase in passenger and freight service frequency.
B3	New City Centre Station	Signalling alterations at Eastleigh station to allow platform 1 to operate as a bi-directional platform, where at present it can only be accessed in the Up direction This will be key to enabling additional rail services and improved reliability through the area.
B4	South West Main Line - Mount Pleasant Level Crossing Removal	The introduction of passenger services on the Fawley Branch Line Services up to a new station located in Hythe Town. This will connect communities and new development sites in Marchwood, Hythe and Fawley to the rail network and allow these communities to access the economic hub of Southampton Central via rail where this is currently not an option.
B5	Cosham Station Mobility Hub	Service frequency enhancements between Salisbury and Yeovil Junction. This will support local trips between adjacent centres on the line to be made by rail and reduce the need to travel using private car.
B6	Eastleigh to Romsey Line - Electrification	A programme of works such as strategic passing loops and timetable optimisation to realise the Network Rail Freight Strategy Vision. This will increase freight capacity to accommodate the anticipated growth in container traffic at the Port of Southampton.
B7	Havant Rail Freight Hub	Construction of a new rail tunnel between Southampton Central and Woolston crossing the River Itchen. This will provide additional capacity and reduce journey times between Southampton and Portsmouth.

Ref. code	Intervention name	Description
B8	Fratton Rail Freight Hub	Improvements to Southampton Central station, including additional platform capacity and an enhanced public realm. This will better facilitate interchange at Southampton Central and enable delivery of the South Hampshire Rail (Core) Package.
B9	Southampton Container Port Rail Freight Access and Loading Upgrades	A new railway station in Southampton city centre. This will provide better access to the rail network from central Southampton and the West Quay development and complement the South Hampshire Rail (Enhanced) Package, particularly the Woolston Crossing.
B10	Southampton Automotive Port Rail Freight Access and Loading Upgrades	Removal of the Mount Pleasant level crossing between St Denys and Southampton Central. This will reduce the risk of accidents at the level crossing and increase the safety and reliability of the South West Main Line.
C1	Southampton Mass Transit	A mobility hub at Cosham station. This will provide interchange between private car, public transport, active travel and other transport modes to improve end-to-end journey quality.
C2	South East Hampshire Rapid Transit Future Phases	Electrification of the Eastleigh to Romsey Line. This will support the decarbonisation of the rail network and improve its cohesion.
C3	New Southampton to Fawley Waterside Ferry Service	A rail freight hub at Havant. This will support efficient rail freight operations.
C4	Southampton Cruise Terminal Access for Mass Transit	A rail freight hub at Fratton. This will support efficient rail freight operations.
C5	M271 Junction 1 Strategic Mobility Hub	Upgrades to rail freight access and loading at Southampton Existing Automotive Port, including extending the loading area and junction improvements. This will increase capacity for freight services on the South West Main Line.
C6	M27 Junction 5 / Southampton Airport Strategic Mobility Hub	Upgrades to rail freight access and loading at Southampton Container Port, including extending the loading area and junction improvements. This will increase capacity for freight services on the South West Main Line.
C7	M27 Junction 7/8 Strategic Mobility Hub	Transformational enhancements to Mass Rapid Transit, connecting centres within Southampton and adjacent hubs in the Solent by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate. This will reduce journey times and wait times for public transport in the Solent.
C8	M27 Junction 9 Strategic Mobility Hub	Transformational enhancements to Bus Rapid Transit, connecting Portsmouth with its travel to work area by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate. This will reduce journey times and wait times for public transport in South East Hampshire.
C9	Tipner Transport Hub (M275 Junction 1)	The introduction of a new ferry service between Fawley and Southampton. This will support new developments in Fawley and provide a fast, reliable and sustainable connection to the city.
C10	Southsea Transport Hub	Consideration of options for extending Mass Rapid Transit and/or rail to serve Southampton Cruise Terminal, including by working with cruise lines. This will improve connectivity to the terminal via sustainable modes during cruise departure days.
C11	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries	The development of a Strategic Mobility Hub at M271 Junction 1, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M27 and Southampton city centre.
D1	Isle of Wight Mass Transit System	The development of a Strategic Mobility Hub at M27 Junction 5, including the airport, rail, park and ride, bus service and active travel options. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
D1a	Bus Mass Transit - Newport to Yarmouth	The development of a Strategic Mobility Hub at M27 Junction 7/8, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
D1b	Bus Mass Transit - Newport to Ryde	The development of a Strategic Mobility Hub at M27 Junction 9, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the M3/M27 and Southampton city centre.
D1c	Bus Mass Transit - Newport to Cowes	The development of a Transport Hub at Tipner, including park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys, at the same time facilitating major regeneration opportunities in the city.
D1d	Isle of Wight Railway Service Enhancements	Enhanced coastal defence works; improvements to the public realm; and measures to encourage modal shift to public transport and active travel in the Southsea area. This will deliver reduced private car trips, better local air quality and greater resilience for the local area and its economy.

Ref. code	Intervention name	Description
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Enhancement of ferry services between both Gosport – Portsmouth and Hayling – Portsmouth. This will provide faster, more frequent and reliable services for residents accessing Portsea Island.
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	Intra- and inter-urban bus-based Mass Rapid Transport enhancements across the Isle of Wight, along with bus priority measures where appropriate. This will provide faster, more frequent and reliable services between centres, supported by segregated active travel corridors.
D2	Isle of Wight Ferry Service Enhancements	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D2a	Operating Hours and Frequency Enhancements	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
D2b	New Summer Route - Ryde to Southampton	Intra- and inter-urban bus-based Mass Rapid Transport, along with bus priority measures. This will integrate connectivity onto ferry services to the mainland.
E1	Southampton Area Active Travel (including LCWIPs)	Rail service enhancements on the Island Line, including extended operating hours and increased frequency of service. This will reduce wait times and improve service reliability between the island and the mainland.
E2	South East Hampshire Area Active Travel (including LCWIPs)	Extension of the Island Line from Shanklin to Ventnor, or the consideration of a mass transit alternative. This will promote increased economic activity on the island and expand the visitor economy, contributing to local economic growth.
E3	Active Travel Bridge Extension	A reinstated rail connection between the Island Line and the largest town on the island, or the consideration of a mass transit alternative. This will provide new rail journey opportunities for communities situated along the line and between Shanklin and Newport.
E4	Portsmouth Eastern Road East-West Bridge	Enhancement of ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth. This will reduce wait times and improve service reliability between the island and the mainland.
E5	Southampton City Centre Placemaking	Extension of service hours into the early morning and late evening for existing ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth. This will increase the number of services between the island and the mainland, enabling access to the morning and late night offers of Southampton and Portsmouth.
E6	Isle of Wight Active Travel Enhancements	The introduction of a new ferry service between Ryde and Southampton over the summer months. This will provide a boost to the island's visitor economy and enable travellers to access their final destination(s) via localised, sustainable modes.
E6a	Active Travel Enhancements - Newport to Yarmouth	Inter-urban cycling enhancements across Southampton, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E6b	Active Travel Enhancements - Newport to Ryde	Inter-urban cycling enhancements across South East Hampshire, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
E6c	Active Travel Enhancements - Newport to Cowes	Delivery of either a new cantilevered bridge or widening of the existing bridge. This will facilitate access for people walking, wheeling or scooting along the A2030 (one of few ways to travel onto/off Portsea Island, via a narrow carriageway) and allow the route to meet minimum standards of comfort and safety.
F1	West Coastway Strategic Study	The introduction of an additional bridge across the Eastern Road. This will safely link the paths on both sides of the bridge, as there are currently few crossing points across the busy A2030 for those walking, wheeling or scooting, etc.
F2	West Worthing Level Crossing Removal	Placemaking measures in Southampton city centre. This will encourage the take-up of walking and cycling and improve perceptions of the urban realm.
G1	Shoreham Strategic Mobility Hub	Active travel enhancements on the Isle of Wight. This will provide active travel infrastructure and encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G2	A27/A23 Patcham Interchange Strategic Mobility Hub	Active travel enhancements between Newport and Yarmouth. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G3	Falmer Strategic Mobility Hub	Active travel enhancements between Newport and Ryde. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.

Ref. code	Intervention name	Description
G4	Eastbourne/Polegate Strategic Mobility Hub	Active travel enhancements between Newport and Cowes. This will encourage the take-up of walking and cycling, reducing the need for private car for short trips.
G5	Sussex Coast Mass Rapid Transit	Delivery of recommendations from the West Coastway Strategy Study, including increased service frequencies and timetable optimisation for local and strategic movements between Southampton, Havant, Chichester and Brighton. This will reduce wait times and the effective journey times of rail users.
G6	Eastbourne/Wealden Mass Rapid Transit	Removal of the West Worthing level crossing. This will improve safety and reliability for new and existing rail users along the West Coastway Line.
G7	Hastings/Bexhill Mass Rapid Transit	The development of a Strategic Mobility Hub at Shoreham, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Shoreham and Worthing.
G8	A27 Falmer – Polegate Bus Stop and Layby Improvements	The development of a Strategic Mobility Hub at Patcham, including park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27, the A23 and Brighton & Hove.
H1	Sussex Coast Active Travel Enhancements (including LCWIPs)	The development of a Strategic Mobility Hub at Falmer, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove, Lewes and Eastbourne.
I1	M27 Junction 8 (RIS2)	The development of a Strategic Mobility Hub at Polegate, including rail, park and ride, bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between the A27 and Brighton & Hove and Eastbourne.
I2	A31 Ringwood Strategic Traffic (RIS2)	Mass Rapid Transit enhancements connecting hubs along the Sussex coast by increasing service frequencies, extending operating hours and delivering timetable integration, together with segregated infrastructure where appropriate. This will improve journey times and reliability for public transport on the Sussex coast.
I3	A27 Arundel Bypass (RIS2)	Inter-urban bus enhancements, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Eastbourne, Polegate and rural communities in South Wealden.
I4	A27 Worthing and Lancing Improvement (RIS2)	Intra- and inter-urban bus enhancements along the eastern section of the A259, including bus priority measures where appropriate. This will provide faster, more frequent and reliable bus services between Hastings, Bexhill, Eastbourne and adjacent centres.
I5	A27 East of Lewes Package (RIS2)	Inter-urban bus enhancements along the A27, including bus priority measures. This will provide faster, more frequent and reliable bus services between Falmer, Polegate and other rural communities along the corridor without hindering other traffic movements.
I6	Southampton Access (M27 Junction 2 and Junction 3) (RIS3 Pipeline)	Inter-urban cycling enhancements along the Sussex coast, including by utilising the National Cycle Network. This will improve access to points of interest via segregated active travel.
I7	A27 Lewes - Polegate (RIS3 Pipeline)	Improvements to the Windhover Roundabout. This will increase capacity at M27 Junction 8.
I8	A27 Chichester Improvements (RIS3 Pipeline)	Widening of the A31 at Ringwood to three lanes. This will provide more capacity for local traffic movements through the area.
I9	A326 Capacity Enhancements (LLM)	Replacement of the existing single carriageway road with a dual carriageway A27 Arundel Bypass. This will link together the two existing dual carriageway sections of the road, improving the flow of traffic.
I10	West Quay Realignment (LLM)	Improvements to the A27 between Worthing and Lancing. This will increase capacity and improve the flow of traffic.
I11	Portsmouth City Centre Road (LLM)	Improvements to the A27 between Lewes and Eastbourne, focusing on Lewes to Polegate. This will increase capacity and improve the flow of traffic.
I12	Northam Rail Bridge Replacement and Enhancement (MRN)	Improvements to M27 Junctions 2 and 3. This will increase capacity and improve the flow of traffic, with each junction being looked at separately.
I13	New Bridge from Horsea to Tipner	Improvements to the A27 between Lewes and Eastbourne, including to junctions approaching Eastbourne, as well as dualling the road south of the Polegate Roundabout and delivering new active travel infrastructure. This will reduce congestion through the area and encourage increased active travel.
I14	A259 Bognor Regis to Littlehampton Enhancement (MRN)	Upgrades to the A27 Chichester Bypass in West Sussex. This will increase safety for all road users, reduce congestion and improve connectivity.

Ref. code	Intervention name	Description
I15	A259 South Coast Road Corridor - Eastbourne to Brighton (MRN)	Enhancements to the capacity of the A326. This will ensure reliable access is maintained for both existing and forecast levels of traffic associated with significant development proposals in the area.
I16	A259 Chichester to Bognor Regis Enhancement (MRN Pipeline)	Realignment of West Quay Road to segregate through traffic using the 'Inner Ring Road' from access-only traffic to the city centre. This will reduce conflicts between road users and improve journey times for through traffic.
I17	A259 (King's Road) Seafront Highway Structures Renewal Programme (MRN)	Measures to address issues around traffic accessing the city from the M275. This will release land for development and regeneration and support the use of all modes, including bus and active travel.
I18	A29 Realignment including combined Cycleway and Footway	Removal of a major bottleneck caused by the single lane of Northam Rail Bridge between two sections of dual carriageway on the A3024. This will increase capacity, reduce journey times and improve network resilience for private cars, goods vehicles and buses.
I19	M27/M271 Smart Motorway(s)	A new bridge between Tipner and Horsea serving pedestrians, cyclists and bus users. This will improve journey times for existing users and attract new pedestrians and cyclists, thus increasing physical activity.
I20	A27 Tangmere Junction Enhancements	Major upgrades to junctions along the A259 and major renewal to a road bridge over the River Arun. This will help maintain network resilience and thereby improve journey time reliability, particularly for commuters.
I21	A27 Fontwell Junction Enhancements	Measures to enhance access to public transport through the BSIP programme and to enable people to cycle or walk, alongside localised road and junction capacity improvements. This will encourage modal shift whilst resolving issues facing all road users.
I22	A27 Worthing (Long Term Solution)	Upgrades to junctions along the A259. This will build on previous schemes to address capacity issues on the A259 and maintain network resilience between Chichester and Bognor Regis.
I23	A27 Hangleton Junction Enhancements	Essential reconstruction of key highway structures (c.1880), including ‘arches’ and retaining walls supporting the upper seafront promenade along the A259 in Brighton. This will support network resilience and safety for road users.
I24	A27 Devils Dyke Junction Enhancements	Improvements to the A29, including realignment options to accommodate active travel corridors. This will increase the safety and attractiveness of cycling, encouraging take-up and facilitating a reduction in short-distance car trips.
I25	A27 Falmer Junction Enhancements	Smart motorway interventions along the M27 and M271. This will increase capacity and reduce congestion in particularly busy areas.
J1	Croydon Area Remodelling Scheme	Improvements to the A27 Tangmere Junction. This will increase the safety of all road users and safeguard journey time reliability.
J2	Brighton Main Line - 100mph Operation	Improvements to the A27 Fontwell Junction. This will increase the safety of all road users and safeguard journey time reliability.
J3	Brighton Station Additional Platform	Improvements to the A27 Worthing Junction. A number of tunnel options have been considered to deconflict strategic and local traffic. This will increase the safety of all road users and safeguard journey time reliability.
J4	Reigate Station Upgrade	Improvements to the A27 Hangleton Junction. This will increase the safety of all road users and safeguard journey time reliability.
J5	Arun Valley Line - Faster Services	Improvements to the A27 Devils Dyke Junction. This will increase the safety of all road users and safeguard journey time reliability.
J6	East Coastway Line - Faster Services	Improvements to the A27 Falmer Junction. This will increase the safety of all road users and safeguard journey time reliability.
J7	Brighton Main Line - Reinstate Cross Country Services	Improvements in the Croydon area, constituting the largest and most complex part of the Brighton Main Line upgrade proposals. This will increase the capacity of the railway through this area and improve its wider reliability.
J8	New Station to the North East of Horsham	Infrastructure and signalling enhancements to enable 100mph operation on the Brighton Main Line. This will reduce journey times between Brighton and London.
J9	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Construction of an additional platform at Brighton station. This will increase capacity and improve the reliability of services to/from the station.
J10	Uckfield Branch Line - Hurst Green to Uckfield Electrification	A new 12-car turn back platform at Reigate station. This will increase capacity and provide more reliable services to/from the station, including connectivity to Thameslink destinations in London and beyond.
J11	Redhill Aerodrome Chord	Increased line speeds on the Arun Valley Line. This will reduce journey times between Littlehampton, Arundel, Horsham, Crawley and Gatwick.

Ref. code	Intervention name	Description
K1	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	Increased line speeds on the East Coastway Line. This will reduce journey times between Brighton, Lewes, Eastbourne and Hastings.
K2	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Reinstate direct Cross Country Services between Brighton, London and the Midlands. This will reduce journey times for long-distance travellers and support inbound domestic tourism.
K3	Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells	A new station on the Arun Valley Line between Littlehaven and Ifield. This will provide rail connectivity to new development sites in the area and reduce journey times.
L1	Fastway Extension: Crawley - Horsham	Upgrades to rail infrastructure in and around Newhaven Port. This will increase rail freight capacity and support more rail freight movements to/from the port.
L2	Fastway Extension: Crawley - East Grinstead	Electrification of the railway from Uckfield to Hurst Green via Edenbridge. This will support the decarbonisation of the rail network and improve its cohesion.
L3	Fastway Extension: Haywards Heath - Burgess Hill	A new chord connecting the Brighton Main Line and the Redhill Tonbridge Line through Redhill Aerodrome. This will facilitate through services from Gatwick Airport to locations in Kent and Medway, reducing journey times to the airport.
L4	Fastway Extension: Crawley - Redhill	Infrastructure improvements to enable the re-opening of the Wealden Line between Uckfield and Lewes. This will provide rail connectivity to residents between Uckfield and Lewes, reducing local car-based emissions by introducing a sustainable alternative.
L5	A22 Corridor Rural Bus Service Enhancements	Reconfiguration of Lewes station to allow services on the Wealden Line to continue on the East Coastway Line to/from Brighton. This will improve rail connectivity for residents along the Wealden Line, increasing access to employment, leisure and other opportunities in Brighton.
L6	A23 Corridor Rural Bus Service Enhancements	Conversion of the Spa Valley Line between Eridge and Tunbridge Wells to modern operations. This will create an alternative rail route between Brighton and London and complement improvements to the Wealden Line.
L7	A24 Corridor Rural Bus Service Enhancements	Extension of the Fastway bus network to the west from Crawley to Horsham, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L8	A26 Corridor Lewes - Royal Tunbridge Wells Rural Bus Service Enhancements	Extension of the Fastway bus network to the east from Crawley to East Grinstead, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L9	A26 Corridor Newhaven Area Rural Bus Service Enhancements	Extension of the Fastway bus network to the south from Crawley to Haywards Heath and Burgess Hill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L10	A272 Corridor Rural Bus Service Enhancements	Extension of the Fastway bus network to the north from Crawley to Redhill, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
L11	A264 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A22, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between East Grinstead and nearby centres.
L12	A29 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A23, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Crawley, Gatwick and nearby centres.
L13	A283 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A24, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Dorking, Horsham and nearby centres.
L14	A281 Corridor Rural Bus Service Enhancements	Inter-urban bus enhancements along the A26 between Lewes and Royal Tunbridge Wells, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Lewes, Uckfield, Royal Tunbridge Wells and nearby centres.
L15	Three Bridges Strategic Mobility Hub	Inter-urban bus enhancements along the A26 through the Newhaven area, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Newhaven, Lewes and nearby centres.

Ref. code	Intervention name	Description
M1	Burgess Hill/Haywards Heath Local Active Travel Infrastructure	Inter-urban bus enhancements along the A272, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Haywards Heath, Billingshurst, Petersfield and nearby centres.
M2	East Grinstead Local Active Travel Infrastructure	Inter-urban bus enhancements along the A264, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Horsham, Crawley, Royal Tunbridge Wells and nearby centres.
M3	Eastbourne/Hailsham Local Active Travel Infrastructure	Inter-urban bus enhancements along the A29, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Arundel, Billingshurst, Horsham and nearby centres.
M4	Gatwick/Crawley Local Active Travel Infrastructure	Inter-urban bus enhancements along the A283, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Pulborough, Petsworth and nearby centres.
M5	Horsham Local Active Travel Infrastructure	Inter-urban bus enhancements along the A281, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Guildford, Horsham and nearby centres.
M6	Lewes/Newhaven Local Active Travel Infrastructure	Development of a Strategic Mobility Hub at Three Bridges, including rail, Fastway bus services, rural bus services and active travel options. This will provide opportunities for efficient multi-modal journeys between Three Bridges and the surrounding area.
M7	Reigate/Redhill Local Active Travel Infrastructure	Urban walking and cycling enhancements in and around Burgess Hill and Haywards Heath. This will connect points of interest and transport hubs, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M8	East Sussex Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around East Grinstead. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M9	Surrey Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around Eastbourne and Hailsham and other centres. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M10	West Sussex Inter-urban Active Travel Infrastructure	Urban walking and cycling enhancements in and around Gatwick and Crawley. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M11	New London - Brighton National Cycle Network Corridor	Urban walking and cycling enhancements in and around Horsham. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M12	New Crawley - Chichester National Cycle Network Corridor	Urban walking and cycling enhancements in and around Lewes, Newhaven and their environs. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
M13	London - Paris New "Avenue Verte"	Urban walking and cycling enhancements in and around Reigate and Redhill. This will integrate with existing infrastructure, facilitating local active travel movements and providing safer, faster and more accessible segregated trips.
N1	A22 N Corridor (Tandridge) - South Godstone to East Grinstead Enhancements (LLM Pipeline)	Inter-urban walking and cycling enhancements across East Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N2	A24/A243 Knoll Roundabout and M25 Junction 9a (MRN Pipeline)	Inter-urban walking and cycling enhancements across Surrey, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N3a	A22 Corridor Package	Inter-urban walking and cycling enhancements across West Sussex, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage active travel and help to diversify residents' travel options.
N3b	A22 Corridor - Hailsham to Uckfield (MRN Pipeline)	A new inter-urban cycling corridor between Brighton and London, utilising parts of the "Avenue Verte" and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.
N4	A2270/A2101 Corridor Movement and Access Package (MRN Pipeline)	A new inter-urban cycling corridor between Crawley and Chichester, enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.

Ref. code	Intervention name	Description
N5	M23 Junction 8a New Junction and Link Road - Redhill	A new inter-urban cycling corridor between London and Paris, utilising and enhancing the existing "Avenue Verte" and the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and increase tourism and leisure opportunities along the route.
N6	M23 Junction 9 Enhancements - Gatwick	Improvements to the A22 north corridor (Tandridge) between South Godstone and East Grinstead. This will resolve existing congestion issues, support access to new developments and provide new active travel infrastructure.
N7	A23 Carriageway Improvements - Gatwick to Crawley	Improvements to the A24/A243 between the Knoll Roundabout and M25 Junction 9A. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N8	A264 Horsham - Pease Pottage Carriageway Enhancements	Improvements to the A22 Polegate/Stone Cross/Hailsham junction. This will increase the safety of all road users and safeguard journey time reliability.
N9	A264 Crawley - East Grinstead Dualling and Active Travel Infrastructure	Improvements to the A22 between Hailsham and Uckfield. This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N10	Crawley Western Link Road and Active Travel Infrastructure	Improvements to the corridors south of the Willingdon Roundabout (A2270/A2101). This will resolve existing congestion issues, distribute traffic, support access to new developments and provide new active travel infrastructure.
N11	A24 Dorking Bypass	A new M23 Junction 8a and link road to Redhill (and Reigate). This will provide a safer alternative access point to the strategic road network. The current access point for Redhill is M25 Junction 8 via a level crossing.
N12	A24 Horsham to Washington Junction Improvements	Capacity enhancements to M23 Junction 9. This will maintain reliable access and accommodate planned growth at Gatwick Airport.
N13	A24 Corridor Improvements Horsham to Dorking (LLM Pipeline)	Online improvements to the A23 between Gatwick and Crawley. This will increase road safety and improve journey time reliability through the area.
N14	A23 Hickstead and Bolney Junction Enhancements	Online improvements to the A264 between Horsham and Pease Pottage. This will increase road safety and improve journey time reliability through the area.
N15	A23/A27 Patcham Interchange Junction Enhancements	Online dualling of the A264 between Crawley and East Grinstead, including new segregated walking and cycling infrastructure. This will accommodate growth in the area and help to encourage the take-up of active modes.
N16	A26 Lewes - Newhaven Realignment and Junction Enhancements	A new western link road in Crawley, including new bus, walking and cycling infrastructure. This will accommodate growth to the north and west of Crawley, improve local connectivity to Gatwick Airport and help to encourage the take-up of active and sustainable modes.
N17	A26 Lewes - Uckfield Enhancements	Online dualling of the A24 Dorking Bypass. This will accommodate growth, increase road safety and improve journey time reliability.
N18	A22 Uckfield Bypass Dualling	A new roundabout on the A24 Capel Bypass between Horsham and Washington. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
N19	A22 Smart Road Trial Proposition Study	Improvements to the A24 Capel Bypass between Dorking and Horsham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O1	Western Rail Link to Heathrow	Improvements to the A23 Junction at Hickstead and Bolney. This will increase connectivity and accommodate planned growth around Burgess Hill.
O2	Southern Access to Heathrow	Enhancements to interchange between the A23/A27 at Patcham. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O3	Reading to Basingstoke Enhancements	Realignment and junction enhancements on the A26 between Lewes and Newhaven. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O4	North Downs Line - Decarbonisation	Online improvements to the A26 between Lewes and Uckfield. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O5	North Downs Line - Level Crossing Removals	Online dualling of the A22 Uckfield Bypass. This will increase road safety and improve journey time reliability through the area.

Ref. code	Intervention name	Description
O6	North Downs Line - Service Level and Capacity Enhancements	Trial and implementation of a series of "smart road" interventions on the A22. This will reduce conflicts between strategic and local movements, accommodate growth, increase road safety and improve journey time reliability.
O7	Guildford Station Redevelopment	A new direct rail link from the Great Western Main Line (between Iver and Langley) to Heathrow Airport. This will enable direct connectivity and reduce journey times to Heathrow Airport from key locations, including Bristol, Swindon, Oxford and Reading.
O8	New Station Guildford West (Park Barn)	A new direct rail link from Berkshire (Bracknell, Ascot), Surrey (Woking, Guildford) and Hampshire (Blackwater Valley, North/Mid-Hampshire, the Solent) to Heathrow Airport. This will help to resolve the long-term problem of rail inaccessibility to Heathrow Airport from the south, particularly from Surrey and South West London.
O9	New Station Guildford East (Merrow)	Electrification of the Reading to Basingstoke Line. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.
O10	Redhill Station Track Capacity Improvement	Electrification of the unelectrified sections of the North Downs line. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.
O11	Dorking Deepdene Station Upgrade	Level crossing removals on the North Downs Line. This will reduce journey times for rail services along the line and increase safety for all road users.
O12	South West Main Line / Portsmouth Direct Line - Woking Area Capacity Enhancement	Station upgrades and level crossing removals to enable four trains per hour to run at peak times on the North Downs Line. This will increase rail service frequencies which will increase capacity, helping to attract more local residents onto the railway.
O13	South West Main Line / Basingstoke Branch Line - Basingstoke Enhancement Scheme	Redevelopment of Guildford station. This will provide easier interchange between the North Downs Line and the Portsmouth Direct Line.
O14	Cross Country Service Enhancements	A new station in Guildford West (Park Barn). This will improve access to the rail network for local residents, particularly commuters to/from London.
O15	Portsmouth Direct Line - Line Speed Enhancements	A new station in Guildford East (Merrow). This will improve access to the rail network for local residents, particularly commuters to/from London.
O16	Portsmouth Direct Line - Buriton Tunnel Upgrade	Improvements at Redhill station. This will increase track capacity and provide easier interchange between the North Downs Line, the Brighton Main Line and the Redhill – Tonbridge Line.
O17	South West Main Line - Digital Signalling	An improved pedestrian link between Dorking Deepdene and Dorking stations. This will provide easier interchange between the North Downs Line and the Mole Valley Line.
O18	Theale Strategic Rail Freight Terminal	Grade separation of the Portsmouth Direct Line and the South West Main Line at Woking rail junction on approach to Woking station. This will reduce Portsmouth / Guildford – London journey times and increase capacity on the South West Main Line.
O19	West of England Main Line - Electrification from Basingstoke to Salisbury	Installation of the bi-directional Basingstoke Regulation Loop around the back of platform 5. This will relocate all freight movements from the station, increasing capacity on the South West Main Line whilst helping to provide for freight growth.
O20	Reading to Waterloo Service Enhancements	Reinstatement of Cross Country services between Portsmouth and the Midlands and increased service frequencies and span between Southampton and the Midlands. This will reduce journey times between Portsmouth, Southampton and other national centres and support inbound tourism.
P1	Basingstoke Mass Rapid Transit	Increased line speeds on the Portsmouth Direct Line. This will reduce journey times between Portsmouth and London.
P2	Blackwater Valley Mass Rapid Transit	Increased line speeds between Havant and Petersfield by upgrading the Buriton Tunnel. This will reduce journey times between Portsmouth and London.
P3	Bracknell/Wokingham Bus Enhancements	Introduction of digital signalling on the South West Main Line. This will increase the capacity for (and safety of) rail passenger and freight movements.
P4	Elmbridge Bus Enhancements	Development of a rail freight hub at Theale. This will support more efficient rail freight operations and contribute to business growth.
P5	Epsom/Ewell Bus Enhancements	Electrification of the West of England Line between Basingstoke and Salisbury. This will support the decarbonisation of the rail network and enable sustainable rail freight movements along the corridor.

Ref. code	Intervention name	Description
P6	Guildford Sustainable Movement Corridor	Increased line speeds on the Reading to Waterloo Line. This will reduce journey times between London, Bracknell and Ascot and enhance onward connectivity from locations on the Ascot to Guildford Line, e.g. Camberley and Bagshot.
P7	Slough/Windsor/Maidenhead Area Bus Enhancements	An integrated network of new bus-based rapid transit routes across Basingstoke. This will connect new and existing developments with the town centre and increase the attractiveness of public transport.
P8	Newbury/Thatcham Bus Enhancements	An integrated network of new bus-based rapid transit routes across the Blackwater Valley. This will connect major employment and population areas locally and facilitate improved strategic connectivity to major economic hubs, building on the successful "Gold Grid" initiative.
P9	Reading Mass Rapid Transit	Urban bus enhancements connecting centres within Bracknell, Wokingham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P10	Spelthorne Bus Enhancements	Urban bus enhancements connecting centres within Elmbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P11	Woking Bus Enhancements	Urban bus enhancements connecting centres within Epsom, Ewell and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P12	A4 Reading - Maidenhead - Slough - London Heathrow Airport Mass Rapid Transit	Urban bus enhancements connecting centres within Guildford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P13	A329/B3408 Reading - Bracknell/Wokingham Mass Rapid Transit	Urban bus enhancements connecting centres within Slough, Windsor, Maidenhead and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P14	Winchester Bus Enhancements	Urban bus enhancements connecting centres within Newbury, Thatcham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P15	Andover Bus Enhancements	An integrated network of new bus-based rapid transit routes across Reading. This will connect major employment and population areas locally, building on the successful South Reading Mass Rapid Transit initiative.
P16	Runnymede Bus Enhancements	Urban bus enhancements connecting centres within Spelthorne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P17	London Heathrow Airport Bus Access Enhancements	Urban bus enhancements connecting centres within Woking and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
P18	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	Inter-urban bus enhancements along the A4, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Maidenhead, Slough and Heathrow Airport.
Q1	Berkshire, Hampshire and Surrey Urban and Inter-urban Active Travel Infrastructure	Inter-urban bus enhancements along the A329/B3408, including bus priority measures where appropriate. This will increase bus service frequencies, reduce journey times and improve reliability for residents between Reading, Bracknell, Wokingham and nearby centres.
R1	M3 Junction 9 (RIS2)	Urban bus enhancements connecting centres within Winchester and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
R2	M3 Junction 9 - Junction 14 Smart Motorway (SMP)	Urban bus enhancements connecting centres within Andover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

Ref. code	Intervention name	Description
R3	A404 Bisham Junction (RIS3 Pipeline)	Urban bus enhancements connecting centres within Runnymede and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
R4	A3/A247 Ripley South (RIS3 Pipeline)	Bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting Slough, Windsor, Spelthorne and Elmbridge to Heathrow Airport.
R5	A31 Farnham Corridor (LLM)	Inter-urban bus enhancements, including bus priority measures. This will enable frequent, reliable, express services to run along roads connecting major economic hubs, e.g. Guildford to the Blackwater Valley via the A31.
R6	New Thames Crossing East of Reading (LLM)	Inter-urban walking and cycling enhancements, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure. This will encourage cycling and help to diversify residents' travel options.
R7	A320 North Corridor (HIF)	Upgrades to the M3 Junction 9. This will facilitate better movement from the A34 to the M3, including key strategic freight movements, and help to accommodate future growth.
R8	M4 Junction 10 Safety Enhancements	Smart motorway extension from M3 Junction 9 to M3 Junction 14. This will increase capacity and road safety and improve reliability along this section.
R9	M3 Junction 7 and Junction 8 Safety and Capacity Enhancements	Upgrades to Bisham Roundabout junction. This will relieve existing congestion along the A404 corridor, improving reliability for strategic movements whilst providing additional capacity.
R10	A3 Guildford Local Traffic Segregation	Upgrades to Ripley South junction. This will relieve existing congestion along the A3, segregate strategic and local movements and provide additional capacity for access to new developments.
R11	A3 Guildford Long Term Solution	Upgrades to Hickley's Corner junction and Firgrove Hill, including a new underpass and roundabout. This will relieve existing congestion, segregate strategic and local movements and support active travel in the town centre.
R12	A34 Junction and Safety Enhancements	A third bridge across the river Thames in Reading, including supporting infrastructure. This will relieve existing congestion in Reading town centre and provide additional capacity for access to new housing developments.
R13	A322 and A329(M) Smart Corridor	Improvements to the A320 north of Woking. This will relieve existing congestion, improve journey time reliability for strategic movements, support active travel movements and provide additional capacity for access to new housing developments.
R14	A339 Newbury to Basingstoke Safety Enhancements	Changes to M4 Junction 10 with the A329(M). This will support the increased safety of all road users.
R15	M4 Junction 3 to Junction 12 Smart Motorway (SMP)	Changes to M3 Junction 7 at Basingstoke and M3 Junction 8 with the A303. This will support the increased safety of all road users and accommodate growth.
S1	St Pancras International Domestic High Speed Platform Capacity	Changes to the A3 through Guildford paired with improvements to local public transport provision. This will segregate strategic and local movements whilst encouraging the use of public transport.
S2	London Victoria Capacity Enhancements	Long-term solution to issues on the A3 in and around Guildford, potentially including at-grade or tunnelling options. This will improve journey time reliability and air quality along the A3 through Guildford whilst supporting strategic freight movements.
S3	Bakerloo Line Extension	Changes to A34 junctions between Winchester and Newbury. This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.
S4	South Eastern Main Line - Chislehurst to Tonbridge Capacity Enhancements	Introduction of smart motorway interventions along the A322 and A329(M). This will support the more efficient use of existing capacity using real-time information.
S5	London Victoria to Shortlands Capacity Enhancements	Changes to the A339 between Basingstoke and Newbury. This will support the increased safety of all road users and improve journey time reliability for strategic freight movements.
S6	Hoo Peninsula Passenger Rail Services (HIF)	Smart motorway extension from M4 Junction 3 to M4 Junction 12. This will increase capacity and road safety and improve reliability along this section.
S7	North Kent Line / Hundred of Hoo Railway - Rail Chord	A new platform at St Pancras International station for domestic high speed rail services. This will support an increase in station capacity to provide more HS1 services between London, Medway and Kent.

Ref. code	Intervention name	Description
S8	Thameslink - Extension to Maidstone and Ashford	Additional capability at London Victoria station, taking advantage of a major track renewal in CP8/9, as well as digital signalling on lines approaching the station from the South East in the longer-term. This will enable more services between London and Kent, Medway and East Sussex, reduce headways and improve journey time reliability.
S9	North Kent Line - Service Enhancements	Extension of the Bakerloo Line from its current terminus at Elephant and Castle to Hayes via Lewisham. This will increase capacity for services between London and Kent, Medway and East Sussex.
S10	North Kent Line / Chatham Main Line - Line Speed Enhancements	Improvements to the South Eastern Main Line between Chislehurst and Tonbridge, including signalling upgrades. This will facilitate increased capacity and service frequencies on the line.
S11	Otterpool Park/Westenhanger Station Platform Extensions and Station Upgrade	Improvements to the South Eastern Main Line between London and Tonbridge. This will facilitate increased capacity and service frequencies on the line.
S12	Integrated Maidstone Stations	A new station serving the Hoo Peninsula alongside other improvements to the existing Grain Branch Line. This will enable new passenger services connecting large-scale employment and housing developments.
S13	Dartford Station Remodelling/Relocation	A new rail chord at Hoo Junction. This will enable rail freight to circumnavigate London via Paddock Wood.
S14	Canterbury Interchange Rail Chord	Extension of Thameslink services from Otford to Maidstone East and Ashford. This will improve onward connectivity for existing users and attract potential new users within rail catchments in Maidstone and Ashford.
S15	New Station - Canterbury Interchange	Increased line speeds and signalling upgrades on the North Kent Line between Gravesend and Rochester. This will reduce journey times to London from North Kent.
S16	New Strood Rail Interchange	Increased line speeds and signalling upgrades on the North Kent Line and the Chatham Main Line between Rochester and Margate. This will reduce journey times to London from Kent.
S17	Rail Freight Gauge Clearance Enhancements	An additional platform at Westenhanger station near Otterpool Park Garden Town. This will increase station capacity to accommodate new housing developments.
S18	Crossrail - Extension from Abbey Wood to Dartford/Ebbsfleet	Improvements to the pedestrian link between Maidstone Barracks and Maidstone East. This will provide easier interchange between the Medway Valley Line and the Maidstone Line and contribute to an improved rail offer for Kent and Medway.
S19	High Speed 1 / Waterloo Connection Chord - Ebbsfleet Southern Rail Access	Re-modelling and re-location of Dartford station. This will increase station capacity and improve interchange and journey time reliability.
S20	Ebbsfleet International (Northfleet Connection)	A new rail chord between the Canterbury East and Canterbury West Lines. This will improve resilience and allow rail services to operate between Faversham and Ashford as well as Dover and Ashford via Canterbury East.
S21	Ebbsfleet International (Swanscombe Connection)	A new parkway station located to the west of Canterbury and serving the Canterbury East and Canterbury West Lines. This will extend access to the rail network to more rural areas and provide effective interchange.
S22	Gatwick - Kent Service Enhancements	Relocation of the existing station at Strood. This will provide interchange between two lines (the North Kent Line and the Medway Valley Line) and better integrate with Medway's local public transport network.
T1	High Speed East - Dollands Moor Connection	Delivery of W12 gauge clearance between the Channel Tunnel and the West Coast Main Line via Maidstone and/or Tonbridge. This will support the growth of rail freight, contributing to decarbonisation and helping to realise the aspirations of the Network Rail Freight Strategy.
T2	High Speed 1 / Marsh Link - Hastings, Bexhill and Eastbourne Upgrade	Extension of Crossrail services from Abbey Wood to Dartford and Ebbsfleet International stations. This will increase service frequencies to London and provide a direct rail link to Heathrow Airport from Dartford and Ebbsfleet.
U1	High Speed 1 - Link to Medway (Chatham)	Construction of a new rail chord south of Ebbsfleet. This will enable direct access between High Speed 1 and local lines, unlocking new rail corridors such as Ebbsfleet to South East London.
U2	High Speed 1 - Additional Services to West Coast Main Line	An improved pedestrian link between Ebbsfleet International and Northfleet stations. This will provide easier interchange between lines and contribute to an improved rail offer for Kent.

Ref. code	Intervention name	Description
V1	Fastrack Extension - Swanscombe Peninsula	Construction of a new rail chord north of Ebbsfleet. This will enable direct access between High Speed 1 and the North Kent Line, reducing journey times between North Kent and London.
V2	Fastrack Optimisation and Extension - Dartford - Northfleet - Ebbsfleet - Gravesend	Enabling of direct rail services between Gatwick Airport and Kent. This will provide an alternative to private car for trips between Gatwick Airport and Kent and reduce journey times.
V3	Fastrack Extension - Medway	A new rail connection between High Speed 1 and the South Eastern Main Line at Dolland Moor. This will improve network resilience and provide increased service options (as proposed in the Kent Rail Strategy).
V4	Medway Mass Transit	New high speed services to Hastings, Bexhill and Eastbourne via High Speed 1 / the Marshlink Line. This will markedly reduce journey times between these locations and London.
V5	Medway Mass Transit - Extension to Hoo Peninsula	A new link from High Speed 1 at Ebbsfleet International station to Chatham station. This will improve regional connectivity to Medway and North Kent, with reduced journey times to/from London and a step-change capacity increase.
V6	Medway to Maidstone Bus Priority	Implementation of direct services between High Speed 1 and the West Coast Main Line. This will enable direct services between the South East and the Midlands, markedly reducing journey times.
V7	Medway Mass Transit - Chatham to Medway City Estate New Bridge	Extension of the Fastrack bus network in the Swanscombe Peninsula and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V8	Medway Mass Transit - Chatham to Medway City Estate Water Taxi	Optimisation and extension of the Fastrack bus network in the North Kent area and adjacent hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V9	Maidstone Bus Enhancements	Extension of the Fastrack bus network to Medway, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V10	Dover Bus Rapid Transit	Mass Rapid Transit enhancements connecting centres in Medway with adjacent economic hubs, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V11	Sittingbourne Bus Enhancements	Mass Rapid Transit enhancements connecting centres in Medway to the Hoo Peninsula, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V12	Sevenoaks Bus Enhancements	Mass Rapid Transit enhancements connecting centres in Medway and Maidstone, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V13	Thanet Bus Enhancements	Mass Rapid Transit enhancements connecting Medway to Medway City Estate via a new bridge, including segregated infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V14	Folkestone Bus Enhancements	Mass Rapid Transit enhancements connecting Medway to the Medway City Estate via a water taxi. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V15	Ashford Bus Enhancements	Urban bus enhancements within Maidstone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V16	Royal Tunbridge Wells/Tonbridge Bus Enhancements	Urban bus enhancements within Dover and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V17	Thames Gateway/Gravesham Bus Enhancements	Urban bus enhancements within Sittingbourne and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.

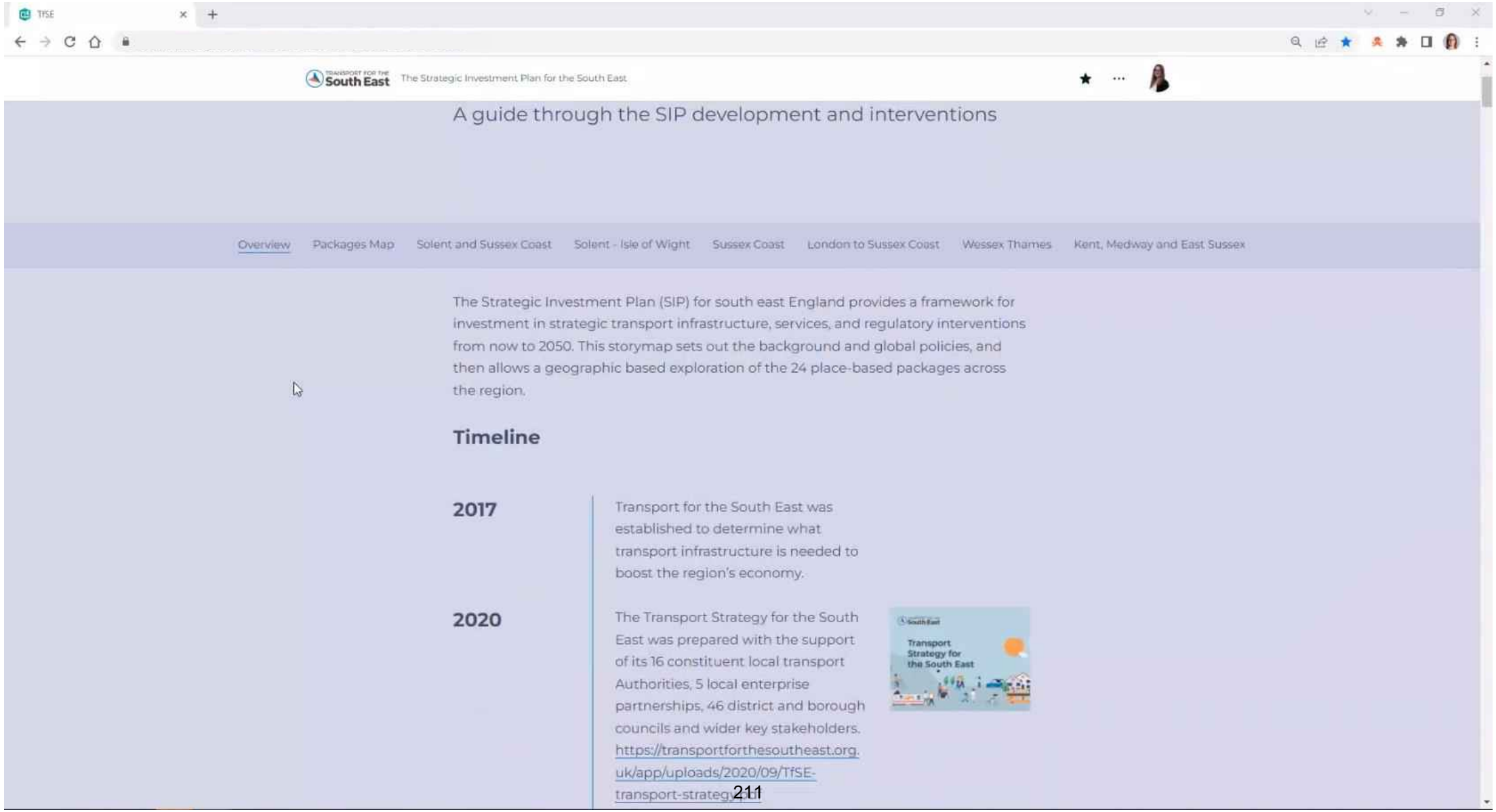
Ref. code	Intervention name	Description
V18	Canterbury/Whitstable/Herne Bay Bus Enhancements	Urban bus enhancements within Sevenoaks and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V19	Ferry Crossings - New Sheerness to Hoo Peninsula Service	Urban bus enhancements within Thanet and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V20	Ferry Crossings - Sheerness to Chatham/Medway City Estate/Strood Enhancements	Urban bus enhancements within Folkestone and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V21	Ferry Crossings - Gravesend to Tilbury Enhancements	Urban bus enhancements within Ashford and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
V22	Inland Waterway Freight Enhancements	Urban bus enhancements within Royal Tunbridge Wells / Tonbridge and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
W1	Medway Active Travel Enhancements	Urban bus enhancements within the Thames Gateway / Gravesham and adjacent economic hubs, including bus priority infrastructure where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies, extending operating hours and delivering timetable integration.
W2	Medway Active Travel - Chatham to Medway City Estate River Crossing	Inter-urban bus enhancements along the A290 and A291 between Canterbury / Whitstable / Herne Bay, including bus priority measures where appropriate. This will improve journey times and reliability for public transport by increasing service frequencies and extending operating hours.
W3	Kent Urban Active Travel Infrastructure	Introduction of a new ferry service between Sheerness and the Hoo Peninsula. This will support connectivity to new developments.
W4	Kent Inter-urban Active Travel Infrastructure	Enhancement of ferry services between Sheerness and Chatham / Medway City Estate / Strood. This will improve freight efficiency and contribute to business growth.
W5	Faversham - Canterbury - Ashford - Hastings National Cycle Network Enhancements	Enhancement of ferry services across the Thames Estuary between Gravesend and Tilbury. This will improve freight efficiency and contribute to business growth.
W6	Tonbridge - Maidstone National Cycle Network Enhancements	Introduction of Inland Waterway Freight corridors. This will enable sustainable freight movements into and around Medway and Maidstone.
W7	Sevenoaks - Maidstone - Sittingbourne National Cycle Network Enhancements	Urban walking and cycling enhancements in and around the Medway towns. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W8	Bromley - Sevenoaks - Royal Tunbridge Wells National Cycle Network Enhancements	A new river crossing for active travel between Chatham and the Medway City Estate, integrated with the rest of the Medway cycle network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W9	East Sussex Local Active Travel Infrastructure	Urban walking and cycling enhancements across Kent. This will facilitate local active travel movements and provide safer, faster and more accessible segregated trips.
W10	East Sussex Inter-urban Active Travel Infrastructure	A series of Inter-urban walking and cycling enhancements across Medway and Kent, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements (for example Ebbsfleet – Swanley – Sevenoaks – Oxted – Redhill) and provide safer, faster and more accessible segregated cycle infrastructure.
W11	Royal Tunbridge Wells - Hastings National Cycle Network Enhancements	Enhancements to the inter-urban cycling route between Faversham and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W12	Canterbury Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Maidstone and Tonbridge (and onwards towards East Grinstead and Crawley), utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.

Ref. code	Intervention name	Description
W13	Medway Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Sevenoaks, Maidstone and Sittingbourne, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
W14	Dover Placemaking and Demand Management Measures	Enhancements to the inter-urban cycling route between Bromley, Sevenoaks and Royal Tunbridge Wells, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
X1	M2 Junction 5 (RIS2)	Intra-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate local active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.
X2	A2 Brenley Corner Enhancements (RIS3 Pipeline)	Inter-urban walking and cycling enhancements across the East Sussex area, utilising and enhancing the National Cycle Network. This will facilitate strategic active travel movements and provide safer, faster and more accessible segregated cycle infrastructure.
X3	A2 Dover Access (RIS3 Pipeline)	Enhancements to the inter-urban cycling route between Royal Tunbridge Wells and Hastings, utilising and enhancing the National Cycle Network. This will connect points of interest and provide safer, faster and more accessible segregated cycle infrastructure.
X4	A21 Safety Enhancements (RIS3 Pipeline, brought forward to RP2)	Placemaking initiatives in and around Canterbury, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X5	A229 Bluebell Hill Junction Upgrades (LLM)	Placemaking initiatives in and around Medway, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X6	A28 Birchington, Acol and Westgate-on-Sea Relief Road (MRN)	Placemaking initiatives in and around Dover, complemented by demand management. This will increase the attractiveness of active modes and facilitate local active travel movements.
X7	A228 Colts Hill Strategic Link (MRN Pipeline)	Improvements to slip roads and enhancements to the junction approaches. This will increase capacity and reliability and lead to reduced journey times, including for strategic freight movements.
X8	Digital Operations Stack and Brock	Enhancements at Brenley Corner. This will increase reliability and lead to reduced journey times, particularly for strategic freight movements on the A2/M2 to/from Dover.
X9	A20 Enhancements for Operations Stack & Brock	Enhancements on the approach to Dover from the A2. This will reduce queueing and enable the smooth flow of strategic freight movements to/from the port.
X10	Kent Lorry Parks (Long Term Solution)	Safety improvements along the A21. This will overcome known safety issues, reduce conflict between strategic movements and local movements and support active travel.
X11	Dover Freight Diversification	Upgrade of Bluebell hill by remodelling the junctions at either end (A229/M2 J3 and A229/M20 J6) to ensure free flow traffic. This will build resilience to the strategic highway freight network.
X12	A2 Canterbury Junctions Enhancements	A relief road, utilising the existing Shottendane Road which runs south of, and parallel to the A28. It will be widened and improved. This will provide an alternative route to the already congested A28 corridor and therefore relieve congestion on the existing corridor.
X13	M2 Junction 4 - Junction 7 Smart Motorway (SMP)	Targeted improvements along the A228. This will ensure that the road becomes the main link between the A21, the M20 and Maidstone, replacing the A26 through Tonbridge and Hadlow for local movements.
X14	M20 Junction 6 Sandling Interchange Enhancements	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock.
X15	M20 Junction 3 - Junction 5 Smart Motorway	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by increasing capacity on the A20 for freight parking.
X16	M25 Junction 1a Enhancements	New smart traffic management systems. This will build greater resilience when there is disruption at the Port of Dover or the Eurotunnel, relieving Operations Stack and Brock by considering long-term solutions.
X17	M25 Junction 5 Enhancements	Realise the strategic aspirations of the Port of Dover. This will increase the port's service offer and diversify its freight operations.
X18	Herne Relief Road	Improvements at the A2 junctions serving Canterbury. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X19	Canterbury East Relief Road	Smart motorway initiatives along the M2 between Junctions 4 and 7. This will build resilience by increasing capacity, supporting strategic freight movements.

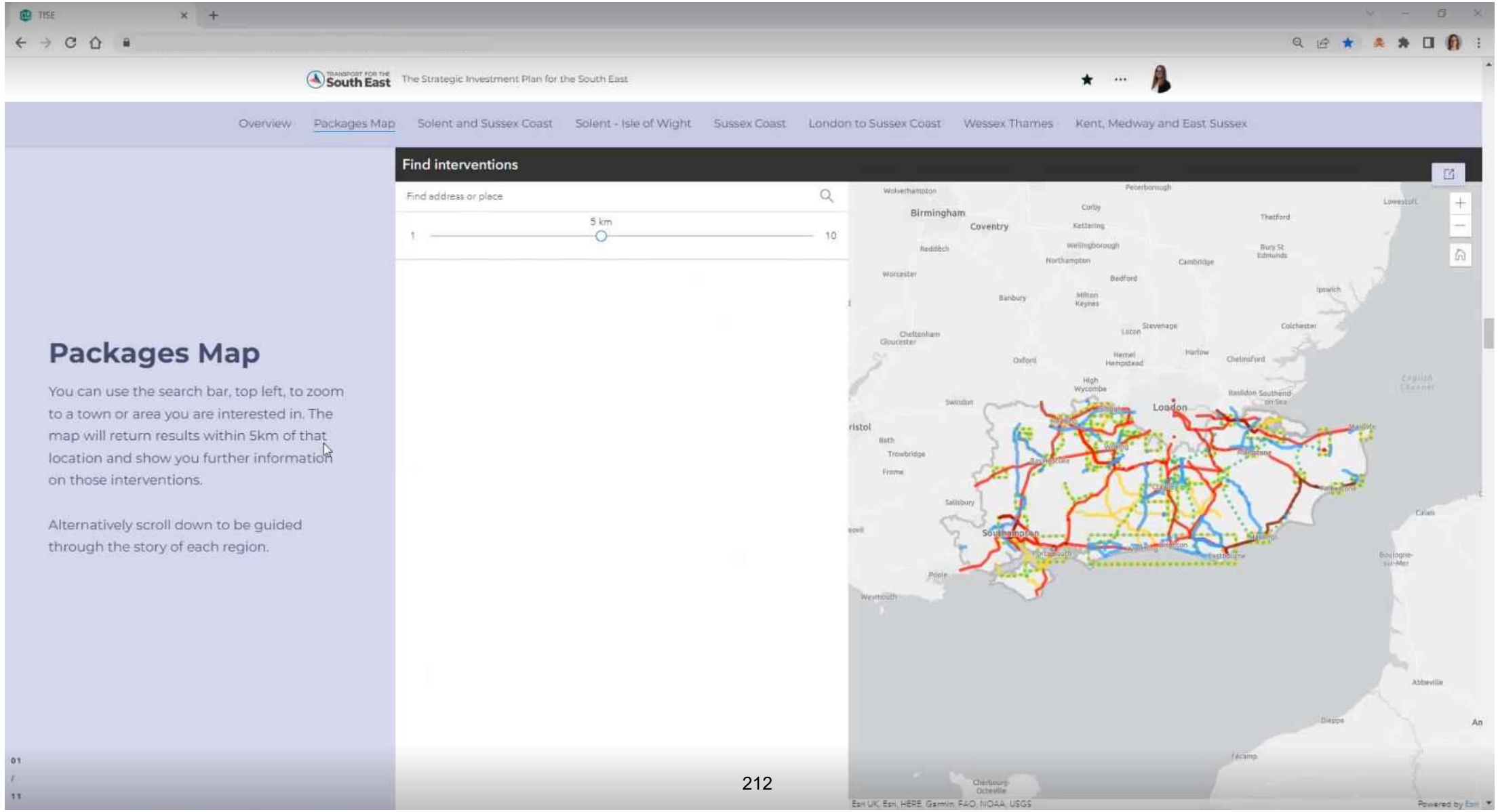
Ref. code	Intervention name	Description
X20	New Maidstone South East Relief Road	Improvements to the M20 Junction 6, Sandling, with focus on supporting strategic freight movements to/from Dover. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X21	A228 Hoo Peninsula Enhancements	Smart motorway initiatives along the M20 between Junctions 3 and 5. This will build resilience by increasing capacity, supporting strategic freight movements.
X22	A228 Medway Valley Enhancements	Improvements to M25 Junction 1a, with focus on improving local connectivity for all modes in Dartford and supporting strategic freight movements via the Dartford Crossing. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X23	Strood Riverside Highway Enhancement and Bus Lane	Improvements to M25 Junction 5. This will build resilience by increasing capacity, leading to improved journey times, reliability and junction safety.
X24	A259 Level Crossing Removals - East of Rye	A new relief road in Herne. This will build resilience by increasing capacity and improve connectivity between Thanet and the rest of the South East via the A299.
X25	A21 Kippings Cross to Lamberhurst Dualling and Flimwell and Hurst Green Bypasses	A new relief road in Canterbury East. This will build resilience by increasing capacity and improve connectivity between Canterbury East and the strategic highway network.
X26	Hastings and Bexhill Distributor Roads	A new relief road in Maidstone South East. This will build resilience by increasing capacity and improve connectivity between Maidstone South East and the strategic highway network.
Y1	Lower Thames Crossing	Enhancements to the A228. This will build resilience by increasing capacity and support access to new developments on the Hoo Peninsula, supporting all modes including bus and active travel.

Appendix 2 – Interactive map screenshots

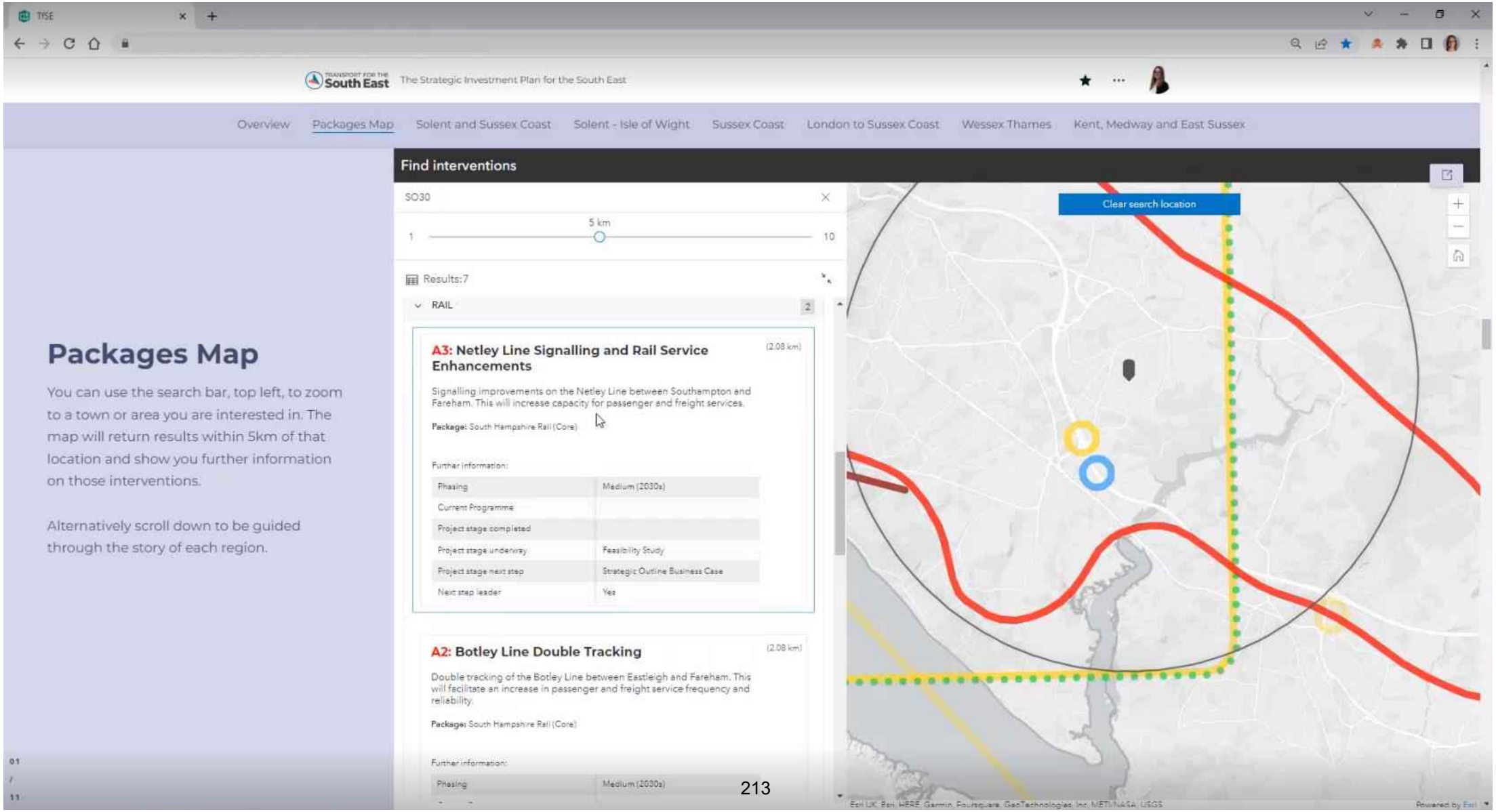
1. Overview - a guide through the SIP development and interventions



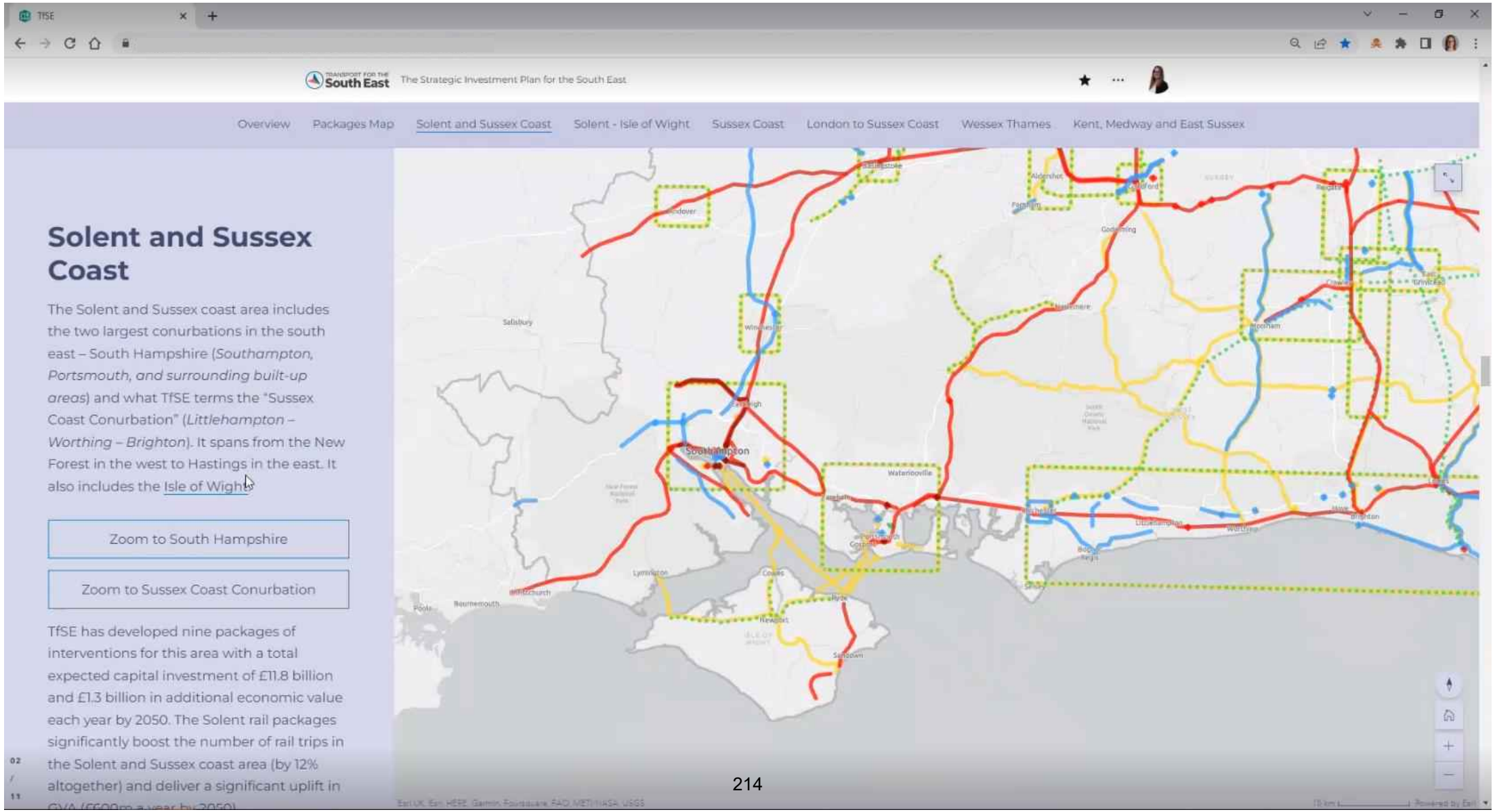
2. Packages Map – ability to search and zoom to desired location



3. Scheme information – pop up boxes provide details of schemes within the SIP



4. SIP Area - Ability to navigate and find information by SIP area



Report
June 2023

TfSE State of the Region - 2023

Transport for the South East
Our ref: 24137703
Client ref:

steer

Report
June 2023

TfSE State of the Region - 2023

Prepared by:

Steer
14-21 Rushworth Street
London SE1 0RB

+44 20 7910 5000
www.steergroup.com

Prepared for:

Transport for the South East
County Hall
St Anne's Crescent
Lewes
BN7 1UE
Client ref:
Our ref: 24137703

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1 Introduction

State of the Region 2023 Report

1.1 This is the inaugural State of the Region report for Transport for the South East. Its intention is to show where the region currently is on big, important measures of economy, society and the environment.

1.2 The information presented in this report is linked to the aspirations set out in the TfSE Transport Strategy and Strategic Investment Plan (SIP). It is focused on understanding how the region is performing against the metrics which those plans are trying to influence. Whilst it is comprehensive, the report is also only a snap-shot of how the region is performing over all.

1.3 The intention is for TfSE to publish the State of the Region report every two years to demonstrate how things are changing. In particular TfSE want to see whether the Transport Strategy and Strategic Investment Plan, as well as Local Transport Plans, are supporting the region in the way they were intended to. This 2023 edition is the baseline against which future editions will demonstrate how the region has changed against the metrics which are important to the TfSE Strategy.

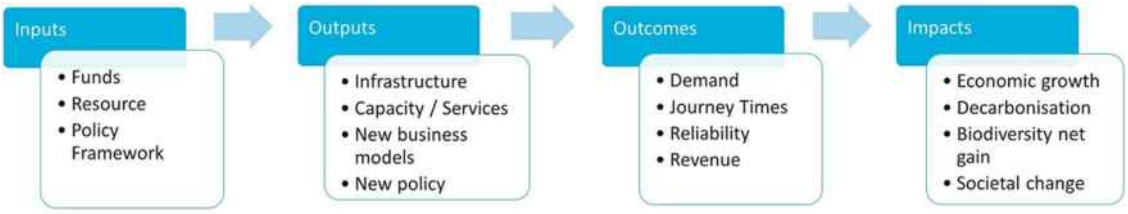
What are the Transport Strategy and Strategic Investment Plan trying to achieve?

1.4 Both of these documents set the overall policy and strategy direction for TfSE and the specific investment plan to deliver it, discuss what is hoped can be achieved to change the region for the better. Through policy change and strategic investments in transport, TfSE want to see positive change to the region's economy, its impacts on the environment and wider societal change.

1.5 Both documents use the 'theory of change' model to describe how the inputs and outputs that TfSE are seeking should lead to the outcomes and impacts they want to achieve.

1.6 This State of the Region report is presenting evidence of where the region is currently, and in some cases showing historical change, on outcome measures and impacts that TfSE are trying to influence.

Figure 1.1: Example of a 'Theory of Change' model describing how transport policy and investment can lead to economic, environmental and societal benefits.



1.7 The State of the Region report is not intended to be a means of directly measuring performance of the TfSE Strategy and SIP, at least not in the short term. The investment

proposals will take some time to be delivered and the metrics being examined can be influenced by many external factors. Hence the State of the Region report should be seen as more of a holistic view of whether the TfSE region is headed in the 'right direction'. Asking a crucial question: *Are the big-picture metrics of regional performance, linked to the aspirations of the Strategy and SIP, changing for the better, and at a sufficiently fast rate?*

Content and Structure of this Report

1.8 This report is divided into three main sections, each uses a set of data and indicators which have been identified as those best to monitor performance against what the TfSE Strategy and SIP have said should how the region should improve over time:

How is our economy performing?

1.9 Here we present an overview of the TfSE regional economy and examine some of the transport specific metrics which can have an influence on economic performance.

What are the life opportunities of our residents?

1.10 Here we examine some of the metrics which indicate the kind of lifestyles and opportunities residents within TfSE geography have access to and again delving down into some of ways in which transport and accessibility can influence society.

What are our impacts on the environment?

1.11 Here we present the impacts transport can have on the environment and how well the TfSE region is doing in moving towards a less impactful transport system.

Alignment of Geography and Data

1.12 This report primarily makes use of publicly available datasets collected by either various central government departments or government agencies (such as National Highways and Network Rail). As such we are constrained by the geography for which the data is available and the frequency of data collection and reporting.

Defining the 'South East'

1.13 Due to the way in which Sub-National Transport Bodies have been established and their partner-led creation, more often than not their geography does not exactly replicate the government's definition of English regions. This is the case for Transport for the South East. As is seen in Figure 1.2 the TfSE geography is different to the South East government region.

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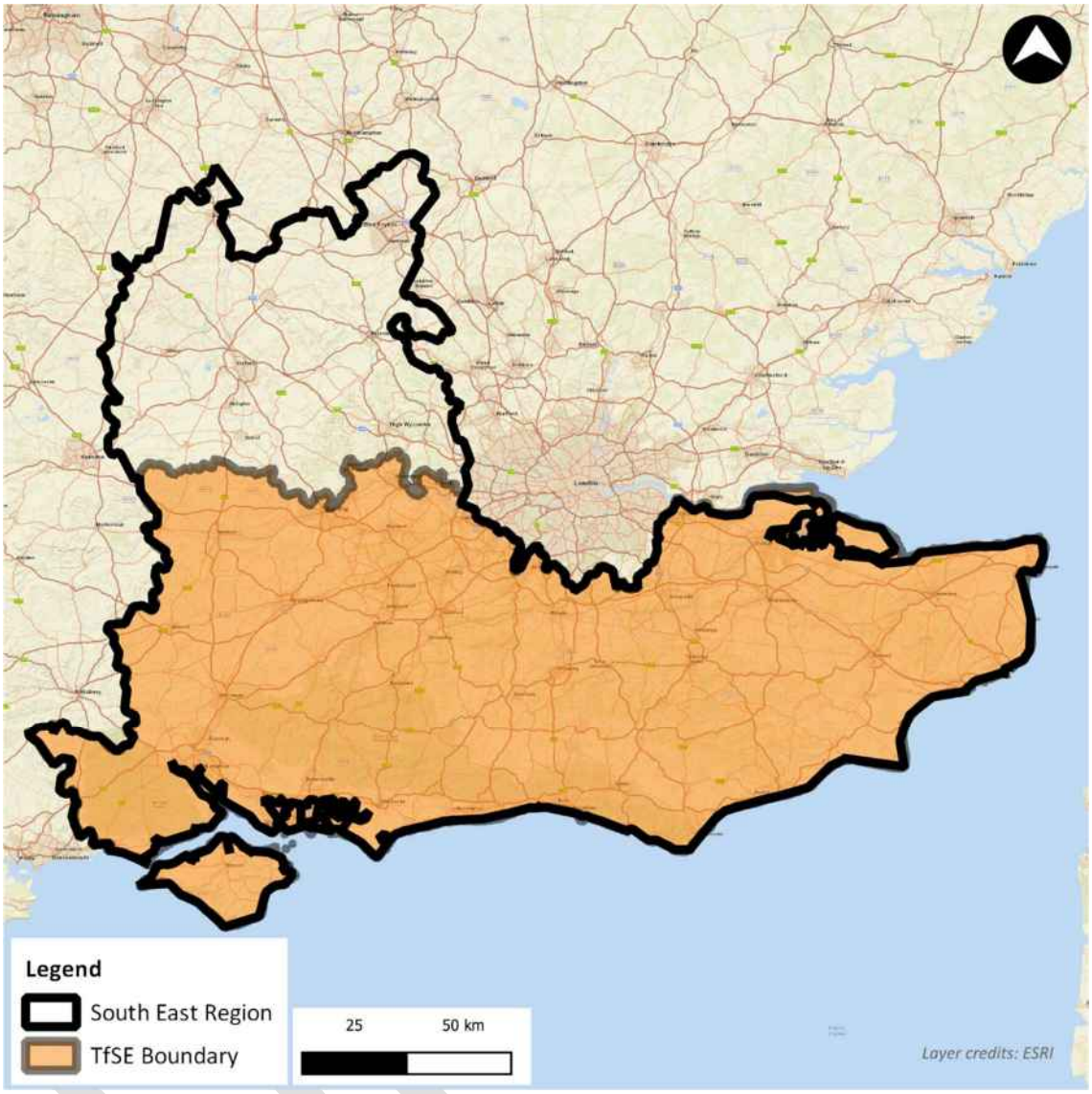
Figure 1.2: TfSE boundary and South East Government Region Boundary



1.14 This difference is important for much of the data used and presented in this report. Where data is available at a more disaggregated level, such as down to local authority level, we have been able to aggregate up to match the TfSE geography. However, many data sets are only available at the government's regional geographies. In these cases, we have had to make use of this because it is the only data available for the important metrics we are trying to show.

1.15 In this report we have tried to make this clear by presenting data as either 'TfSE Geography' or 'South East Region'.

Presenting data from different years

1.16 This 2023 State of the Region Report presents the most up to date picture possible of where the TfSE region is as at the end of 2022. Unfortunately, not all of the available data sources are available for the full 2022 period as there is up to a year's lag in publishing national datasets. In all cases we have used the most up to date data available in April 2023. In a small number of cases the most up to date data is for a period either just before or during the pandemic and hence we are not always able to show how the period after the pandemic has settled to a new baseline.

2 How is our economy performing?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

2.1 The indicators used to present a picture of the region's economic performance below have been identified as those which demonstrate whether the region is moving in the direction desired by the TfSE Transport Strategy and SIP.

2.2 In headline terms both documents say that they should impact on:

- **Jobs growth** – investment in transport infrastructure should lead to the region becoming more attractive to inward investment.
- **Productivity** – improving connectivity in the region should lead to certain sectors to become more productive, through reductions in time and cost associated with transport (either from moving goods around or from less time for staff spent travelling).
- **Supporting an export economy** – the south east region has a competitive advantage through its access to nationally important international gateways. TfSE wish to emphasise that advantage by making access to those gateways easier for the region's businesses.

TfSE's Economy in Numbers:

- The region's economy was worth around £234bn in 2020, although this had been a 3% drop from the year before, most likely due to the start of the pandemic.
- The TfSE geography represents around 13% of the UK economy and 13% of the population. The Gross Value Added (GVA) per head is around 12% higher in the TfSE geography than the UK average. The region can therefore be said to be more productive than the UK average.
- However, as shown in Figure 2.1, compared to the UK, overall the economy of the TfSE geography has grown at a slightly slower rate since 2000, albeit in those 20 years it has almost doubled.

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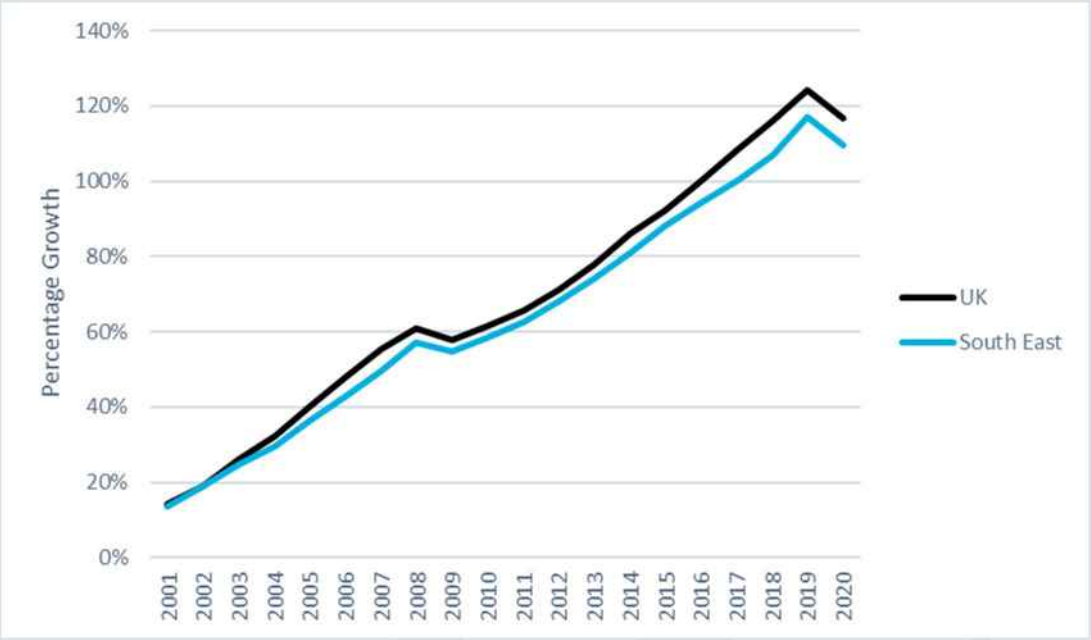
Figure 2.1: South East and UK GVA Growth from 2020

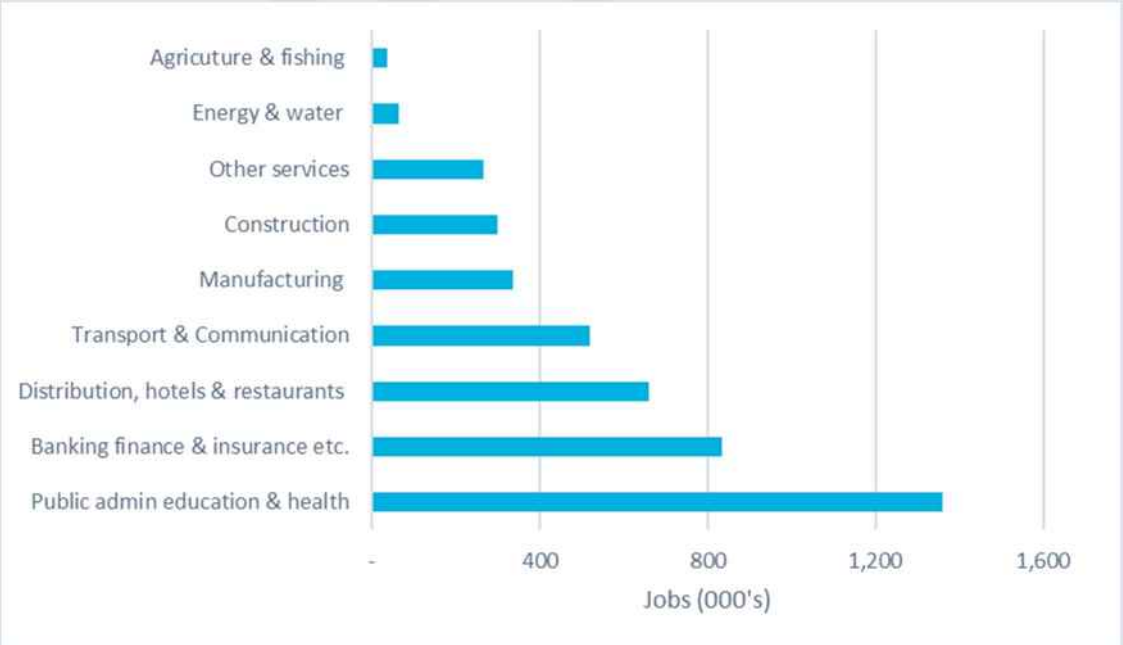


Source: ONS[1]

Make up of our economy – Industrial Sectors

2.3 In 2022 there were approximately 4.4m jobs in the south east region, with 'Public Administration, Education and Health' being by far the biggest sector with over 30% of all jobs.

Figure 2.2: Jobs by industry in the South East

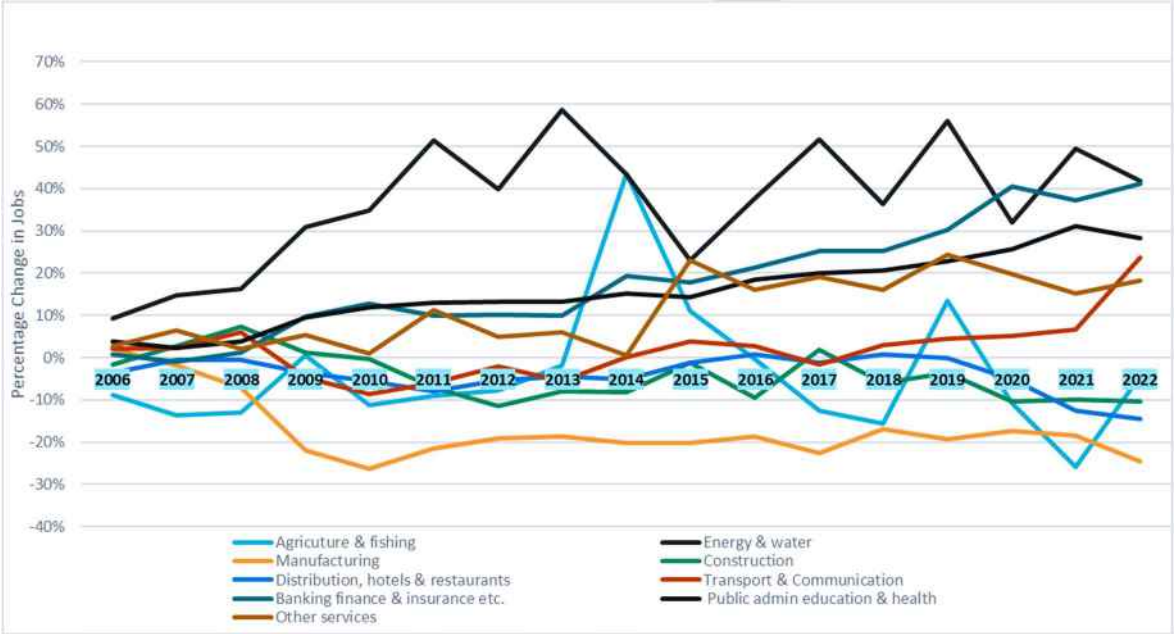


[1]https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents - Table 1

Source: NOMIS - Geography - Region: South East, Date - all dates between Dec 2004 and most recent, Cell - T13a: Employment by industry (SIC 2007) and flexibility[2]

2.4 The region has added almost 450,000 jobs between 2005 and 2022. However, some industrial sectors declined over that time, whilst others grew strongly. Manufacturing in particular has seen a 25% decline in jobs in those 17 years, whilst Banking & Finance and Water & Energy have both grown by over 40% in the same period. This reflects the changing make-up of the region's economy.

Figure 2.3: Growth in Jobs by Industry Sector in the South East Region (from 2005)



2.5 In transport terms, this changing industrial mix in the region will impact the demand for movement in different ways. All industries have some reliance on transport networks, if only to get their staff to/from a place of work or for receiving goods and services. But some sectors have more of a direct reliance on transport and connectivity for their business requirements and productivity.

2.6 For example, in 2017 National Highways (Highways England as they were then) published their 'Strategic Economic Growth Plan' which identified four key industrial sectors which relied heavily on an efficient Strategic Road Network (SRN): Logistics, Primary Materials, Manufacturing and Construction[3]. These four sectors made up just over a quarter of all jobs in the South East in 2022, but this was down from 31% in 2005, losing almost 47,000 jobs in those sectors in that time.

2.7 The high growth seen in the energy and banking/insurance sectors is likely to have seen higher paid jobs moving to the region, attracting more people commuting longer distances and therefore increased use of the commuter rail network. However, now those same people/jobs

[2] https://www.nomisweb.co.uk/query/construct/components/kwcellComponent.asp?menuopt=43&subcomp=

[3] Highways England (2017): The Road to Growth – Our strategic economic growth plan

are now more likely to be working from home at least part of the time following the changes in work patterns as a result of the pandemic.

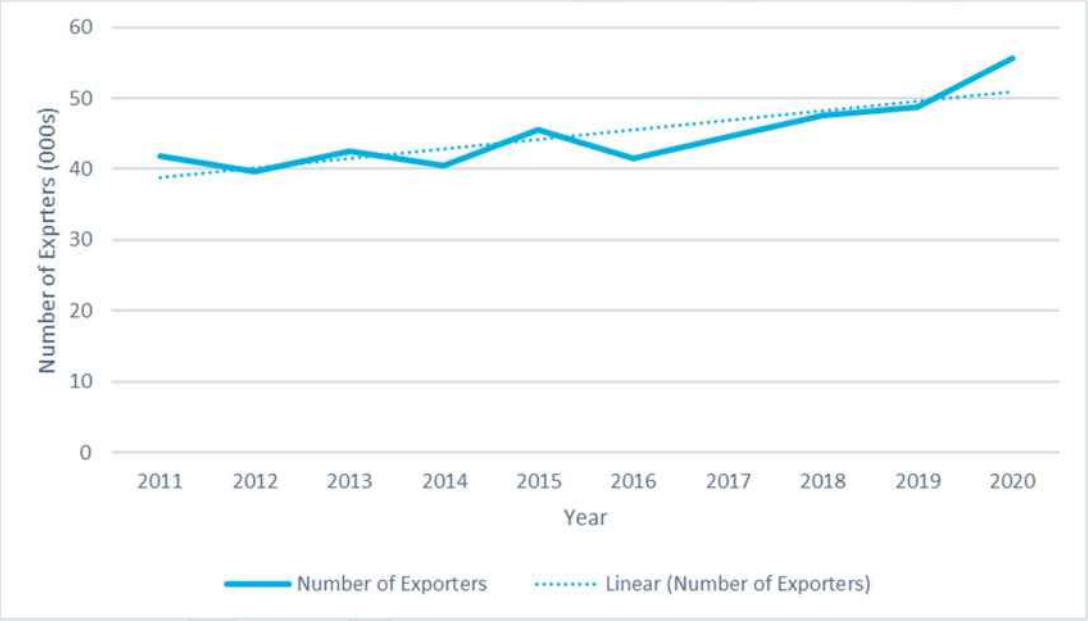
Exports and Start Ups

2.8 Two other indicators of the health or decline of a regional economy are the extent to which that region is contributing to the UK's national balance of payments and how entrepreneurial the region is in terms of stimulating new businesses to start up.

2.9 Given the number and scale/importance of the ports and airports located in the TfSE geography it would be expected that exports are an important part of the economy. In 2020 there were 55,600 exporters located in the south east, showing gradual growth over the last 10 years, as shown in Figure 2.4.

2.10 The region makes up 21% of all UK exporters, **so it is an extremely important region for the UK's export industry**. Connectivity to the ports and airports, as international gateways, is therefore vitally important.

Figure 2.4: Number of exporters in the South East

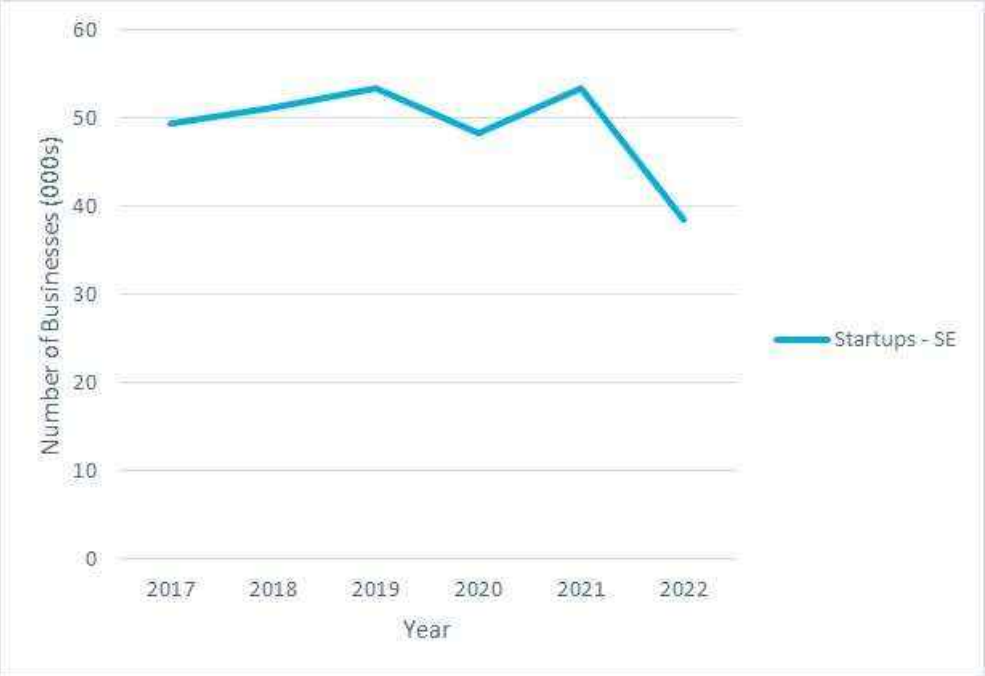


Source: ONS[4]

2.11 Business start-ups are another measure of the potential economic health of a region, particularly as a metric of how attractive it is for new businesses to locate there to start-up. Having good access to a pool of skilled workers through good transport links will be a consideration, as will access to markets/customers. So, a region's connectivity is part of its attractiveness to new business start-ups. Although the decision will be influenced by many different factors.

[4] https://www.ons.gov.uk/businessindustryandtrade/business/businessservices/datasets/annualbusinesssurveyimportersandexportersregionalbreakdown

Figure 2.5: Number of business start-ups



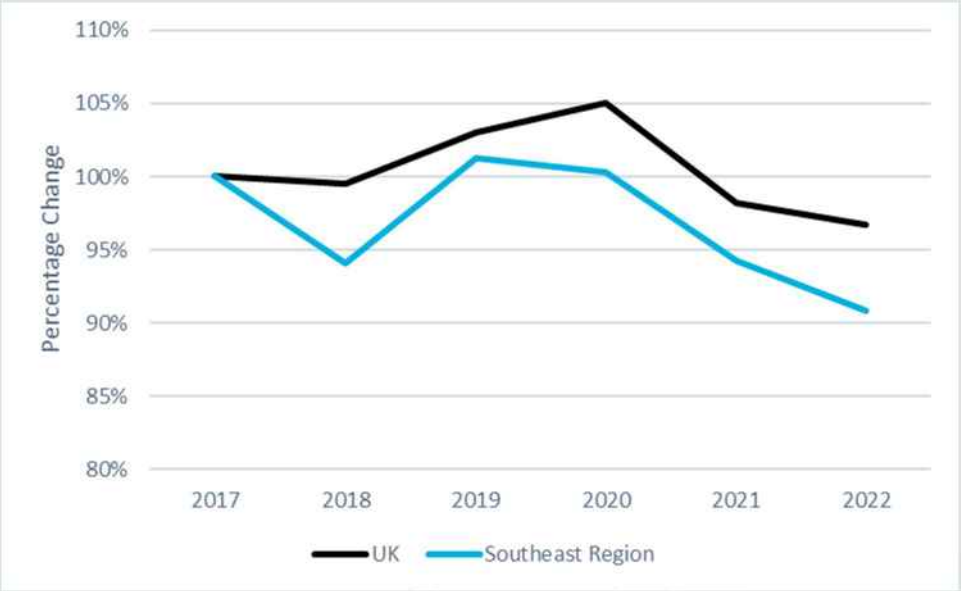
Source: ONS[5]

2.12 The south east has seen a reasonably steady number of business start-ups between 2017 and 2021, hovering around 50,000 new businesses a year starting up in the region. However, there has been a significant down-turn during 2022 when the impacts of the energy crisis and cost-of-living crisis has clearly had an impact.

2.13 When compared to the rest of the UK and looking at the net-change in overall businesses in Figure 2.6, it can be seen that the south east region is underperforming against the average, though showing the same overall pattern. The net change in the number of businesses, a loss of 84,870 businesses when compared to 2017, has been steadily declining since the pandemic but on this metric the south east region does appear to have been hit slightly harder by the economic issues of 2022 than the UK average.

[5] https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyquarterlyexperimentalstatisticsuk

Figure 2.6: Percentage Change in Number of Registered Businesses Compared to 2017 as a Base



Source: ONS[6]

Transport and the Economy

2.14 As has been described, the performance of the transport network and overall connectivity of a region is an important part of how successful its economy will be. Although there are clearly many other important influences on how well a regional economy performs.

2.15 Here we examine some of the high-level connectivity metrics which are linked to economic performance, particularly given some of the findings above:

- As shown in paragraph 2.6 - Over a quarter of all businesses in the south east rely on an efficient strategic road network for their success;
- As shown in paragraph 2.7 - The fastest growing industries in the south east are those which will typically attract longer distance commuting and greater use of the commuter rail network;
- As shown in paragraph 2.10 - The region is a major contributor to the UK's exports and hence connectivity to ports and airports is vital;

2.16 The TfSE Strategy and SIP outline some specific transport specific indicators which through the 'theory of change' model are directly linked to the economic impacts being sought. These transport indicators (outputs and outcomes) include:

- Network reliability
- East to West Connectivity
- Freight and Connectivity to International Gateways

[6] https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/businessdemographyquarterlyexperimentalstatisticsuk

- Public Transport Access to Major Airports

Network Reliability

2.17 Journey time is clearly an important measure of performance of a transport network. Getting people and goods to and from places quickly has long been the stated desire of transport planners. However, increasingly reliability is being seen as the more important measure. There is a limit to how we can continue to improve journey times as our networks become more and more mature. Reliability is something which can be improved and is important to both businesses and the general travelling public. If journeys can be relied upon to be consistently the same or similar length of time then businesses and people are provided a much more consistent level of service from the road and rail networks; even if in real terms journey times may be slower than they had been in the past.

2.18 This is especially important for businesses moving freight as having to add unplanned time to a route impacts heavily on the industry's productivity; increasing elements of logistics are moving to 'just in time' deliveries.

How reliable are our rail services?

2.19 Journey time reliability on rail services contributes to the service quality that passengers experience and thus, the likelihood of using the service again. As can be seen in Figure 2.7 there has been a gradual worsening in the performance of the rail services in the TfSE geography over at least the last 10 years. During the pandemic there were fewer trains running as a result of decreased passenger demand and so overall the network became far more reliable; but this has fallen back drastically since 2021 as more of the full timetable has been running.

2.20 There are many factors related to this. In part the network itself has pinch points or capacity constraints which could be addressed, many of which are covered by identified schemes in the Strategic Investment Plan (SIP). However, there are other things at play, including driver shortages in the industry, ongoing strike action, maintenance of track and maintenance of rolling stock etc.

2.21 Since 2005, the percentage of punctual rail services has remained over 70%. The average punctuality for train companies operating in the south east in 2022/2023 was 83%, compared with national average of 84.6%.

2.22 A train is defined as on time if it arrives at the destination within five minutes of the planned arrival time for London and south east or regional services, or 10 minutes for long distance services. As of 2022/23, Southwestern services are the most reliable (87%), and Crosscountry are least reliable (79%). Note Thameslink services include Southern and Gatwick Express.

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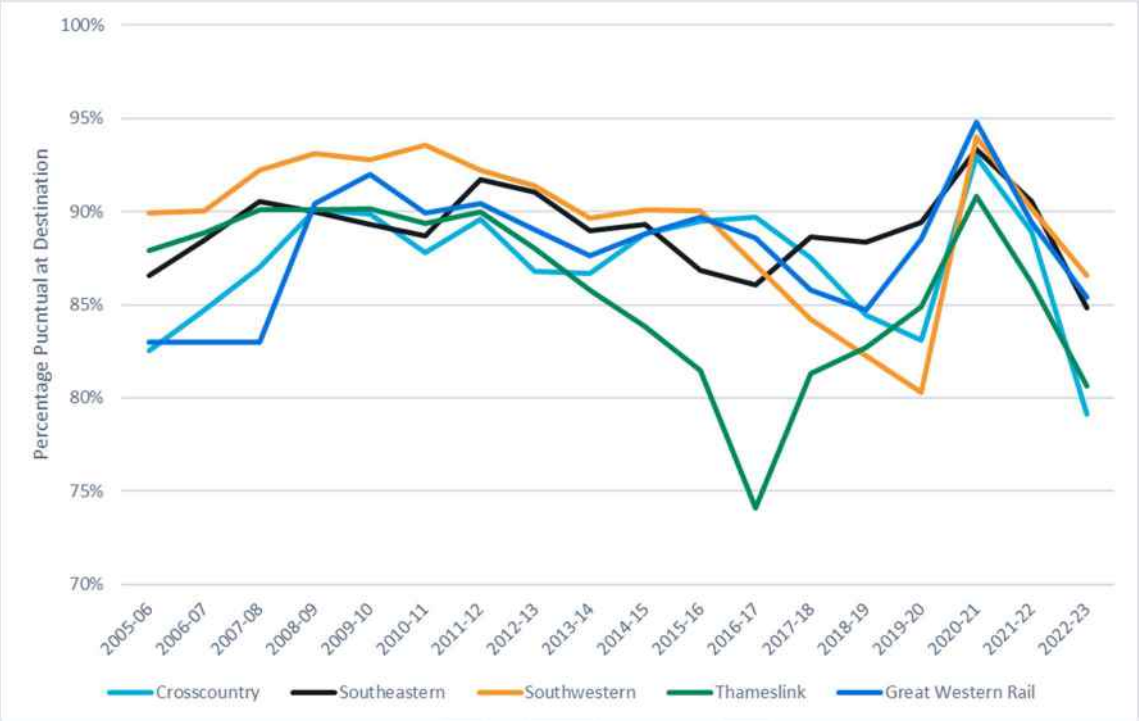
Figure 2.7: South East rail journey time reliability



Source: ORR[7]

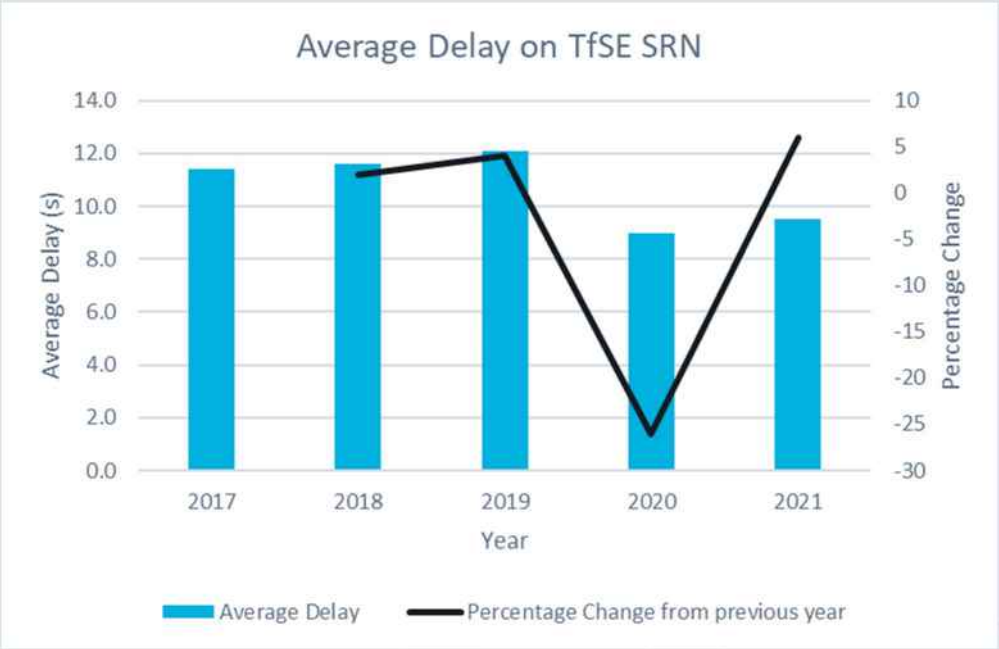
How reliable are our roads?

2.23 Unfortunately, there isn't a publicly available metric specifically linked to journey time reliability on our road networks. As a proxy however, the Department for Transport do collate and publish data on average delays on roads.

2.24 Figure 2.8 shows that delays on the strategic road network (i.e., those owned and controlled by National Highways) were steadily getting worse in the few years leading up to the pandemic. The various lockdowns during 2020 and 2021 clearly had a big impact on delays as these dropped by 26% compared to 2019. Unfortunately, at the time of publishing this report the 2022 data was not available so it's not possible to show how our roads currently perform.

[7] https://dataportal.orr.gov.uk/statistics/performance/passenger-rail-performance/table-3114-public-performance-measure-by-operator-and-sector-periodic/

Figure 2.8: Average delay on the TfSE SRN in seconds



Source: Delay - CGN0405[8]

2.25 Figure 2.9 shows delays on the major road network in the TfSE geography which are higher per vehicle than on the strategic road network, which is not unexpected due to the nature of the roads where there are far more junctions and competing demands for space. However, despite the delays per vehicle being higher than the SRN, the trend before the pandemic was of gradual improvement; which is the opposite to the SRN.

2.26 It is worth noting that in 2021 the delays seem to have returned to a point higher than they were immediately before the pandemic. It cannot be known for sure but it is possible that this is linked to lower public transport use immediately following the pandemic where some people chose to drive certain journeys that they may have previously taken public transport.

[8] https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn

Figure 2.9: Average delay on the TfSE local A roads

Source: Delay - CGN0504[9]

East to West Connectivity

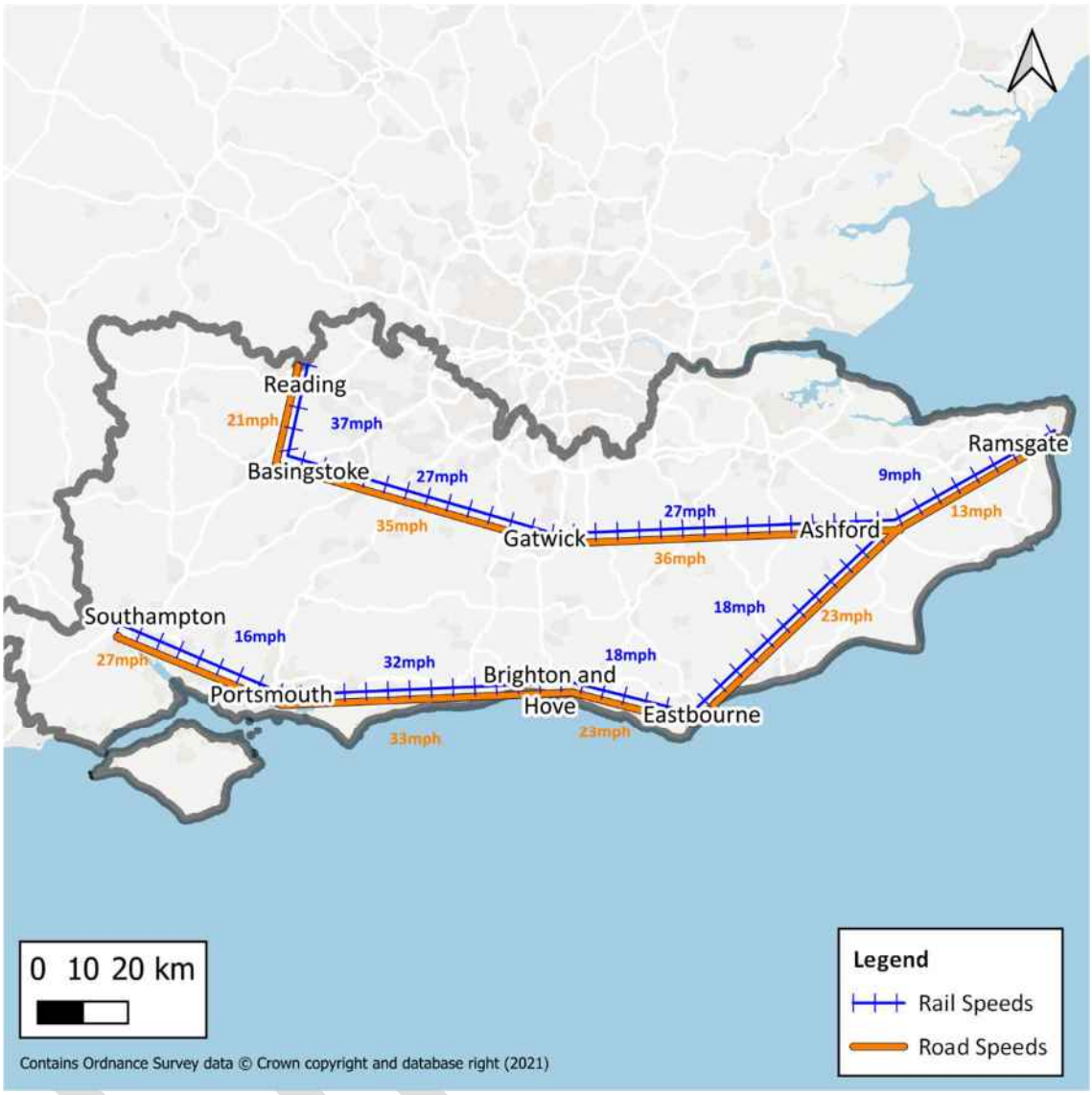
2.27 East-West connectivity looks at how well the region is connected via its orbital road and rail network. The key east to west connections stated in the TfSE Strategy are:

- Southampton-Portsmouth
- Portsmouth-Brighton and Hove
- Brighton and Hove-Eastbourne
- Eastbourne-Ashford
- Ashford-Ramsgate
- Ashford-Gatwick
- Gatwick-Basingstoke
- Basingstoke-Reading

2.28 Figure 2.10 shows the average speeds between the key locations by road and rail. This has been calculated using real journey time but divided by a "as the crow flies" distance to give a comparable figure for both road and rail. As shown in the figure, speeds in mph are generally slow and travelling by car is faster in all but one instance (between Reading and Basingstoke) when compared with travelling by rail.

[9] https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn

Figure 2.10: Average speeds (as the crow flies between) for road and rail between key East-West locations



Source: Google Maps, National Rail and bespoke Steer analysis

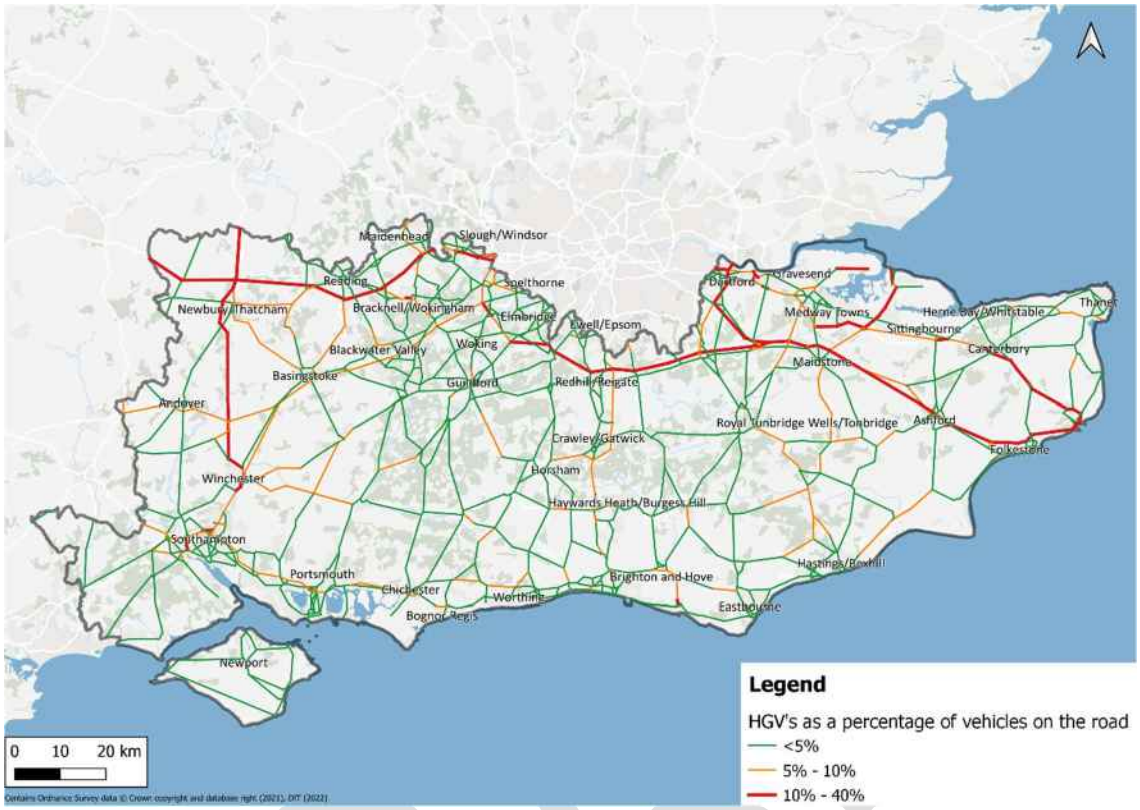
Freight and Connectivity to Global Gateways

2.29 The south east of England hosts a number of major international freight gateways of national significance, enabling freight movements to and from the continent and to and from the whole of the UK and the Republic of Ireland. Additionally, the region generates significant demand for freight in its own right, with growing population centres across the region, from coastal communities to the traditional London commuter belt.

Domestic Freight

2.30 Figure 2.11 demonstrates the key routes for heavy freight across the region, where HGV's make up more than 10% of traffic on the road. As shown in the Figure the M20 and A2 routes to the east as well as the A34 and M4 in the west have a high percentage of HGV's, which demonstrates their importance as routes to the ports of Dover and Southampton.

Figure 2.11: HGVs as a Percentage of Vehicles on the Road

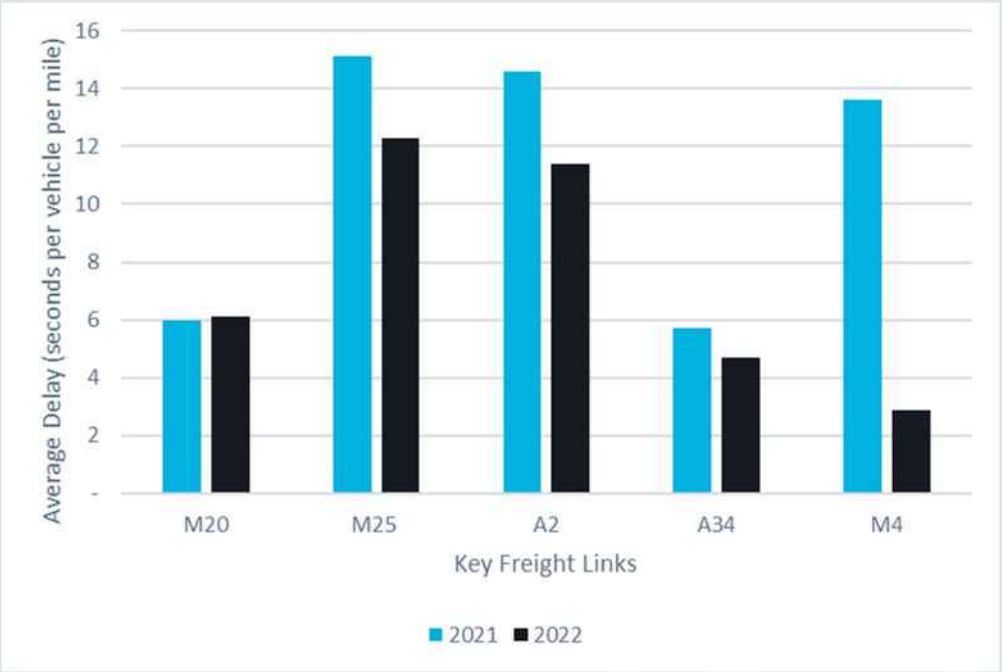


Source: DfT Traffic Counts and Steer Analysis

2.31 Figure 2.12 demonstrates the average delay in seconds per vehicle per mile on the key freight links highlighted in Figure 2.11. The average delay on the UK SRN in 2022 was 9.3 seconds[10], as shown in the Figure, the M25 and A2 average delays exceed this, though there is improvement when compared with 2021 delays. Delays on the M4 in 2021 are likely due to the M4 "Smart Motorway" upgrade.

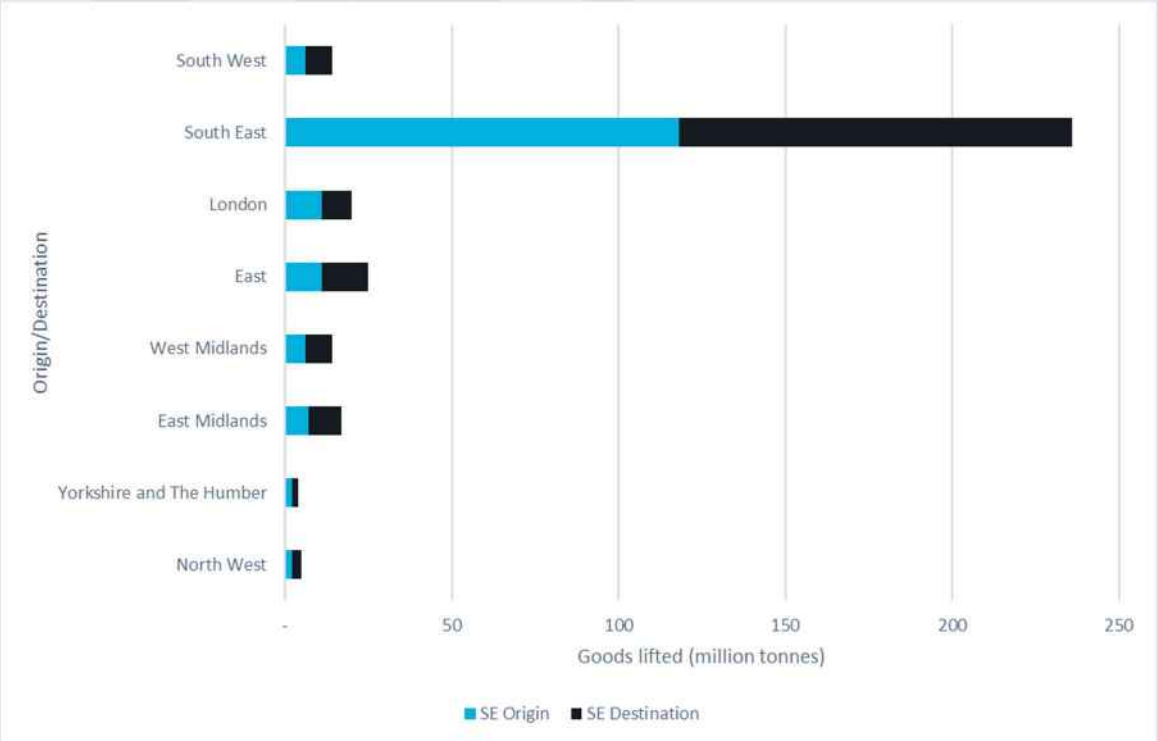
[10] Travel time measures for the Strategic Road Network and local 'A' roads: January to December 2022 - GOV.UK (www.gov.uk)

Figure 2.12: Average Delay on Key Freight Links (seconds per vehicle per mile)



2.32 Figure 2.13 shows both the movement of goods into and out of the south east region. The blue bars indicate that the majority of goods which originate in the south east are delivered to areas in the south east. The black bars demonstrate the amount of goods originating from each region which are delivered to the south east. This shows that a number of regions (except Yorkshire and London) are net exporters to the south east region; again reinforcing the vital role the south east plays in providing access to international markets right across the country.

Figure 2.13: Goods Lifted by Origin and Destination

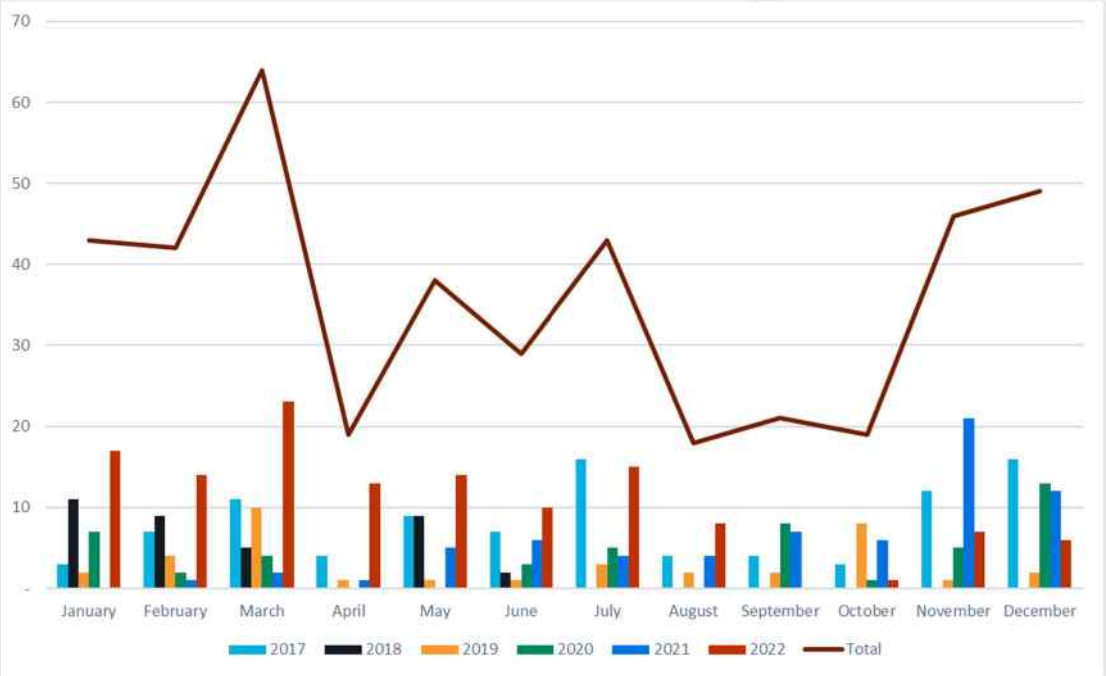


International Freight and Transport

2.33 This section of the report looks at international freight and movements across the region and across the channel.

2.34 When there's any sort of disruption in the channel, HGV traffic on the M20 heading for the Port of Dover or the Eurotunnel has nowhere to go. 'Brock' is a contraflow that can be set up overnight. It separates traffic into different lanes across both carriageways and keeps the M20 and other local roads open and moving. Figure 2.14 shows the number of Brock activations over the last five years.

Figure 2.14: Brock Activations



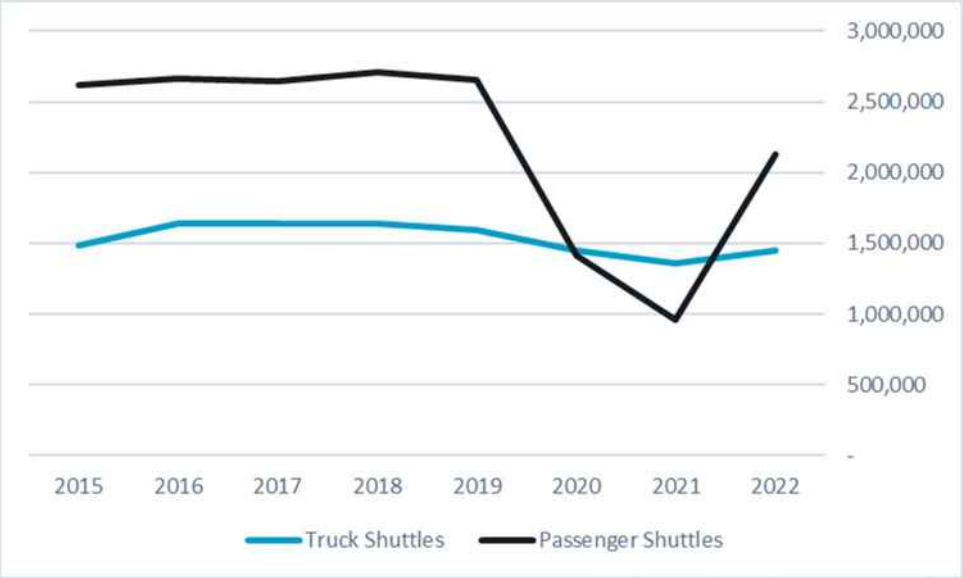
Source: National Highways

2.35 As shown in Figure 2.14, there was a spike in Brock activations from November 2021 until July 2022, which could be attributed to an increased requirement for checks at the border.

2.36 The data in Figure 2.15 is provided by Getlink, a company that manages and operates the infrastructure of the Channel Tunnel between England and France. It displays the number of freight shuttles and passenger shuttles between the two countries since 2015.

2.37 Both freight and passenger shuttle figures remained steady until the onset of the Covid-19 pandemic, at this point passenger shuttles were significantly impacted and freight shuttles were slightly impacted. The data from 2022 seems to suggest a recovery in passenger shuttles, but it remains to be seen in subsequent State of the Region reports whether it will recover to pre-pandemic numbers.

Figure 2.15: Truck and Passenger Shuttles between England and France



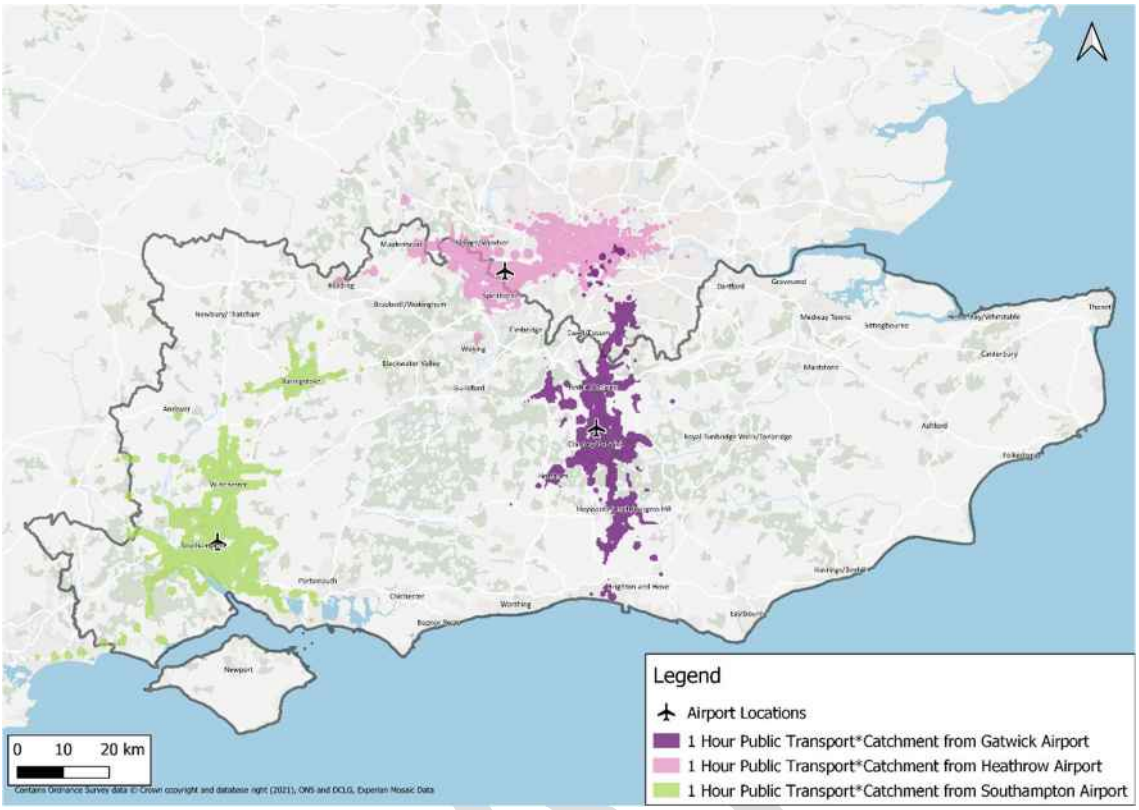
Source: Getlink Group

Public Transport Accessibility to Airports

2.38 There are three major airports either in the TfSE region or close to the border, Southampton, Gatwick and Heathrow. Figure 2.16 shows the 1-hour public transport travel catchment for each airport[11]. Public transport accessibility to Heathrow is mostly focussed on serving London and is not good for north-south access to the TfSE region. The catchments for Gatwick and Southampton both demonstrate good radial public transport links, but orbital access via public transport (particularly for Gatwick Airport) appears to be less comprehensive.

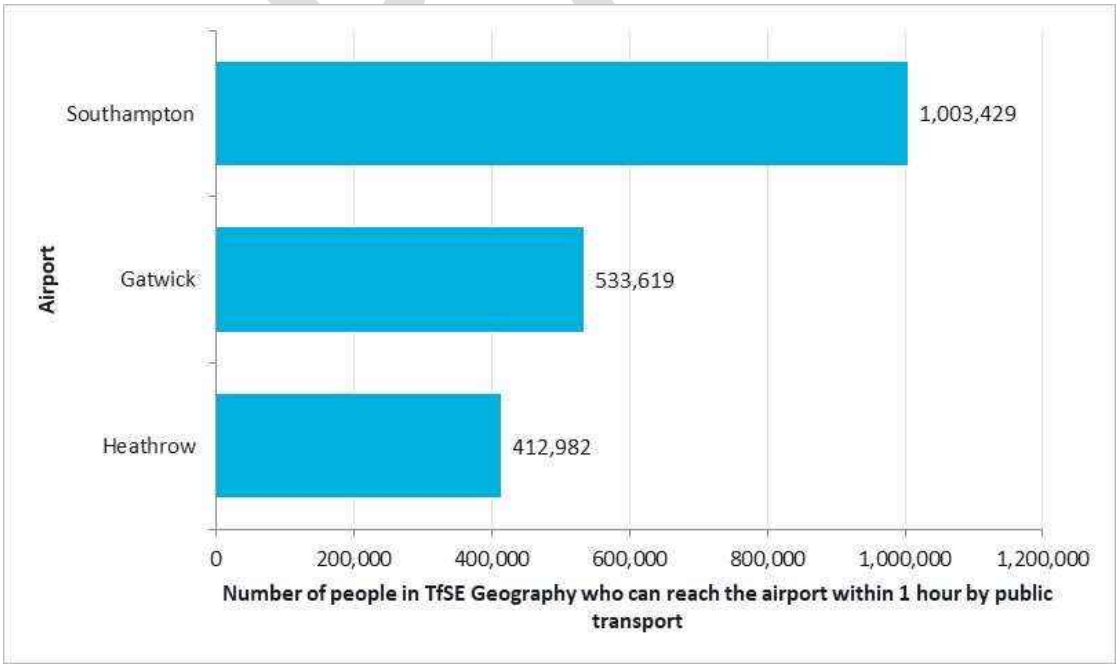
[11] This analysis utilises Generalised Journey Times (GJT) which measure rail connectivity between two destinations and takes into consideration average train frequency, in-vehicle journey time and any interchanges required to reach the destination.

Figure 2.16: 1-hour Public Transport Catchment to Gatwick, Heathrow and Southampton Airport



2.39 As shown in Figure 2.17, almost 2 million people living in the TfSE geography can access one of the three major airports by public transport in an hour or less.

Figure 2.17: 1-hour Public Transport Catchment to Gatwick, Heathrow and Southampton Airport



3 What are the life opportunities of our residents?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

3.1 A stated aim of TfSE is that the Strategy and SIP should have a positive impact on the daily lives and opportunities of the residents and communities of the region. Therefore, in this section we examine some of the societal indicators which paint a picture of the opportunities and challenges facing the people who live here. Specifically looking at some measures which are either driven by transport and connectivity/accessibility or are influenced by it.

3.2 In headline terms, both documents say that they should have an impact on:

- **Average income** – investment in supporting transport infrastructure should bring new and more productive/higher paid jobs to the region and enable residents to travel sustainably further to access better paid jobs.
- **Unemployment** – The Transport Strategy and SIP should lead to both more jobs coming to the south east and enable those who are economically inactive, because of issues such as transport related social exclusion (TRSE), improve their chances of accessing a higher paid job.
- **Access to education** – education and skills are a vital part of both economic growth but also societal improvement. The TfSE strategy aims to improve the accessibility to higher education and skills attainment for its residents through the recommended investments and policies within it.
- **Health** – the general health of residents and communities is also a good indicator of how successful a region can be. It is not only important for happiness and wellbeing, but also healthy people are more productive and work longer, adding to a region's prosperity. Investment in infrastructure and policies which encourage more walking and cycling raise activity levels and in turn, add to the health of a region.

Income and unemployment

Average Income Compared to England

3.3 Average household income is a useful measure of whether people's quality of life is keeping pace with inflation over time. As can be seen from Figure 3.1 and Figure 3.2 people's disposable income in the TfSE geography have been marginally higher and growing at roughly the same rate than the England average since 1997; and growing at a faster rate than inflation, particularly since 2011. Data is not yet available beyond 2020, so we're unable to yet see the effects of the recent, dramatic rise in inflation.

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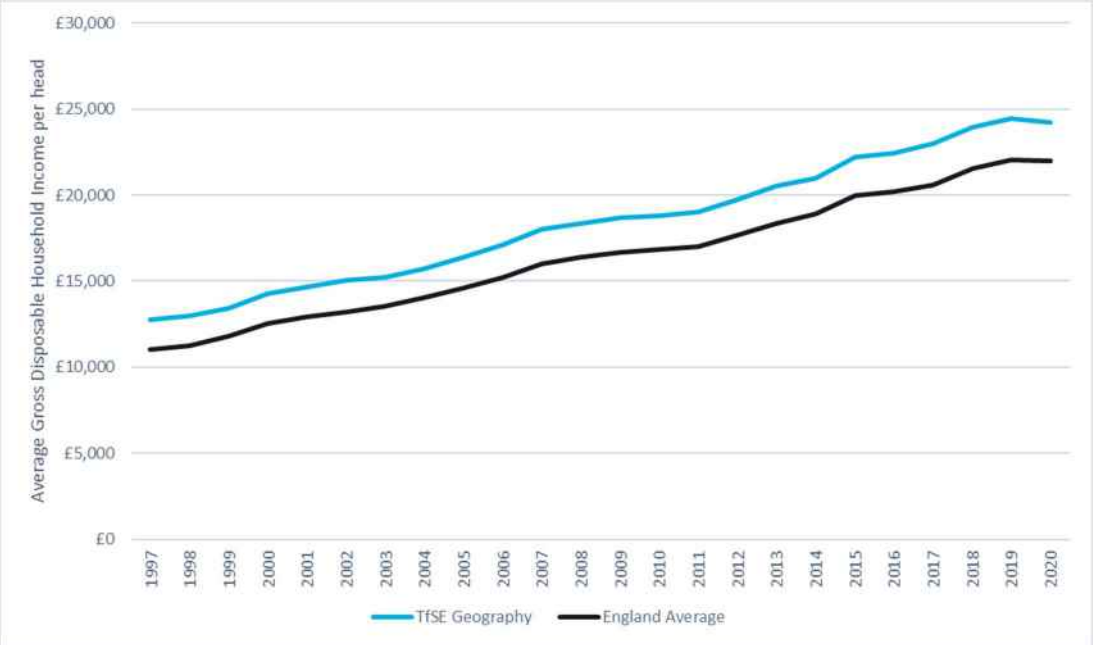
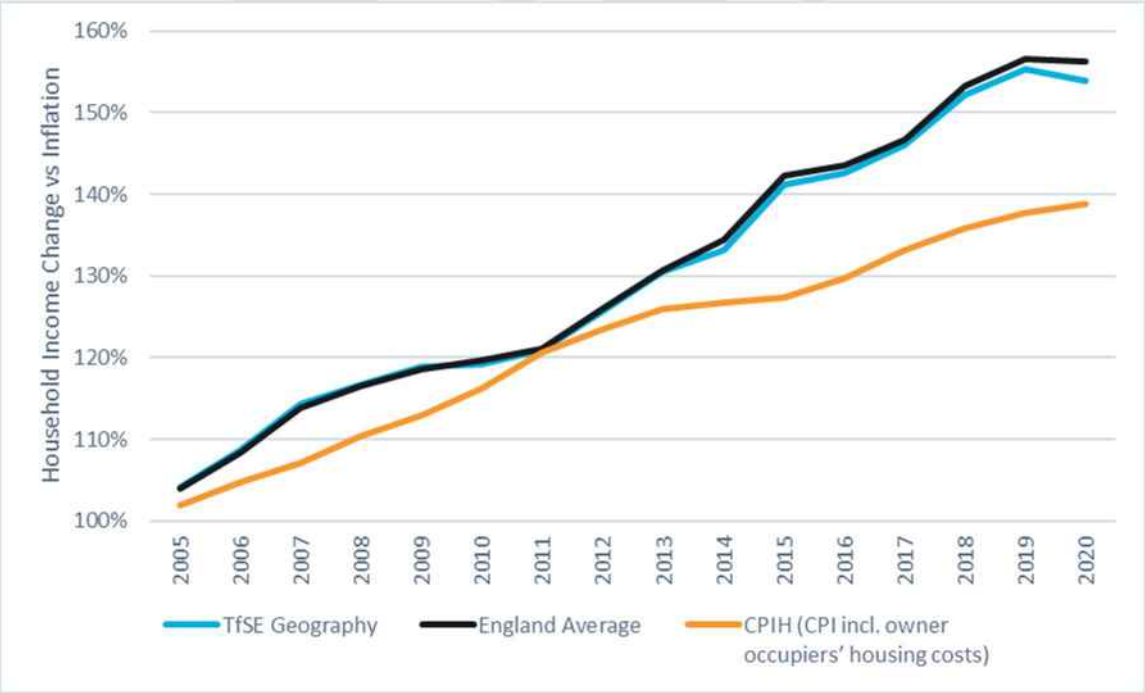
Figure 3.1: Gross disposable household income per head in the TfSE geography compared to England average



Source: ONS[12]

Figure 3.2: Disposable income growth vs Inflation



Source: ONS[13]

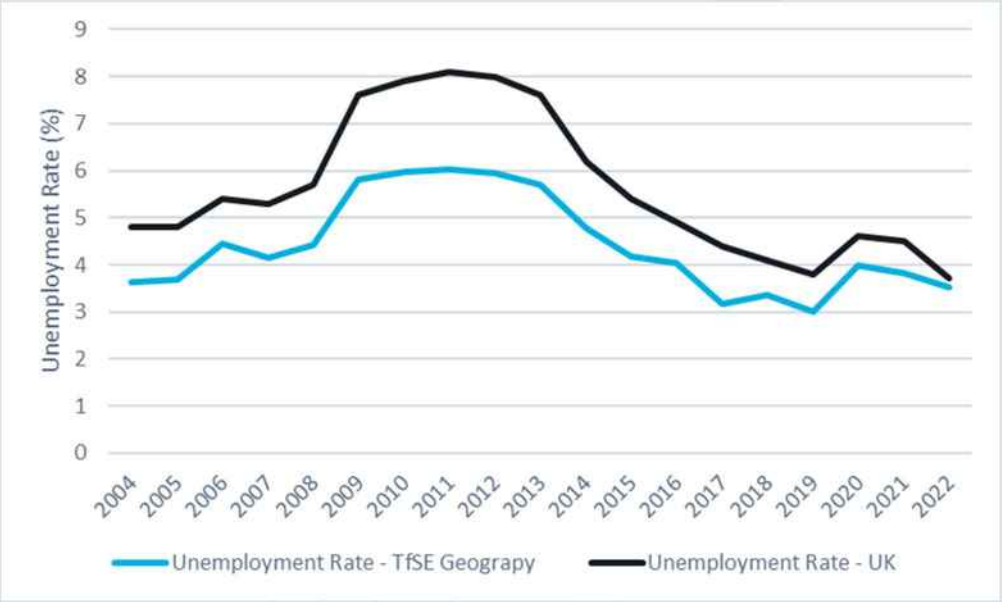
[12] https://www.ons.gov.uk/economy/regionalaccounts/grossdisposablehouseholdincome/datasets/regionalgrossdisposablehouseholdincomelocalauthoritiesbyitl1region

[13] ibid

Unemployment

3.4 A further measure of people's quality of life in the region is to look at unemployment levels. As is shown in Figure 3.3, unemployment rates had been tracking downwards from a recent peak of around 6% in 2009-2011 after Financial Crisis economic downturn to approximately 3% just before the pandemic; and although it did increase again over 2020/21 things did seem to be improving again up to early 2022. Overall, the TfSE geography appears to perform slightly better than the UK average.

Figure 3.3: Unemployment levels in the TfSE geography vs UK average



Source: ONS[14]

Levelling Up – Access for All

Transport-Related Social Exclusion

3.5 Transport-related social exclusion (TRSE) means being unable to access opportunities, key services, and community life as much as needed, and facing major obstacles in everyday life through the wider impacts of having to travel to access key destinations. These wider impacts include the cost and time using the transport system, and the impacts of stress and anxiety linked with using the transport system. Together, these impacts can contribute to a vicious cycle of poverty, isolation, and poor access to basic services.

3.6 We have utilised a methodology and analysis produced by Transport for the North[15] to examine TRSE in the TfSE geography. The first element of analysis looks at accessibility. Accessibility comprises the level of access to the following four destination types:

1. Employment: Employment centres with more than 5,000 jobs.
2. Education: Primary schools, secondary schools, and further education colleges.
3. Healthcare: Hospitals and GP surgeries.

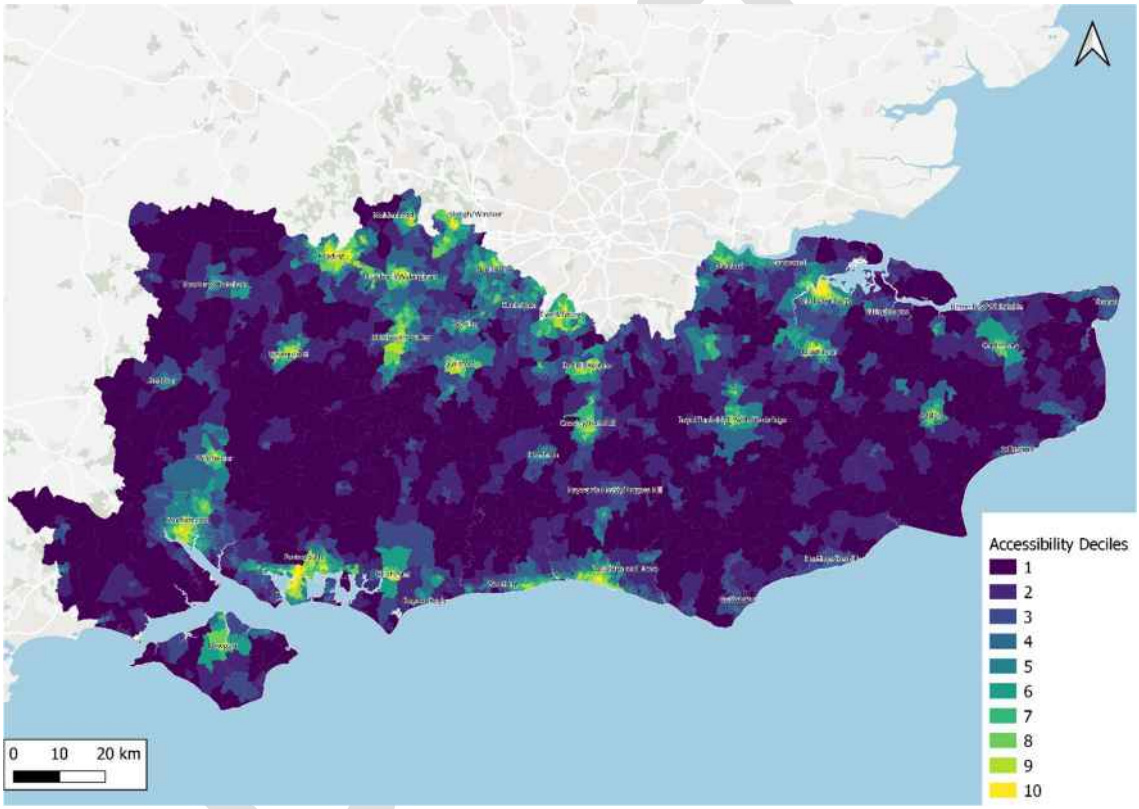
[14] https://www.ons.gov.uk/employmentandlabourmarket/peoplenotinwork/unemployment/datasets/modelledunemploymentforlocalandunitaryauthoritiesm01/current

[15] Transport for the North (2022) Transport-related social exclusion in the North of England

4. Basic services: Using town centres as a proxy for access to basic services, including a bank, post office, pharmacy, and a job centre.

3.7 Across these four destination types and for each Lower Super Output Area (LSOA)[16], the analysis considers access by public transport and by car. The accessibility Score also examines access to transport resources; this includes the proportion of households with access to one or more cars, the total access gap between public transport and car travel across the four destination types, and the coverage of public transport access points across the LSOA. This coverage indicator measures the proportion of postcode points within each LSOA that are within a 10-minute walk of a public transport access point, regardless of type. Figure 3.4 shows the accessibility scores across the region.

Figure 3.4: Accessibility Scores in the TfSE Geography

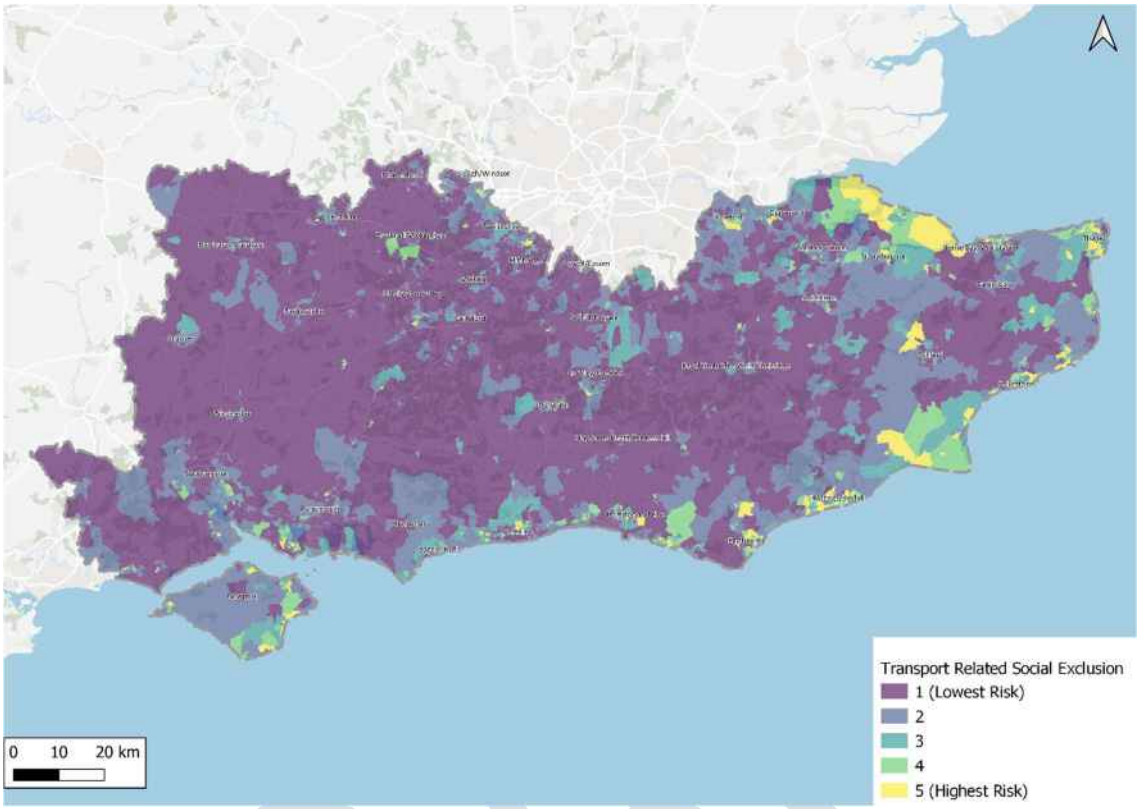


3.8 As shown in the Figure, transport accessibility is low throughout the region, with higher levels of accessibility around the major towns and cities.

3.9 TRSE combines analysis of the transport accessibility with vulnerability scores for each LSOA. LSOAs are categorised as being at high risk of TRSE only if there is both a relatively high level of vulnerability to social exclusion in combination with relatively poor accessibility. Each LSOA is assigned a score of 1-5 with 5 being the highest risk and 1 being the lowest risk. As shown in Figure 3.5, the majority (62%) of the population in the region are category 1 (the lowest risk) and only 3% are in category 5 (the highest risk).

[16] Lower layer Super Output Areas (LSOAs) comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.

Figure 3.5: Highest to lowest Transport Related Social Exclusion risk across TfSE



Social Mobility

3.10 Social mobility is the link between a person's occupation or income and the occupation or income of their parents. It attempts to demonstrate whether a person born in disadvantaged circumstances can break free of that and have a higher standard of living when they grow up. Where there is a strong link, there is a lower level of social mobility. Where there is a weak link, there is a higher level of social mobility. The Social Mobility Commission[17]has established an index to give a single score for each local authority. The index uses a number of different measures for describing how likely someone born in a local authority will go on to 'do well' as an adult which combine to give a ranking across all authorities in England.

3.11 Overall, the south east region does well in this measure. It has almost a quarter of all local authorities in the top 20% (15 out of 65) for social mobility, so called 'hot spots', and just 6% of the bottom 20% (4 out of 65); the 'cold spots'. The average position for local authorities in the south east is comfortably in the top half of the list for all of England. So, at a macro-level at least, the south east region is a place where people's life chances are generally good. However, this is not even across the region, there are still many places where people's social mobility is demonstrably poor.

3.12 According to the Commission, transport and accessibility play a part in the people's social mobility. In their 2020 'Monitoring social mobility' report they acknowledge that disadvantaged communities rely heavily on public transport and that poor quality transport can be a barrier to finding work. They note in particular that transport poverty can often be worse in rural areas. They also note that the majority of funding for transport in the UK goes

[17] https://www.gov.uk/government/publications/social-mobility-index

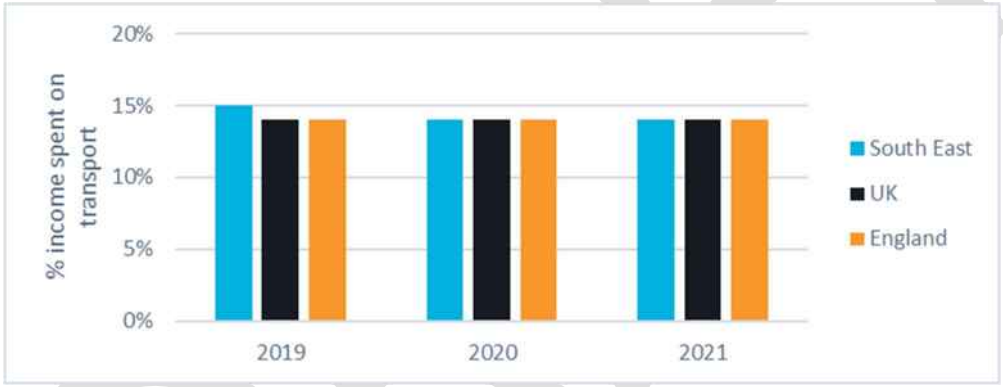
towards strategic road and rail infrastructure improvements, which generally speaking do not benefit poorer or disadvantaged communities.[18]

Affordability of transport

3.13 A particularly important aspect of the lifestyles of the residents of the TfSE region is firstly how much of their income they spend on transport overall and how affordable public transport is. As was made clear by the Social Mobility Commission, people in lower income groups tend to rely on public transport a lot for their connectivity and accessibility to services and jobs.

3.14 According to ONS data, on average people tend to spend just under 15% of their household income on transport. In 2019 the south east was marginally ahead of the rest of the country but that seems to have levelled out. Much of this statistic is weighted by the cost of driving because this is by far the most common form of transport used. Unfortunately, at the time of producing this report the figures for 2022 were not available so it was not possible to see whether the steep increases in petrol prices seen in 2022 had much effect on this statistic.

Figure 3.6: Percentage of Household Income Spent on Transport



Source: ONS[19]

3.15 As can be seen in Figure 3.7 and Figure 3.8 it is clear that public transport fares, both bus and rail, have accelerated beyond both inflation and household earnings over the past 15 years. The data for rail fares is specific to the south east but unfortunately there was no regional-specific data for bus fares. There's nothing to suggest however that the pattern is any different specifically in the south east. This picture has two consequences for the residents of the TfSE geography: Firstly, those with lower incomes need and use buses far more than other income groups, this means that they are spending more and more of their income on transport. Secondly, longer distance commuting by rail has become more and more expensive which will be impacting on some people's ability to travel further to find better paid jobs. Having said that, one of the up-sides to the pandemic has been the level of flexible working offered to staff, so travelling further for a higher paid jobs is now less of a barrier than it was before.

[18] Social Mobility Commission (2020): Monitoring social mobility. 2013-2020: Is the government delivering on our recommendations?

[19] https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/familyspendingworkbook3expenditurebyregion

According to the 2021 census, approximately 35% of TfSE residents now work from home on a regular basis[20].

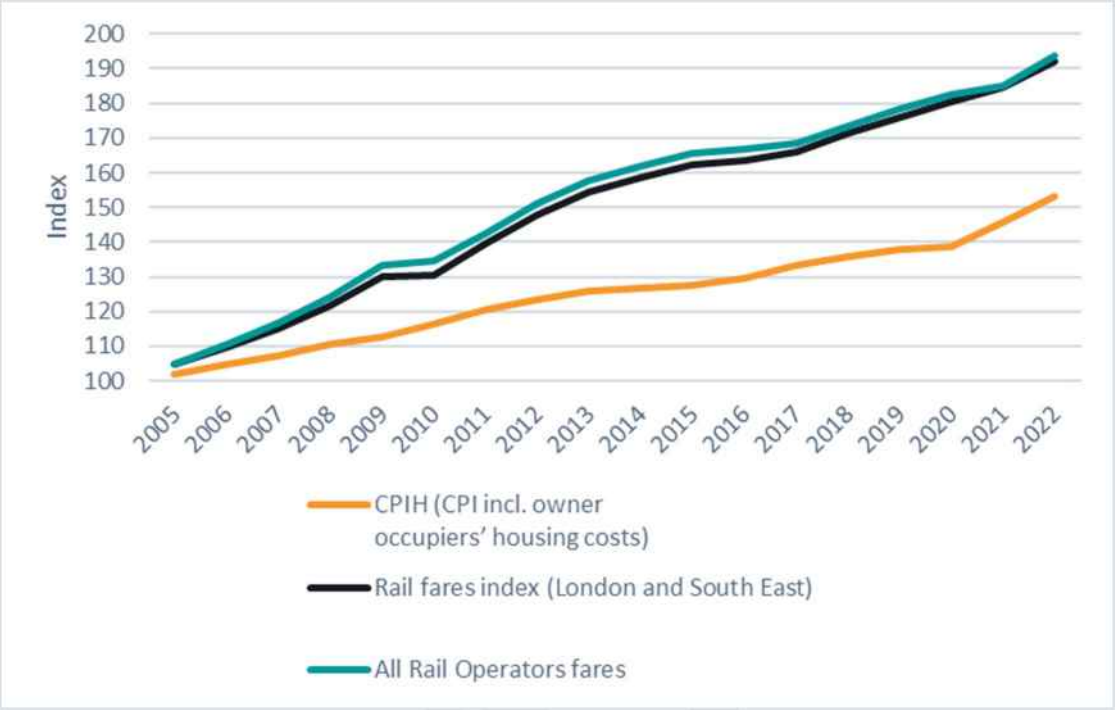
Figure 3.7: Inflation of bus fares

Source: BUS0415 with bespoke Steer analysis[21]

[20] Census 2021 data was collected during the national lockdown, so working from home data is likely to be skewed upward reflecting the reduced travel taking place in this period.

[21] https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp=

Figure 3.8: Inflation of rail fares



Source: ORR- Table 7182: Average change in fares by ticket type, Great Britain, 2004 to 2022[22]

Safety and health

3.16 People's health and wellbeing play an enormous part of their lives and the impacts transport can have on this can be significant. Here we examine how safe the transport system is in the TfSE geography and how active and healthy the resident population is.

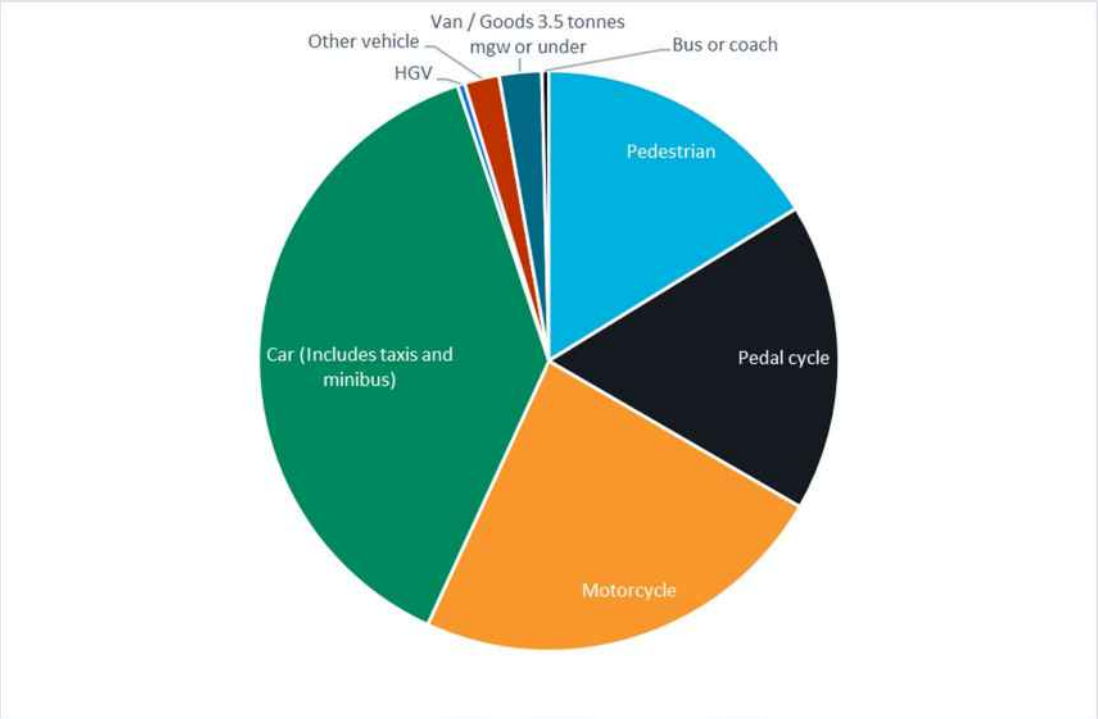
Road safety

3.17 TfSE have a desire to improve the efficiency and performance of the road network to support people's daily lives. Improving the safety of that system is also vitally important and a priority within the Transport Strategy.

3.18 As shown in Figure 3.9, the majority (38%) of casualties caused by Fatal or Serious Collisions in the TfSE Geography involved a car, whilst almost a quarter (23%) involved a motorcycle. A third of casualties involved either pedestrians or cyclists. The split by road user type is similar to the average for England, though the pedestrian casualty rate in the TfSE geography is slightly lower (16% compared to 20%).

[22] Table 7182 - Average change in fares by ticket type | ORR Data Portal

Figure 3.9: Casualties caused by Fatal or Serious Collisions in the TfSE Geography by Road User Type



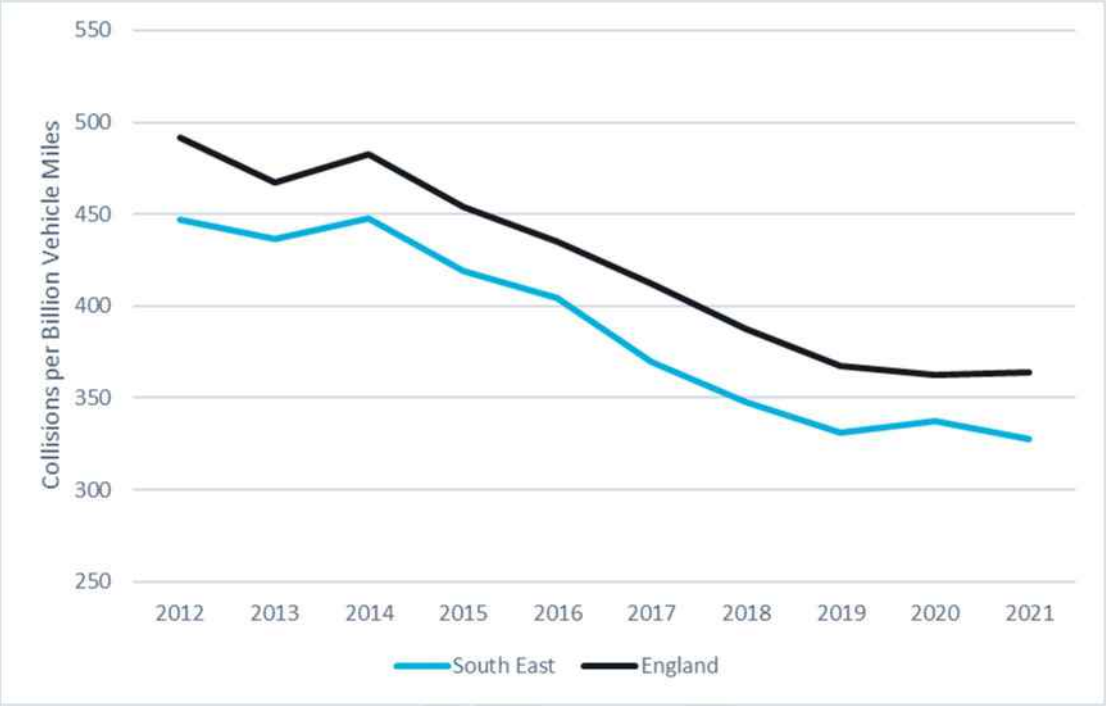
Source: DfT[23]

3.19 Figure 3.10 shows that there has been a significant drop in road collisions in the 5 years from 2014 to 2019, this is despite a background growth in car miles driven over the same period. So, the policies and investments of both local authorities and National Highways were clearly having a significant impact as are the standards and quality of the overall vehicle fleet as older/less safe vehicles are replaced with newer ones with higher standards of brakes and collision avoidance systems.

3.20 However, Figure 3.11 shows that, per capita, there have been consistently higher fatal or serious collisions when compared to the England average. There is a drop in road collisions during the pandemic in 2020, with an understandable increase in 2021, but still lower than before the pandemic.

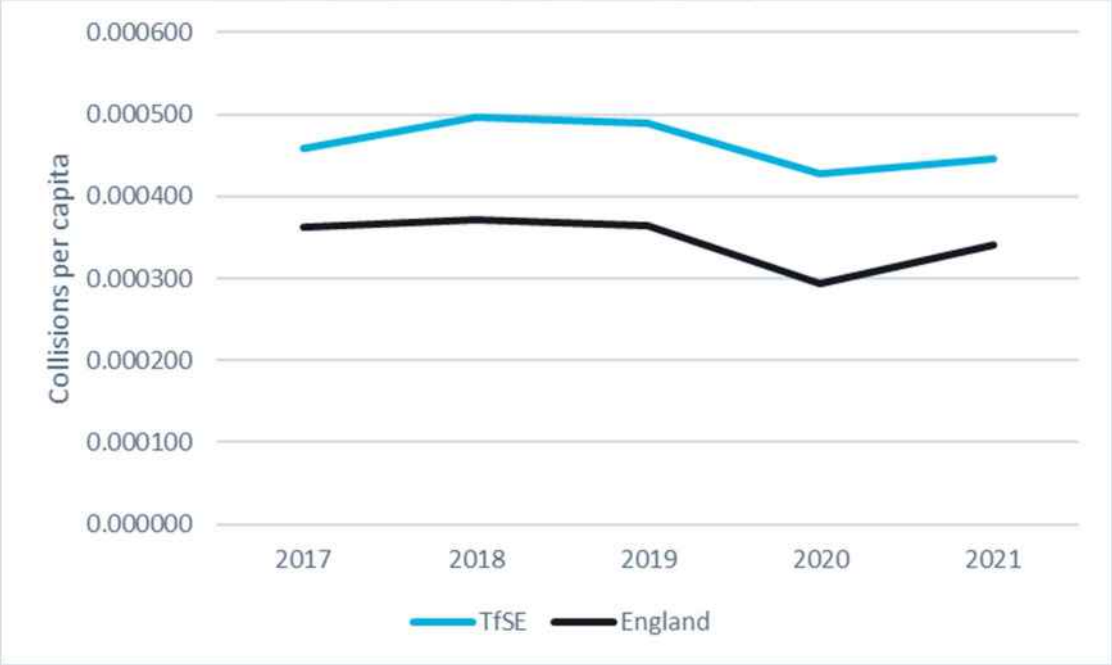
[23] https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/0536da3e-23df-46b7-9400-ff25df1d293a

Figure 3.10: Road collisions in the South East per billion vehicle miles



Source: GOV.UK – road accidents and safety[24]

Figure 3.11: Fatal or Serious Road Collisions per Capita



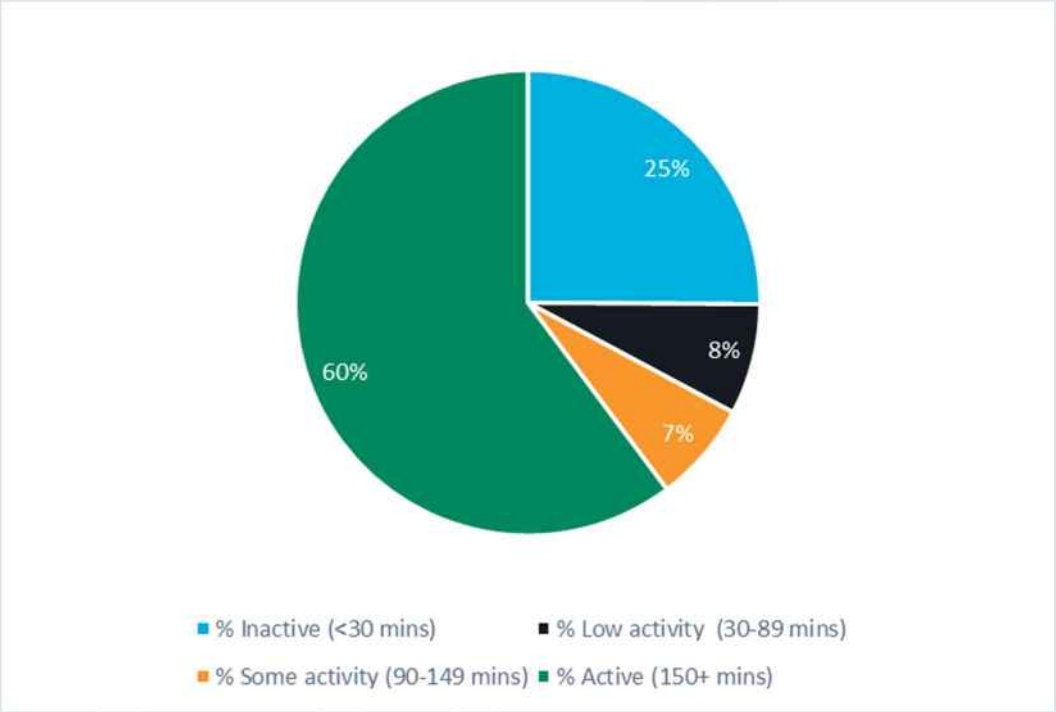
[24] https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

Source: DfT Road Accident Reports[25]

Health and activity

3.21 A community's health is often a measure for their overall standard of living. There is a strong theme in the TfSE Strategy to support healthier lifestyles by encouraging an increased use of active modes (walking, wheeling and cycling). In Figure 3.12 and Figure 3.13 we can see from Sport England and the Office for Health Improvement and Disparities data that generally speaking the residents of the south east are more active than their counterparts across the rest of England; with 60% of people being in the most active bracket and 25% being inactive.

Figure 3.12: Adult activity levels in the South East

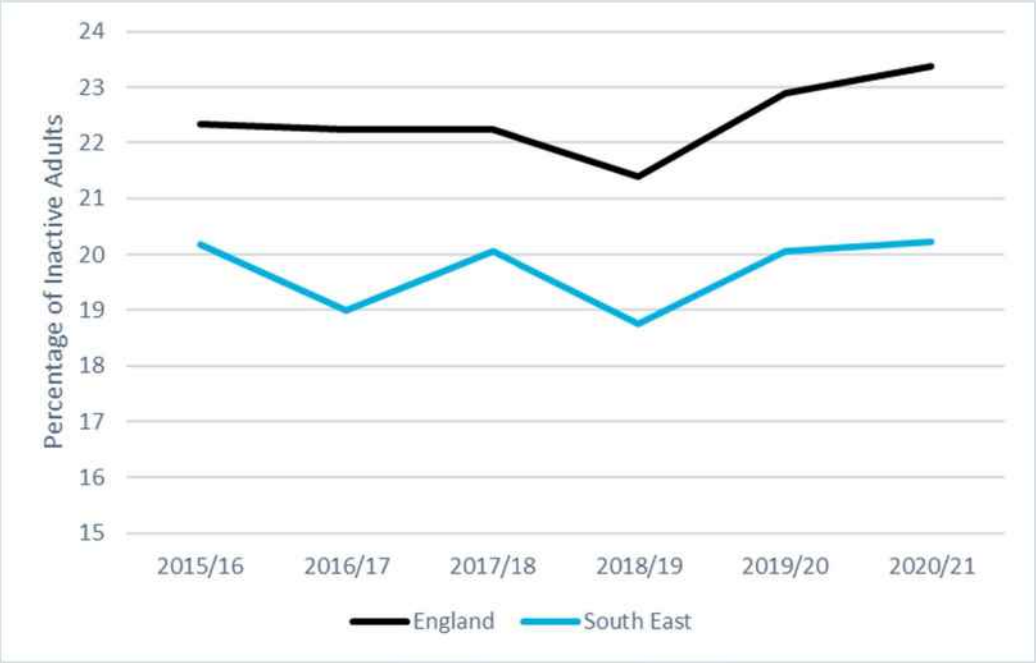


Source: Active people[26]

[25] https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/0536da3e-23df-46b7-9400-ff25df1d293a

[26] https://activepeople.sportengland.org/

Figure 3.13: Adult Inactivity Levels



Source: Office for Health Improvement and Disparities[27]

3.22 Greater use of active modes can certainly support people in the region to become more active and whilst the overall picture compares well against the rest of England there will be parts of the region where inactivity levels are much higher. This is where investment in active infrastructure to support modes can have the greatest health benefits.

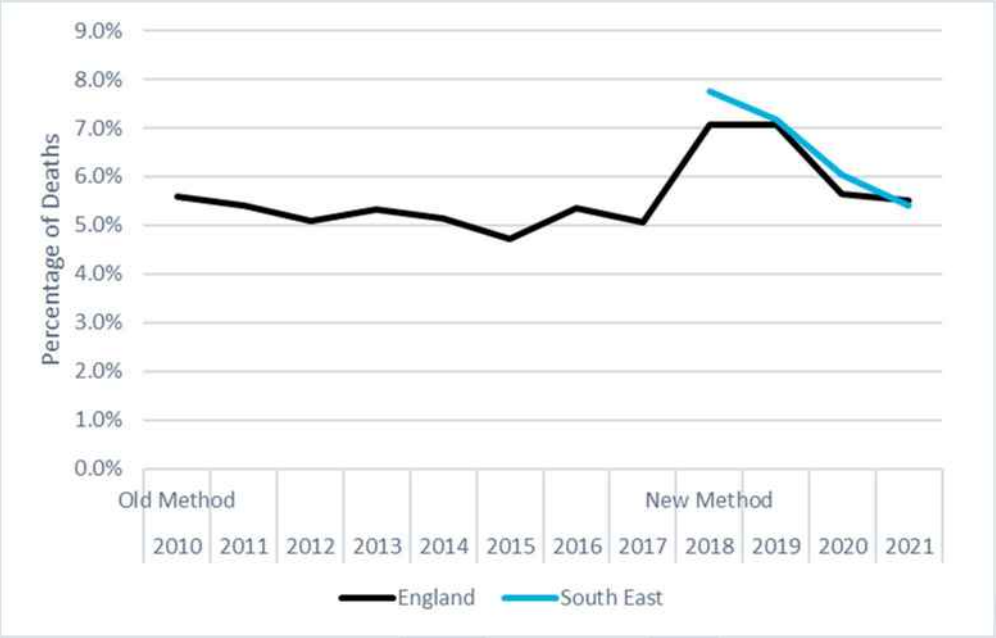
Mortality linked to Air Pollutants

3.23 Air pollution is one of the most serious impacts that traffic and transport can have on the health of residents and communities. Several local authorities in England have either started or are planning to start Clean Air Zones; including Portsmouth in the TfSE region which has one covering buses, taxis and HGVs in a central city area.

3.24 The data for mortality linked to air pollution does not provide much of a historical trend for the south east because data was not available at a regional level prior to 2018 and the most recent data is from 2020. What data there is does suggest, shown in Figure 3.14 that there is a downward trend. As with the rest of this report this data will be examined again when the next State of the Region report is published.

[27] https://fingertips.phe.org.uk/profile/physical-activity

Figure 3.14: Mortality rate linked to air pollution



Source: Fingertips[28]; *Note: the method used prior to 2018 was deemed to under report mortality rates and hence was updated. This means that the data prior and post 2018 aren't directly comparable.*

[28] https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000043/pat/159/par/K02000001/ati/15/are/E92000001/iid/30101/age/230/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

4 What are our impacts on the environment?

Stated aims of the TfSE Transport Strategy and Strategic Investment Plan

4.1 A stated aim of TfSE is that the Strategy and SIP should have a positive impact on the environment. The transport system has wide-ranging environmental impacts, including noise, the emission of pollutants and ultimately climate change. This chapter examines the environmental effects caused by transport in the region.

4.2 In headline terms both documents say that they should impact on:

- **Carbon -** transport is now the highest carbon emitting sector in the UK economy, making up almost a quarter of all emissions[29] and achieving net-zero is arguably the biggest challenge for transport planning at this time.
- **Air quality –** the effects of air quality on people's health is well documented and there is a legal requirement to reach certain standards. Particulates from road transport are the biggest contributors to poor air quality where people live.
- **Adaption to climate change –** despite stated international goals to keep global heating below 1.5C above pre-industrial levels, our climate is already changing. Our infrastructure needs to adapt to changing conditions in order to continue to provide the safe and reliable networks the region needs.
- **Habitat –** without careful consideration, building new transport infrastructure can have a negative impact on the physical environment around it. However, there is a growing push towards any and all infrastructure enhancements to actively have a net-positive impact on habitats and biodiversity.

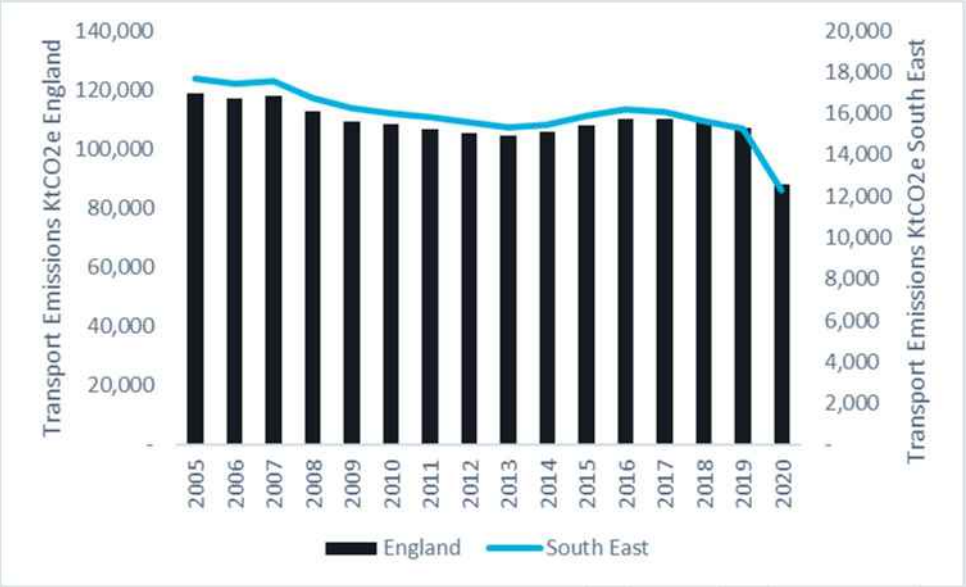
Emissions and air quality

Greenhouse Gas Emissions

4.3 As shown in Figure 4.1, transport emissions in the region have decreased over time at a corresponding rate to those across the country. The sharp decrease in 2020 reflects the impact of the Covid-19 pandemic, rather than a sustained decrease in carbon emissions.

[29] DfT Transport and Environment Statistics 2022

Figure 4.1: Carbon emissions from Transport



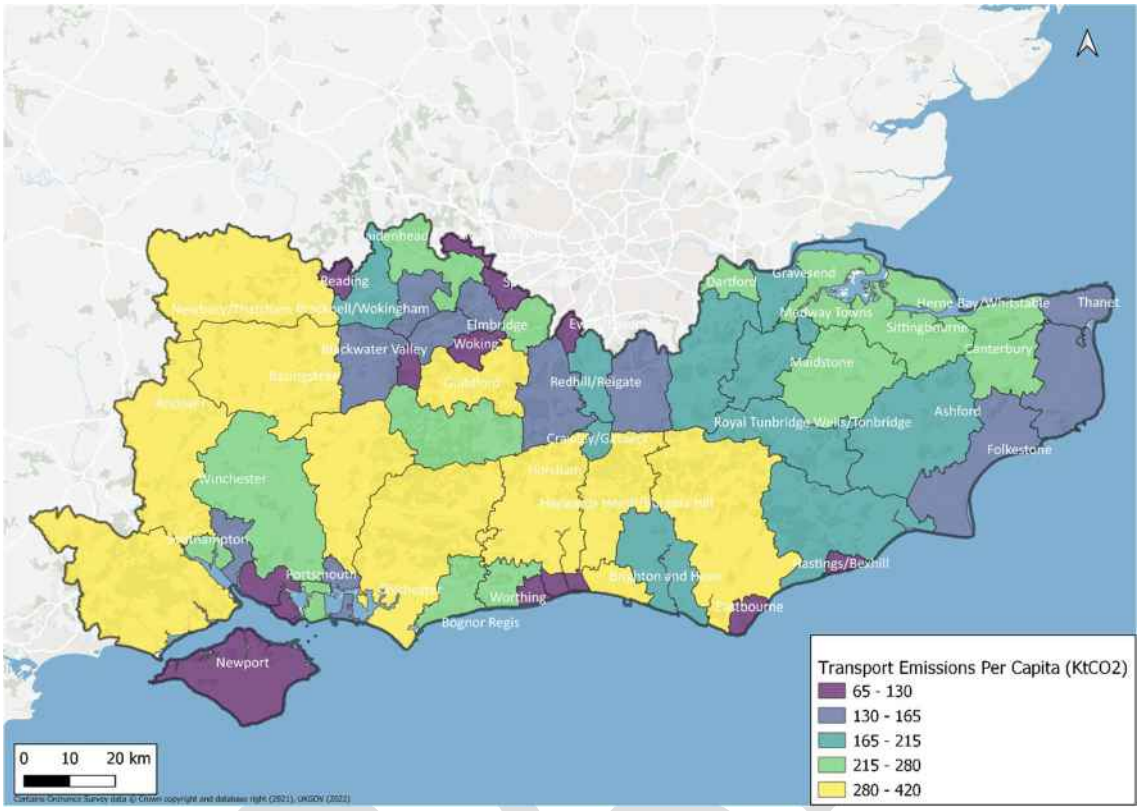
Source: UKGOV[30]

4.4 Figure 4.2 shows the carbon emissions from transport per capita in the region by local authority as of 2020. As shown in the figure, the largest emitters are the more rural authorities in the region. This is principally for 3 main reasons:

- Trip distances in rural areas are longer than in urban areas because jobs/services and daily lives are further apart;
- The majority of the major and strategic road networks, which carry the most HGVs and longer distance trips, run through the more rural authorities; and
- Public transport options are far fewer in rural areas than they are in urban so the opportunities to choose not to drive are often limited.

[30] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (**www.gov.uk**)

Figure 4.2: Transport Emissions per capita

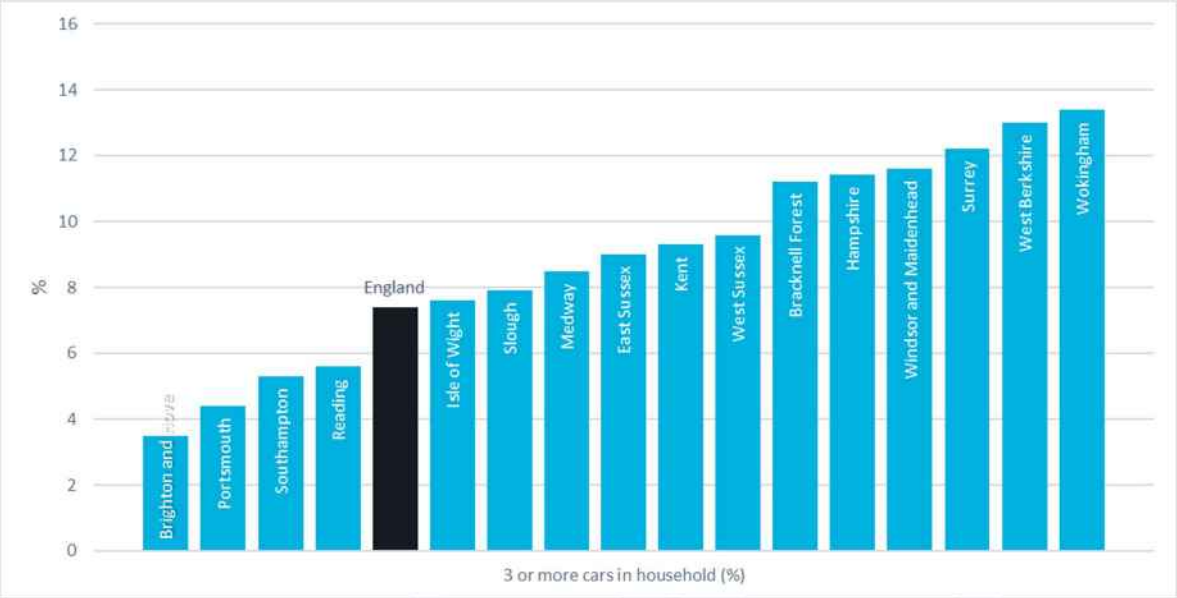


Source: UKGOV[31]

4.5 Access to cars and the general affluence of areas also has an impact on how much and how far people drive. Typically, more affluent households have multiple cars and tend to travel much further in their daily activity. The below figure shows the percentage of households in the region with 3 or more cars per household, with over 13% of households in West Berkshire and Wokingham having 3 or more cars. The UK average is 7.5%.

[31] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)

Figure 4.3: Percentage of Households with 3 or more cars



Source: ONS[32]

Air quality

4.6 Since December 1997 each local authority in the UK has been required to review and assess air quality in their area. This involves measuring air pollution and forecasting how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. The current Air Quality Management Areas in the region are shown below in Figure 4.4.

Figure 4.4: Air Quality Management Areas

4.7 At present, there are 360,000 people living within an AQMA within the region, approximately 5% of the total population. On average, 25% of the UK population live within an AQMA.

Adapting to climate change

4.8 Extreme weather events are increasing in frequency and severity[33] as a result of climate change. As such our transport networks can be affected by weather events such as flooding, heat or snow. It is imperative for the region therefore that our infrastructure is adapted to reduce the impacts of these events.

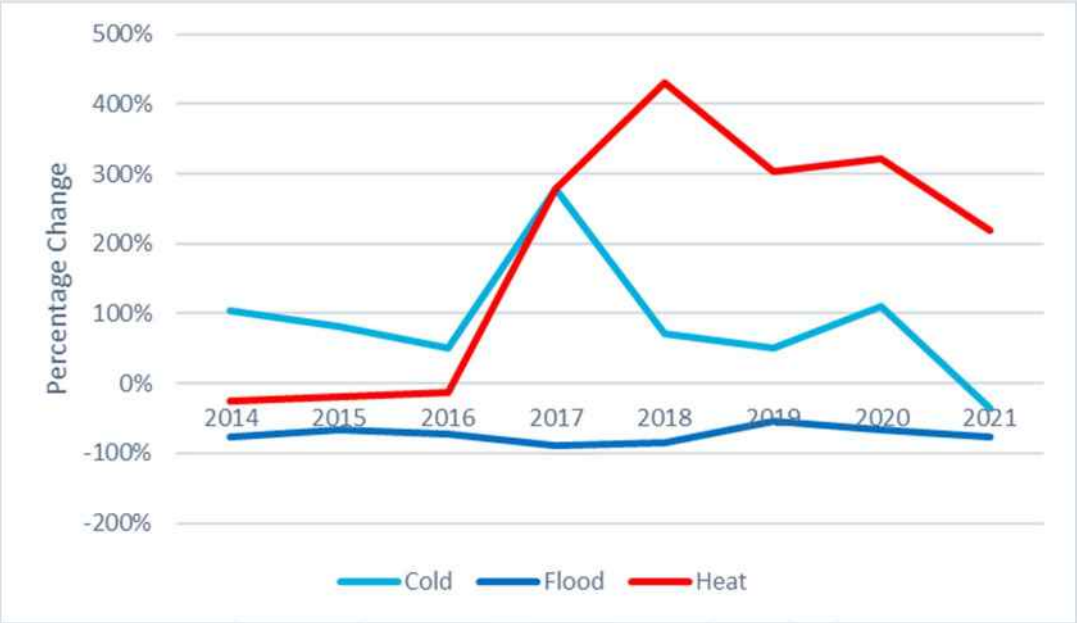
[32] UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk) and ONS Percentage of households with 3+ cars by South East regions, 2011

[33] Natural disaster risks: Losses are trending upwards | Munich Re

Extreme weather on the rail network

4.9 Figure 4.5 shows the percentage change in weather events impacting the rail network in the south east since 2013. As can be seen, delays caused by extreme heat have increased by up to 400% when compared to the baseline year.

Figure 4.5: Percentage Change in Delays on the southern rail network caused by Weather Events



Source: Network Rail

Mitigating Actions of Transport

4.10 This section looks at how the impact from transport discussed above can be mitigated. These actions include:

- Shifting to electric vehicles
- Accelerating the use of alternatives to private car travel, including active travel
- Biodiversity net-gain from new infrastructure

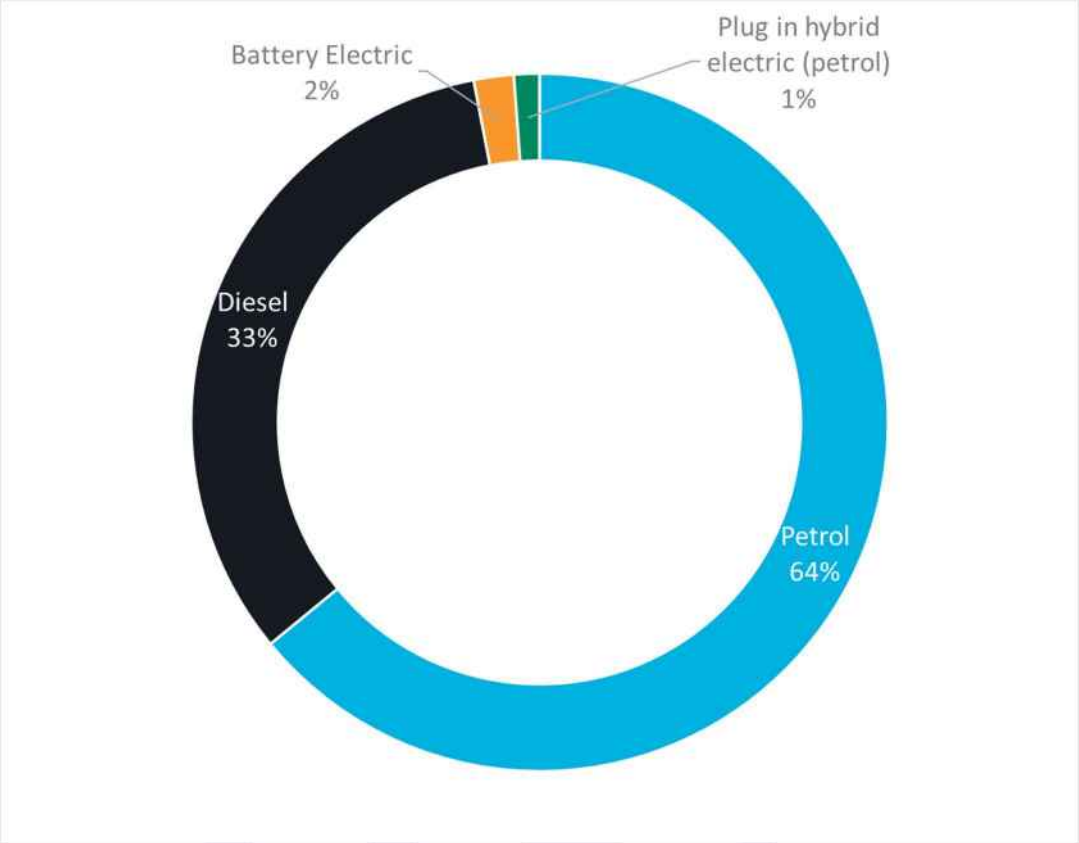
Shifting to Electric Vehicles

Uptake of Electric Vehicles

4.11 Moving from diesel or petrol fuelled cars to electric cars can considerably reduce greenhouse gas emissions and improve air quality and is recognised in the DfT's Transport Decarbonisation Plan (2021) as the single biggest mitigating factor.

4.12 Figure 4.6 below shows the percentage split of licensed vehicles in the region by fuel type in Q1 2022. Internal combustion engine (ICE) cars currently still dominate the overall fleet make-up. However, Figure 4.7 demonstrates how the number of licensed hybrid and battery electric vehicles has been accelerating rapidly over the last few years. In the last four years the numbers have gone from 20,000 non-ICE's to over 120,000 hybrid and battery electric cars operating as of Q1 2022.

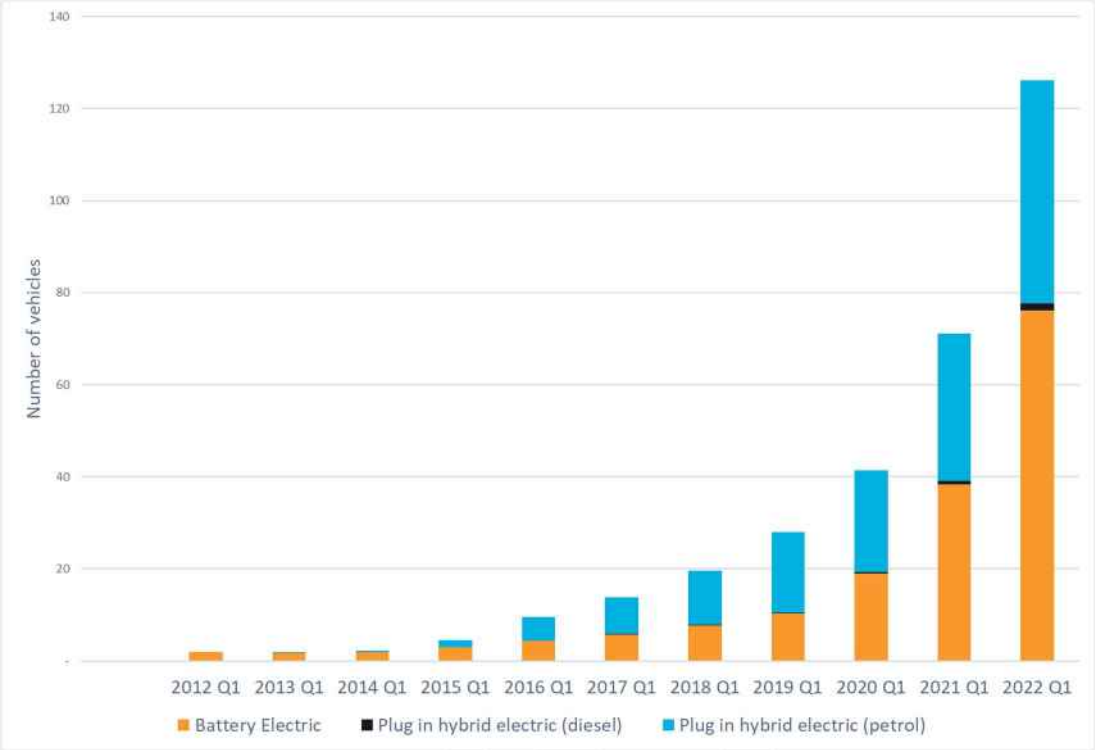
Figure 4.6: Percentage Split of Licensed Vehicles in TfSE Region by Fuel Type (2022)



Source: UKGOV[34]

[34] Vehicle licensing statistics data tables - GOV.UK (www.gov.uk) - Number of licensed vehicles by fuel type, 2012 onwards

Figure 4.7: Electric or Hybrid Cars Licensed in the South East Region



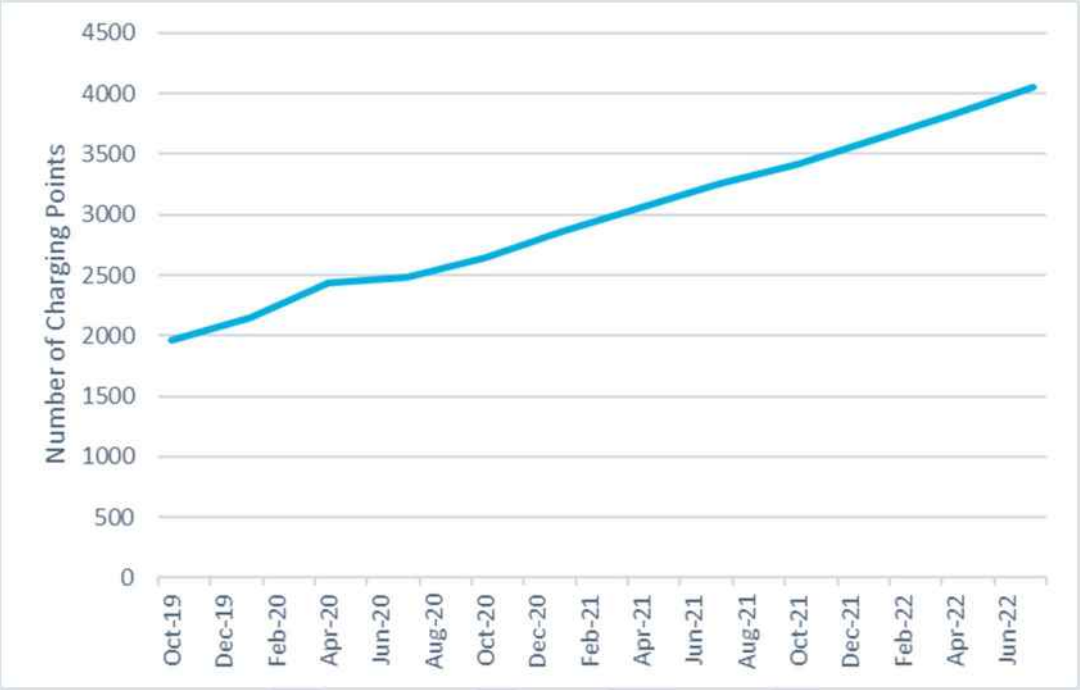
Source: UKGOV[35]

Electric Vehicle Infrastructure

4.13 To support this rapidly accelerating take up of cars with a plug, the charging infrastructure network needs to keep pace. If the roll out of this infrastructure does not also accelerate rapidly then it could put off some people from purchasing an electric vehicle and slow the rate of decarbonisation.

[35] ibid

Figure 4.8: Number of EV charging points in the South East



Source: Electric Vehicle Charging Device Statistics[36]

4.14 Figure 4.8 shows that since October 2019, the number of EV charging points has increased across the south east region with a slight plateau between April 2020 to August 2020, possibly due to the pandemic. As of June 2022, the number of EV charging points in the region is roughly 4,000.

4.15 The number of required charging points in the TfSE geography is shown in Table 4.1.

Table 4.1: Required Charging Points in the TfSE Geography

	On-Street Residential (7kW)	Town Centre (22kW)	Strategic/ Destination (50kW)
Low Estimate	11,575	987	2,061
High Estimate	22,933	1,955	3,607

Source: TfSE

4.16 The UK Government has committed to provide 300,000 public electric charging points by 2030[37], whilst the Society of Motor Manufacturers and Traders believe that 2.3 million charging points will be required by 2030 in order to keep up with demand[38]. It is predicted that there will be approximately 9.5 million hybrid or electric cars in the UK by 2030[39], looking at a

[36] (https://www.gov.uk/government/statistics/electric-vehicle-charging-device-statistics-july-2022)

[37] Tenfold expansion in chargepoints by 2030 as government drives EV revolution - GOV.UK (www.gov.uk)

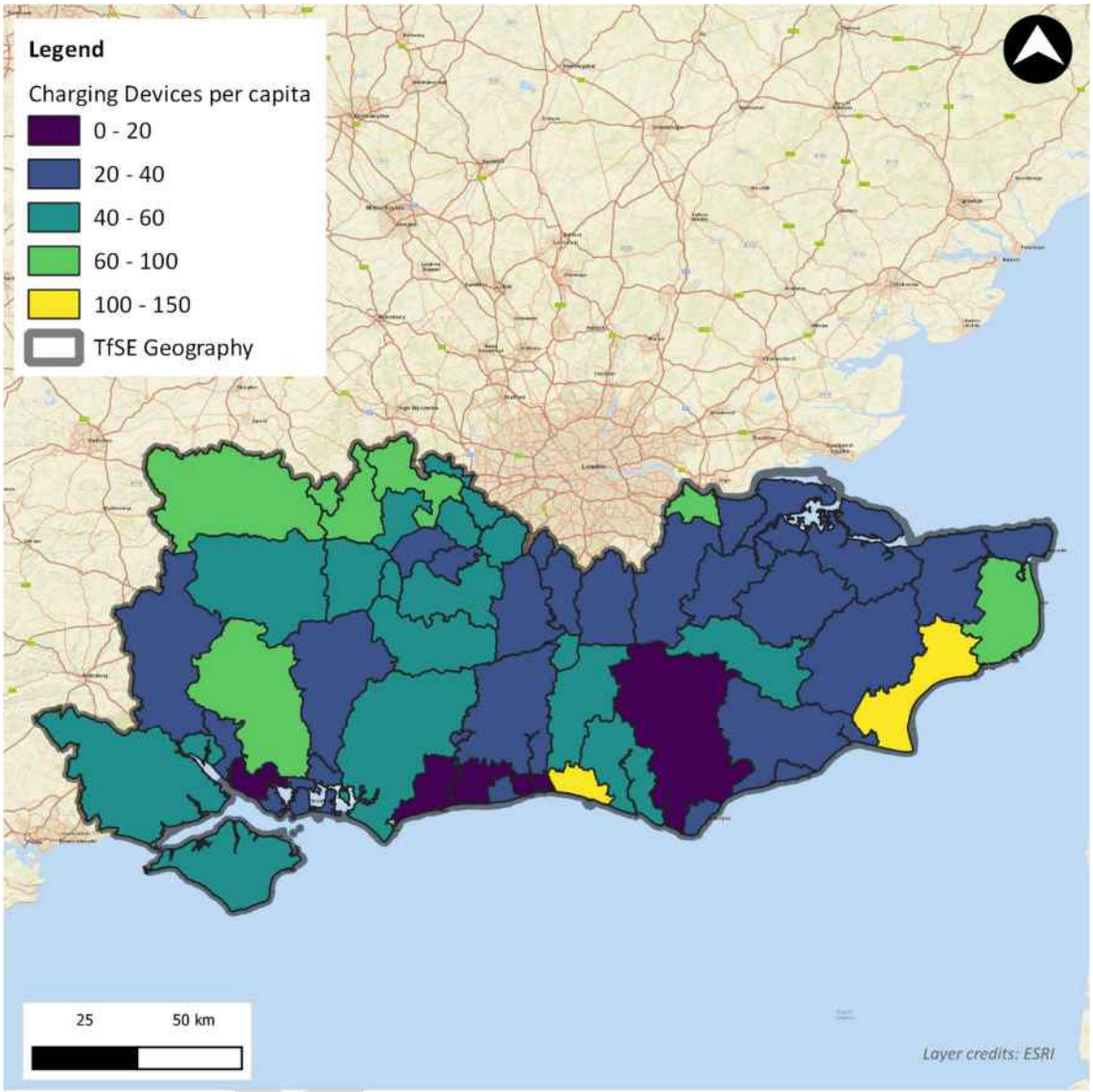
[38] Full throttle needed for UK automotive success - SMMT

[39] Electric vehicles: What's going on out there? | Local Government Association

ratio of cars to charging points, the Government plans for 1 public charging point per 32 vehicles, whereas the SMMT plans for 1 charging point for every 4 vehicles.

4.17 Figure 4.9 below, shows the number of charging points per 100,000 of population, with Brighton and Hove and Folkestone having the highest number per capita.

Figure 4.9: Public charging devices per 100,000 of population

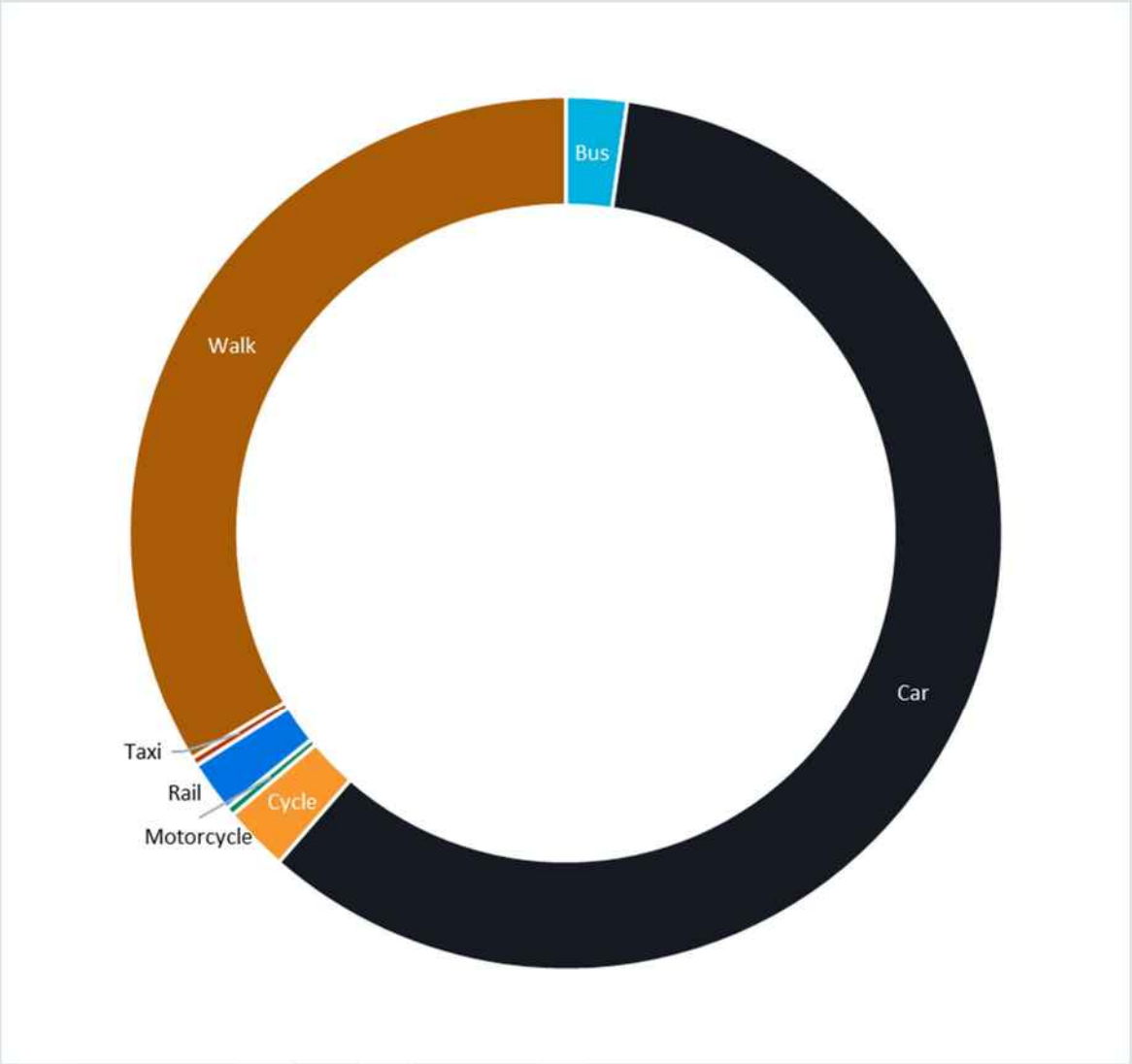


Source: ZapMap & DfT Table ECVD_01a

Use of Alternatives to Private Car Travel

4.18 It is important to provide viable alternatives to private car travel. Figure 4.10 shows the average split of trips per person per year by different transport modes.

Figure 4.10: Mode Share of Trips per Person per Year in the South East

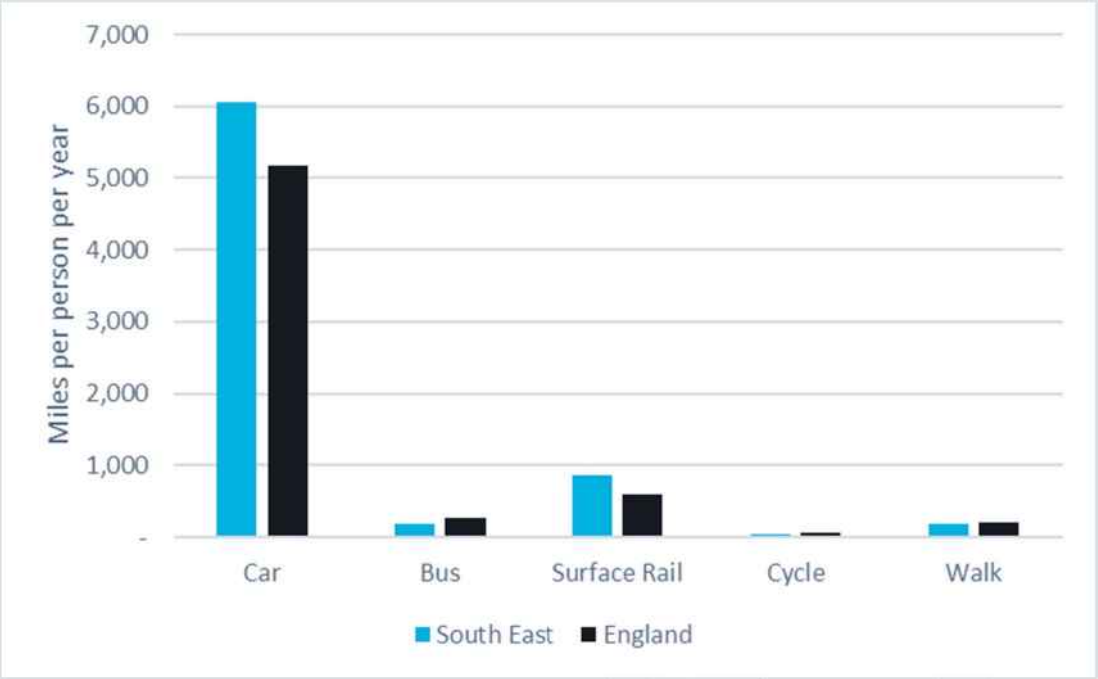


Source: GOV.UK – NTS0221

4.19 As shown in the above figure, car journeys dominate how people move around the region with around 60% of all journeys. People walk for around a third of journeys; with all other modes of transport only totalling just 7% of journeys.

4.20 Figure 4.11 shows the average distance of travel by mode, as miles travelled per person per year. When compared to the England average, journeys by car and rail were longer and shorter by bus, cycling and walking. According to this data, the average person in the south east walked 10 fewer miles per year when compared to the England average.

Figure 4.11: Average Distance of Travel by Mode



Source: GOV.UK – NTS0221

4.21 The below Figure 4.12 shows the number of public transport trips taken per person per year in the region. Whilst the number of rail trips remains fairly static until the onset of the pandemic, the number of bus trips indicates an overall downward trend, in line with industry projections.

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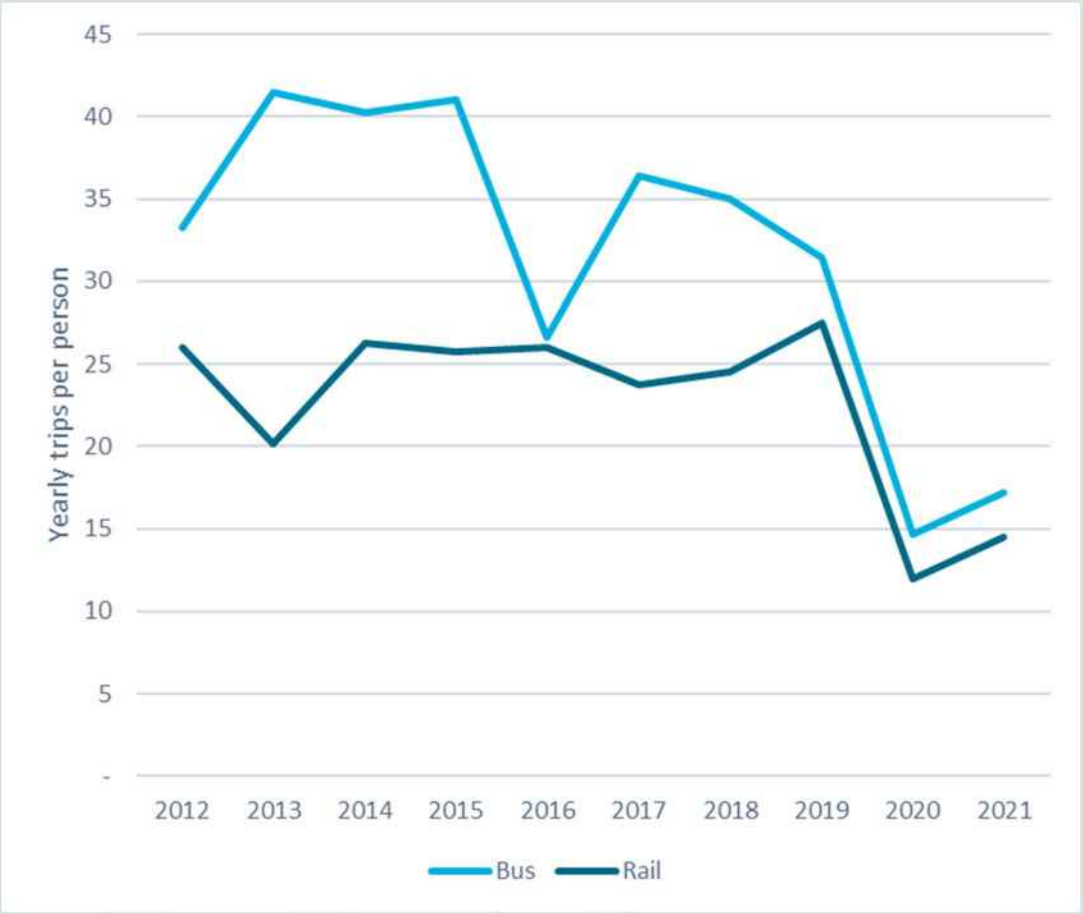
Figure 4.12: Rail and Bus Trips per Person per Year



Source: UKGOV[40]

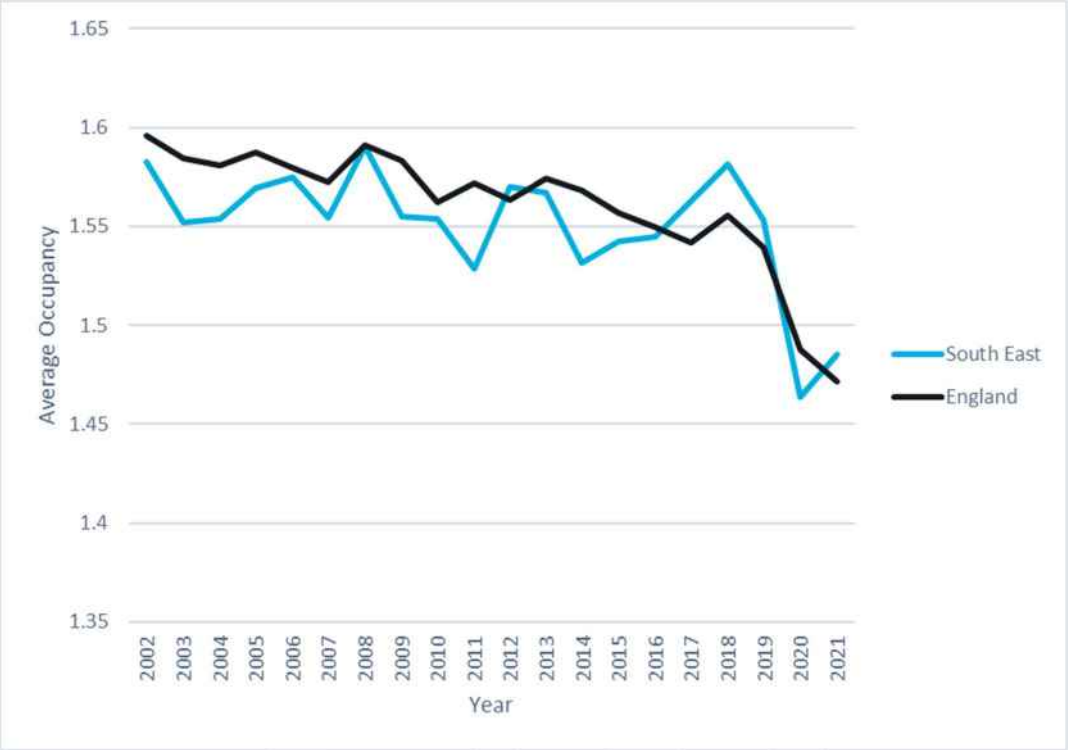
Vehicle Occupancy

4.22 Research suggests that cars emit more GHGs per passenger mile than trains and coaches that carry more people, and so maximising the number of people per vehicle can reduce emissions per person[41]. As shown in Figure 4.13, the vehicle occupancy rate was negatively affected by the COVID-19 pandemic.

[40] Mode of travel - GOV.UK (www.gov.uk) EN13 - Yearly trips per person by mode South East, 2012 onwards

[41] UK Gov (2022) **Transport and environment statistics 2022 - GOV.UK (www.gov.uk)**

Figure 4.13: Vehicle Occupancy Rate



Source: UKGOV[42]

Micromobility

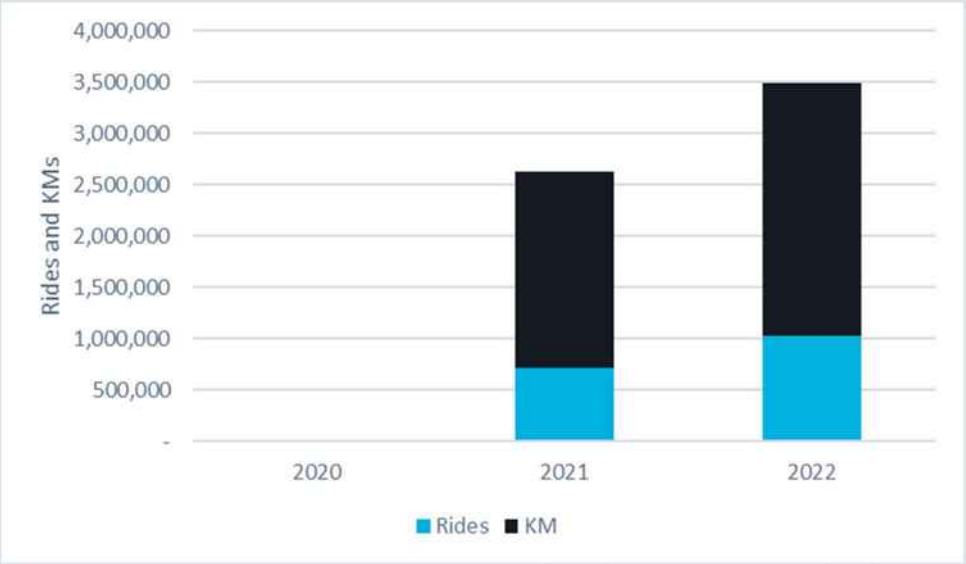
4.23 New and emerging micromobility solutions such as e-bikes or e-scooters are important to provide an alternate form of transport to private cars. In a 2021 survey of micromobility users, it was found that by using micromobility schemes provided a reduction of about 3.7 car miles per week resulting in a saving of 1kg of CO_2 per person per week[43].

4.24 Figure 4.14 shows the total rides and distance per year for a rental e-scooter and rental e-bike trial taking place in the Solent across Southampton, Portsmouth and the Isle of Wight

[42] Vehicle mileage and occupancy - GOV.UK (www.gov.uk) - Vehicle occupancy rates South East and England, 2002 onwards

[43] CoMoUK (2021) CoMoUK Annual Bike Share Report

Figure 4.14: Rides and KM per annum



Source: Local Authority Supplied Data

4.25 As shown in the Figure, the number of KM and rides is increasing year on year. This increase should be caveated by the expansion of the scheme, providing additional vehicles and coverage.

4.26 Figure 4.15 demonstrates average ride times and distances travelled, of note is the higher average ride time and distance travelled in the Isle of Wight when compared with Portsmouth and Southampton. This could be indicative of the relatively lower urban density of the Isle of Wight when compared with the cities of Southampton or Portsmouth.

Figure 4.15: Average Ride Time and Distance Travelled

Source: Local Authority Supplied Data

5 Next Steps

5.1 This report has provided a snapshot of the region in terms of economic, social and environmental indicators and will provide a baseline for measuring changes to these indicators. It provides a 'baseline' for future monitoring of how well the region is tracking against the indicators used in this report, which were identified as important to demonstrate whether the region is moving in the direction desired by the TfSE Strategy.

5.2 The TfSE Transport Strategy and Strategic Investment Plan are in the process of being delivered. This report will be re-produced every two years to provide a monitoring tool for understanding associated changes in the identified indicators across the region.

5.3 It is acknowledged that not every indicator in this report can be attributed to the delivery of the Transport Strategy and Strategic Investment Plan, but will still provide valuable context and an understanding of wider trends in the region which may impact the prioritisation or delivery methods for interventions listed in the Transport Strategy and Strategic Investment Plan.

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Control Information

Prepared by

Steer
14-21 Rushworth Street
London SE1 0RB
+44 20 7910 5000
www.steergroup.com

Prepared for

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

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Client contract/project number

Author/originator

FW

Reviewer/approver

SS

Other contributors

HY
MC

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Agenda Item 11

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

Date of meeting: **3 July 2023**

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

Title of report: **Financial Update**

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

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree the end of year position for 2022/23;

(2) Agree the proposed budget for 2023/24; and

(3) Note the financial update to end of May 2023.

---

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).

1.2 The paper provides the end of year financial position for 2022/23 and proposes the budget for the next financial year.

2. 2022/23 end of year report

2.1 Members of the Partnership Board agreed the budget for 2022/23 at the May 2022 meeting. The budget set out plans to deliver an ambitious technical programme, including completion of the Strategic Investment Plan and commencing work on additional thematic studies and the analytical framework. The budget also included staffing costs and support costs, including communications and engagement activities and operational costs.

2.2 Appendix 1 sets out the end of year position against the agreed budget. This has been considered by the Audit and Governance Committee, who agreed to recommend the report to the Partnership Board.

2.3 Income of £1.725m was received from the Department for Transport (DfT), with a further £498k from local contributions. Including carry forward of just over £2m, TfSE had an operating budget of £4m in the financial year 2022/23.

2.4 Total expenditure was £2.3m, with £1.5m spent on the technical programme. The following paragraphs provide a short narrative on the financial spend against the budget.

2.5 Staffing costs totalled £745k, against a budget of £850k. The budget had anticipated that the TfSE staffing complement would be in place by summer 2022, but there have been challenges with recruiting transport planners and analysts. Although a number of posts have been successfully filled in the latter part of the financial year there are still a number of vacancies within the staffing structure, accounting for the lower than anticipated staffing costs. TfSE continues to work with the HR department at the accountable body and relevant recruitment agencies to help fill these hard to recruit posts.

2.6 Expenditure on the technical programme amounts to just over £1.5m, against a budget of £3m. This includes:

- Area studies – this workstream commenced in 2020/21 and has continued to develop over the three year period, culminating in the publication of the suite of area studies documentation alongside the Strategic Investment Plan in March 2023. A total of £60k remains on the purchase order for this work and it is anticipated that the final invoices will be received in Q1 of 2023/24.
- Strategic Investment Plan – to date £166k has been spent on the SIP, exceeding the original budget of £147k. This reflects additional work to support the publication of the SIP, including the development of area factsheets for MPs and monitoring and evaluation work. Again, this workstream is expected to close in Q1, with the receipt of the final invoices.
- The consultation for the SIP cost £24k, against the budget figure of £40k, and the SIP publications relates to the ongoing work on policy position statements that will support communications relating to the SIP.
- Thematic studies – work continued on freight and future mobility in the last 12 months with the establishment of stakeholder groups and some strategy work, including the driver welfare study. The spend on these activities was just under £50k, against a budget of £200k. Other thematic work included in Appendix 1 relates to workstreams that had carried forward from 2021/22, including the freight, logistics and gateways strategy, decarbonisation pathways and bus back better analytics.
- The analytical framework funding (£300k) was initially held back by the DfT while TfSE developed a routemap for the workstream, including key milestones, costs and outcomes. The routemap was considered by the Partnership Board in January 2023 and submitted to DfT, subsequently obtaining approval to proceed. However, the funding was not received until March 2023 and it was not possible to commence the work prior to year end. However, the funding will be carried forward to 2023/24.
- The electric vehicle charging infrastructure strategy formed part of the additional funding received from DfT in February 2022. £100k was allocated to undertake the work, but following a request for tender process the successful bidder completed the work for £50k. The remaining £50k will be carried forward to undertake the next phase of the work in 2023/24.
- The bus back better project was successfully awarded to TfSE to deliver on behalf of England's Economic Heartland and Transport East, with each STB receiving £100k. This project is reaching a conclusion and the final invoices will be received by May 2023. The final expenditure against this workstream is expected to be £289k against the £300k budget.
- The local capacity and capability project has spent £290k against the budget of £300k. This funding has been used to support local transport authorities in

the delivery of their local transport plans. A total of five projects were supported and will continue to develop over the coming months.

- Spend against the supporting DfT priorities line was considerably lower than anticipated. It has originally been planned to extend the workstreams on decarbonisation, bus back better and local capability. However, the late receipt of the additional DfT funding did impact on timescales for the workstreams and made it difficult to undertake the additional work. This funding will be carried forward and used to support technical workstreams in 2023/24.
- The funding for the Centre of Excellence (£250k) was initially held back by the DfT while TfSE developed a routemap for the workstream, including key milestones, costs and outcomes. The routemap was considered by the Partnership Board in March 2023 and submitted to the DfT, subsequently obtaining approval to proceed. The funding will be carried forward to 2023/24.

2.7 The communications and engagement spend was just under £30k against a budget of £88k. The majority of spend was on events, including the TfSE Connecting the South East event in July and the joint STB conference.

2.8 There was no spend against the TfSE governance budget line, which is to cover any costs in relation to legal expenses or governance issues. This is in large part due to the pro-bono work undertaken by the accountable body on the review of the constitution and the intra-authority agreement.

2.9 Operational costs were £34k against a budget of £25k. This reflects the increasing number of room bookings, staff travel and accommodation costs, as well as the purchase of ICT equipment for new starters.

2.10 Appendix 1 sets out that TfSE has a carry forward figure of £1.7m. A large proportion of this funding is either committed or ringfenced for specific technical workstreams, including the final costs of the SIP and additional thematic work. Up until this point, our funding settlements have been provided in-year which has been difficult to plan for. Now that we have been allocated indicative funding settlements for future years, we expect the level of carry forward to reduce in the next financial year.

2.11 The accountable body will provide s151 sign off to the end of year accounts in due course.

3. Budget 2023/24

3.1 Appendix 2 sets out a proposed budget for 2023/24. The Partnership Board considered an earlier version of this in March 2023, noting the final budget would be presented to the Board in July 2023 once the carry forward figures had been finalised. This has been considered by the Audit and Governance Committee, who provided advice on the draft budget prior to its presentation to the Partnership Board.

3.2 The budget is based on the DfT indicative funding allocation of £2.065m. Although this is yet to be confirmed, the DfT have asked us to use it as the basis for business planning and it is anticipated that we will receive formal confirmation of the

grant funding in advance of the July Board meeting. A verbal update will be provided at the meeting.

3.3 The local contributions were agreed by the Board in November 2022 and the confirmed carry forward is £1.7m. The TfSE reserve carry forward is £361k. This gives an operating budget of £4.6m for 2023/24.

3.4 The budget makes proposals for the key areas of the technical programme set out in the agreed Business Plan, including:

- Transport strategy – this would entail a refresh of the evidence base for the transport strategy. £300k has been allocated for 2023/24.
- SIP implementation – the £375k allocated to this activity will support the development of feasibility studies and business cases for the schemes included in the SIP that do not have a clear owner. This activity is scalable and could be expanded if further funding was made available from the DfT.
- Analytical framework – the £323k allocated to the development of the analytical framework will enable the implementation of the routemap agreed by the Board in January 2023. The funding largely comprises carry forward from 2022/23.
- Future mobility – implementation of the future mobility strategy will continue, with activities planned including a future propulsion strategy and continuation of the Forum. £18k of the funding allocated is carry forward from 2022/23.
- Active Travel – as set out in the Business Plan, TfSE will lead the development of a regional active travel strategy. This activity has been allocated £100k.
- Decarbonisation – working with EEH and Transport East, TfSE will continue to support the delivery of the DfT priority workstream. £107k is already committed funding from 2022/23, with the remaining £100k to take forward various workstreams.
- Freight – continued implementation of the freight, logistics and gateways strategy, including the driver welfare study and Freight Forum.
- Bus back better – this is largely completion of the existing workstream, which is expected to conclude by May 2023. £50k is allocated for future activities.
- Electric vehicle charging strategy – this funding includes the final invoice for the strategy agreed by the Board in March 2023, as well as the next phase of the work which will consider fleet electrification. The remaining funding will be used to support the implementation of the strategy and action plan.
- Centre of excellence – will support the implementation of the routemap agreed by the Board in March 2023.
- Technical support – will be used to support the delivery of the wider technical programme, including data, analysis and support on technical consultation responses.
- Carry forward – this budget line includes the residual carry forward from the area studies and SIP, which are both expected to conclude in Q1. Please note, the carry forward figure of £1.7m has been allocated against the specific activities for which it is ringfenced, i.e. Centre of Excellence, etc. This smaller figure is the residual spend for the area studies and the SIP, which do not have a separate budget line.

3.5 As per previous years, an allocation has been made for communications and engagement activity. This is critical to support the delivery of the SIP and ensure that we have the support and buy-in from key stakeholders. Operational costs have been uplifted to £50k to reflect the increasing amounts of travel and room hire costs. There has been an allocation of £45k against the governance workstream. This recognises that there may be some legal costs associated with the work emerging from the Audit and Governance Committee.

3.6 Core staffing costs have risen to reflect that the full complement of the team will be in place during the financial year and to reflect expected cost of living increases that will be applied to all staff salaries. As the delivery of the SIP accelerates, it is likely that additional technical resource will be required to support business case and scheme development.

3.7 The draft budget proposal also includes an uplift in reserves to just over £400k at the end of the financial year. The uplift reflects that TfSE is likely to take on additional liabilities during 2023/24.

4 Financial Report to end of May 2023

4.1 Appendix 3 sets out the spend position to the end of May 2023 against the agreed budget.

4.2 The main elements of expenditure relate to delivering initial elements of the technical programme, finalising delivery of the Strategic Investment Plan and staffing costs. It is anticipated that spend will accelerate once work begins on the call off contract.

5 Conclusions and Recommendations

5.1 The Partnership Board are recommended to agree the financial position at the end of the 2022/23 financial year, as recommended to the Board by the Audit and Governance Committee.

5.2 The Partnership Board are also asked to agree the proposed budget for 2023/24 and note the financial update to the end of May 2023.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact officer: Rachel Ford
Tel. 07763 579818
Email: rachel.ford@eastsussex.gov.uk

Appendix 1: Transport for the South East – budget outturn 2022/23

	Budget	Actual YTD
EXPENDITURE		
Salaries (including on-costs)	850,000	745,973
STAFFING	**850,000**	**745,973**
Transport Strategy	80,000	19,903
Area Studies	563,407	502,588
Strategic Investment Plan	147,293	166,947
SIP consultation	40,000	24,000
SIP publication	30,000	12,780
Thematic studies	200,000	48,305
Decarbonisation Pathways	41,400	30,450
BBB - analytics	12,590	12,590
Project View	20,000	0
Future Mobility	24,000	20,129
Freight and Logistics	55,350	49,597
Analytical Framework	300,000	16,300
EV Charging Strategy	100,000	45,000
Bus Back Better	300,000	194,094
Local Capacity and Capability	300,000	289,663
Supporting DfT priorities	530,000	17,690
Other costs	30,000	27,310
Centre of Excellence Development	250,000	29,854
TECHNICAL PROGRAMME	**3,024,040**	**1,507,200**
Events	30,000	16,661
Communications	40,000	3,214
Website	10,000	558
Stakeholder Database	6,000	7,017
Media Subscriptions	2,500	2,109
COMMUNICATIONS/ENGAGEMENT	**88,500**	**29,559**
TfSE Governance	45,000	0
Operational expenses	25,000	34,506
OTHER	**70,000**	**34,506**
TOTAL EXPENDITURE	**4,032,540**	**2,317,238**
FUNDING		
22/23 Contributions	498,000	497,999
DfT Grant	1,725,000	1,725,000
Brought Forward From 21/22	2,170,792	2,170,792
TOTAL FUNDING	**4,393,792**	**4,393,791**
CARRY FORWARD		
TfSE Reserve	**361,252**	**361,252**
Funding Carried Forward		**1,715,301**

Appendix 2: Transport for the South East – final draft budget 2023/24

EXPENDITURE	**2023/24**
STAFFING	**1,285,000**
Transport Strategy	300,000
SIP implementation	375,000
Analytical framework	323,700
Future mobility	168,455
Active travel	100,000
Decarbonisation	207,000
Freight	162,832
Bus Back Better	143,336
Electric Vehicle Infrastructure	200,000
Project View and PV2	50,000
Centre of Excellence	470,000
Other costs/technical support	100,000
C/F for committed workstreams	103,000
TECHNICAL PROGRAMME	**2,703,323**
Events	40,000
Communications	50,000
Publications	35,000
Website	15,000
Stakeholder Database	7,000
Media Subscriptions	2,500
COMMUNICATIONS/ENGAGEMENT	**149,500**
TfSE Governance	45,000
Operational Expenses	50,000
OTHER	**95,000**
TOTAL EXPENDITURE	**4,232,823**
FUNDING	
Local Contributions	498,000
DfT Grant	2,065,000
Carry forward	1,715,301
c/f TfSE Reserve	361,252
TOTAL INCOME	**4,639,553**
CARRY FORWARD	
TfSE Reserve	**406,730**

Appendix 3: TfSE financial update – end of May 2023

	Budget	Actual YTD	Forecast
EXPENDITURE			
Staffing costs (including on-costs)	1,300,000	154,666	1,300,000
STAFFING	**1,300,000**	**154,666**	**1,300,000**
Transport Strategy	300,000	0	300,000
SIP implementation	375,000	0	375,000
Analytical framework	323,700	0	323,700
Future mobility	168,455	11,965	168,455
Active travel	100,000	0	100,000
Decarbonisation	207,000	107,000	207,000
Freight	162,832	0	162,832
Bus Back Better	143,336	92,384	143,336
Electric Vehicle Infrastructure	200,000	0	200,000
Project View	50,000	0	50,000
Centre of Excellence	470,000	9,951	470,000
Other costs/technical support	120,000	500	120,000
C/F for committed workstreams	63,000	35,121	63,000
TECHNICAL PROGRAMME	**2,683,323**	**256,921**	**2,683,323**
Events	40,000	13,453	40,000
Communications	50,000	148	50,000
Publications	40,000	52	40,000
Website	15,000	0	15,000
Stakeholder Database	7,000	198	7,000
Media Subscriptions	2,500	0	2,500
COMMUNICATIONS/ENGAGEMENT	**154,500**	**13,851**	**154,500**
TfSE Governance	45,000	0	45,000
Operational Expenses	50,000	2,303	50,000
OTHER	**95,000**	**2,303**	**95,000**
TOTAL EXPENDITURE	**4,232,823**	**427,742**	**4,232,823**
FUNDING			
Local Contributions	498,000	116,000	498,000
DfT Grant	2,065,000	0	2,065,000
Carry Forward	2,076,553	2,076,553	2,076,553
TOTAL FUNDING	**4,639,553**	**2,192,553**	**4,639,553**
CARRY FORWARD			
TfSE Reserve	**406,730**		**406,730**

Agenda Item 12

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

Date of meeting: **3 July 2023**

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

Title of report: **A rail partnership for the wider south east**

Purpose of report: **To agree the proposal for a rail partnership in the wider south east**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Agree the high level scope for a rail partnership in the wider south east;
(2) Agree the proposed governance arrangements for the partnership; and
(3) Agree the Lead Officer progresses discussions on the partnership.

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1. Overview

1.1 The purpose of this report is to present a proposal for the creation of a rail partnership for the wider south east. This builds on the proposals presented by the Secretary of State in February 2023 for Great British Railways.

1.2 This proposal would bring together the wider south eastern sub-national transport bodies (STBs) (Transport East (TE), Transport for the South East (TfSE), England's Economic Heartland (EEH) as well as London (through Transport for London- TfL)) to better work with the rail industry, particularly Great British Railways (GBR) and Department for Transport. This would form a new 'Wider South East Rail' partnership. The report provides more detail on the proposed governance, structure and remit for the partnership.

2. Context and strategic direction

2.1 In February 2023, the Secretary of State set out the government's latest plans for GBR. This includes the proposal set out in the Williams-Shapps White Paper for national rail reform to establish a Wider South East Rail partnership. England's three STBs in the wider south east are uniquely positioned to work with the new body to maximise the potential of our rail network, ensuring its full integration with the wider transport network aligned to the regional Transport Strategies and Local Transport Plans.

2.2 The regional transport strategies have been developed to facilitate economic growth and have regard to social and environmental impacts. They are based on both local evidence and national policy, taking account of local plans and land use allocations, economic activity, local transport integration and environmental conditions

within each region. They identify the role of strategic transport in supporting the wider south east and UK economy, making the case for transport investment to increase productivity and highlights the impacts of not investing.

2.3 The economic potential of the wider south east is spread across high performing cities, towns, innovation centres, international gateways, science parks, coastal and rural communities. Our connection with the global city of London is important and historically has been the defining orientation of its rail network. However, the wider south east economy requires both radial and orbital rail connectivity for it to flourish for the benefit of the UK economy. There are also parts of this wider region that need support and investment if they are to level up.

2.4 The three STB transport strategies prioritise integrating rail into a wider connected transport network with improved east west connectivity, enhancing capacity and reducing congestion on both the radial routes and London transport network. This will support mode shift to rail for both passengers and freight, as well as helping enable economic growth and decarbonisation.

3. A wider south east rail partnership

3.1 Creating a Wider South East Rail Partnership will ensure the agreed transport strategies for regional connectivity are embedded in GBR's approach. The partnership can work alongside GBR to take a strategic planning approach to facilitating economic growth, enabling social benefits, and increasing connectivity.

3.2 The Secretary of State has confirmed they will have regard to STB Transport Strategies and Strategic Investment Plans in the development of policy and investment decisions. The oversight role of the wider south east partnership will ensure due regard is given to the rail interventions set out in each of the regional strategies and strategic investment plans which would improve connectivity across the three regions and better access to rail for all.

3.3 The partnership would be endorsed by the respective STB Boards to oversee strategic elements of rail planning across the wider south east and, where required, provide collective advice to the Secretary of State on rail delivery priorities for the wider south east. The three regional transport strategies and strategic investment plans and Mayor's Transport Strategy – all subject to rigorous public consultation and endorsement through locally democratic processes - alongside GBR's 30-year plan for rail, will provide an established framework on which the Partnership can collaborate and identify the investment priorities in the wider south east.

3.4 The proposed partnership will bring together the three STBs with GBR and TfL, with the STBs representing local authorities and business. It will provide strategic oversight of timetabling and infrastructure investments and have a focus on ensuring consistent customer experience in areas for passengers such as access, ticketing and communications, and freight including capacity and traction.

3.5 It is anticipated that the partnership will work alongside current and emerging devolution deals across the wider south east.

3.6 The proposed governance arrangements for the partnership are set out in Appendix 1 and the proposed remit of the partnership is presented in Appendix 2.

4 Benefits of the proposed partnership

4.1 The proposed partnership would have a range of benefits for government, the STBs and regional stakeholders. These include:

Benefits to government:

- Clarity of rail vision and priorities of the wider south east within an integrated transport framework
- Streamlined strategic engagement on rail planning, investment and customer experience (passenger and freight) within the wider south east through a democratically accountable structure
- Provision of timely, strategic advice on rail investment, performance and customer experience.

Benefits to stakeholders:

- Mechanism to embed rail priorities as set out in regional integrated strategies into wider GBR and DfT planning, investment decisions and performance management
- Coordinated escalation point for local strategic rail issues
- Coordinated voice to Secretary of State for Transport on regional rail priorities to ensure ‘due regard’ is taken by government.

5 Conclusions and Recommendations

5.1 The collective proposal by the STBs provides an opportunity to shape the partnership and ensure that it reflects STB priorities. The Partnership Board are recommended to agree the high level scope and proposed governance arrangements for the partnership.

5.2 It is proposed that the Lead Officer progresses discussions with the other STBs, TfL and GBR, with regular progress reports to the Partnership Board.

RUPERT CLUBB
Lead Officer
Transport for the South East

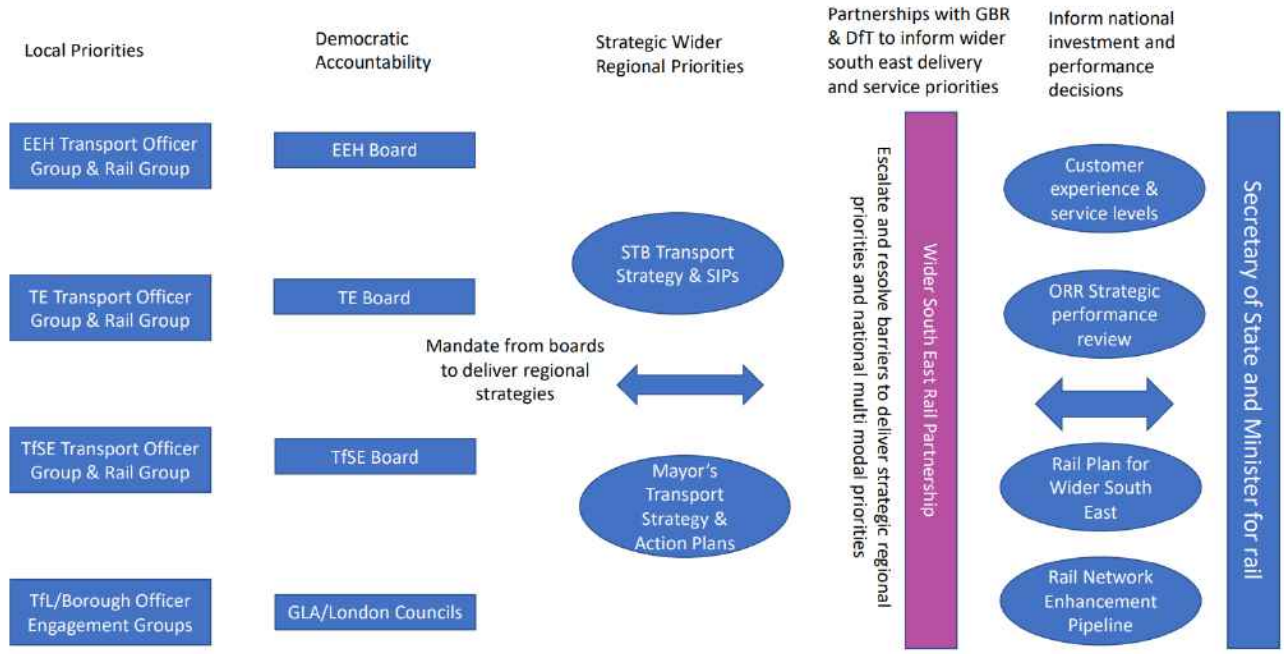
Contact Officer: Rachel Ford
Tel. No. 07763 579818
Email: rachel.ford@eastsussex.gov.uk

Appendix 1: Proposed governance arrangements for the wider south east rail partnership

1. The Wider South East Rail Partnership Board would comprise:

- Two officer representatives (Chief Officer and Technical Lead from the three wider south east sub national transport bodies)
- Equivalent senior representatives from Transport for London
- Senior representatives from Great British Railways Transition Team/Network Rail (GBR only once fully set up)
- Senior representatives from Department for Transport
- Subject experts to be drawn in as required, such as the Office of Rail Regulation.

2. The diagram below sets out how the partnership would interact with government and the STB Boards.



Appendix 2: Proposed remit of the wider south east rail partnership

1. The proposed remit of the Partnership would be:

- To provide a coordinated view of London and the wider south east rail investment priorities and rail performance oversight to the Secretary of State for Transport informed by our Transport Strategies and Investment Pipelines

- To provide oversight of the relationship between civic and business leadership in the wider south east and Great British Railways on strategic rail matters, informed by each of the three STBs in the wider south east: England's Economic Heartland, Transport for the south east and Transport East; and Transport for London

- To ensure common issues and opportunities for the wider south east are taken forward consistently and with senior level engagement from Great British Railways and DfT and this is considered by agreed partnerships between Great British Railways/Network Rail (during transition) individual STB areas, GBR regions and London

- To develop a single consistent integrated rail vision for the wider south east, drawing on each individual STB's investment plans

- Ensure 'due regard' is taken by government, GBR/NR to regional rail priorities as decisions on investment, performance and customer experience are taken.

- Strategic rail performance oversight:

    - To meet and report quarterly on levels of service on wider south east railways, identifying inconsistencies that require tighter oversight and interaction, including an annual/6-monthly meeting with the Secretary of State for Transport

    - To shape agreements for rail services that encompass the whole customer offer (passenger and freight) on rail services in the wider south east, including providing strategic advice on new franchising and timetabling arrangements

    - To report annually to ORR on the performance of the wider south east rail network to inform their regulatory functions

- Strategic rail planning and formal investment advice:

    - To review evidence from GBR and advise on priorities as set out in our investment priorities, for managing rail connectivity between London and the wider south east, including crucial east west and orbital connections

    - To review evidence on changing travel patterns in the wider south east and ensuring emerging policies are consistent with current and future trends, e.g. fares, access arrangements, etc.

Agenda item 13

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**03 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Lead Officer's Report**
Purpose of report:	**To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the activities of Transport for the South East between April - June 2023.

---

1. Introduction

1.1 The focus of work for TfSE in recent months has been undertaking procurement exercises to move forward with the technical work programme.

2. Partnership Board updates

2.1 The local elections in May 2023 and subsequent appointments to constituent authorities' administrations mean there are 6 new board representatives (outlined below):

- **Cllr Gerald Vernon-Jackson**, Leader, Portsmouth City Council *(replacing Cllr Lynne Stagg)*
- **Cllr Trevor Muten**, Chair, Transport & Sustainability Committee, Brighton & Hove City Council *(replacing Cllr Elaine Hills)*
- **Cllr Vince Maple**, Leader, Medway Council *(replacing Cllr Alan Jarrett)*
- **TBC**, District and Borough Authority representative *(replacing Cllr Colin Kemp)*
- **TBC**, District and Borough Authority representative *(replacing Cllr David Monk)*
- **TBC**, BLTB representative *(replacing Cllr Tony Page)*

3. National policy

3.1 Due to the pre-election period, there was a pause in the release of information from the Department of Transport and other agencies. However, now the elections have taken place, National Highways have released their RIS 3 consultation documents and the DfT will shortly be releasing their local transport plan guidance (TfSE will be supporting the DfT with local authority workshops).

4. Work of Transport for the South East

4.1 As outlined above, work is underway to procure consultants to take forward some of the technical workstreams. In addition, the creation of the delivery action plan is nearing completion and work is therefore about to start on the scheme development aspect of SIP implementation.

4.2 Work is also underway to identify the technical data TfSE holds and what future requirements might be needed. This work is taking place alongside a refresh of the public datasets held on TfSE's ProjectView mapping tool.

Joint STB Work

4.3 Three Sub-National Transport Bodies gave evidence in March to the Transport Select Committee on strategic road investment alongside Richard Holden MP and 2 DfT directors.

4.4 The DfT also hosted a roundtable for Sub-National Transport Bodies in May.

4.5 The wider south east STBs have also been meeting to discuss the possibility of a rail partnership. More information can be found in agenda item 12.

4.6 As previously identified, all the STBs are also collaborating on a variety of different projects, those involving TfSE are outlined below:

- TfSE, Transport East and England's Economic Heartland joint work on Bus Back Better
- TfSE, Transport East and England's Economic Heartland joint work on producing a decarbonisation toolkit
- TfSE, Transport East and England's Economic Heartland joint work on alternative fuelling station locations for road freight vehicles
- 7 STBs working jointly on decarbonisation

4.7 All projects are proceeding well and more information can be found in the technical programme update report - Agenda Item 14.

Events

4.8 The joint STB conference took place on the 06 June 2023. It was a well-attended event and I chaired a panel session on 'delivering in a constrained world'.

4.9 Preparations have also begun on a TfSE autumn event which will have a focus on delivery of the SIP.

4.10 The DfT have also confirmed Richard Holden, Parliamentary Under Secretary of State (Roads and Local Transport), would like to visit the TfSE area and hear about some of the strategic transport issues. Conversations are ongoing as to when this takes place and where.

TfSE Team

4.11 Further to the update given at the March 2023 Partnership Board meeting, Duncan Barkes will be joining TfSE from 10 July 2023 as the new Communications and Public Affairs Manager.

4.12 Rachel Ford, TfSE Programme Manager has accepted a new position (Head of Strategy, Policy and Research) at Transport for the North. Rachel has worked at TfSE for over 6 years, having originally been seconded to TfSE's initial mobilisation team from Surrey County Council. Rachel will be leaving at the end of August and we wish her well in her new role.

4.13 In addition, our Business Administration Apprentice, Chloe Field-Carter left TfSE on 16 June to take up the opportunity of a different apprenticeship.

4.14 We are also now recruiting for three vacant positions; Transport Strategy Manager, Analysis Manager and a Project Manager focussing on scheme development. Interviews for all posts will be taking place later in July.

5. Conclusions and recommendations

5.1 The Partnership Board is recommended to note the activities undertaken by TfSE between April - June 2023.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Jasmin Barnicoat
Tel. No. 07749 436080
Email: Jasmin.Barnicoat@eastsussex.gov.uk

Agenda Item 14

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**3 July 2023**
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 ongoing work to deliver the technical work programme set out in the 2023/24 business plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the progress with the ongoing work to assist local transport authorities with the implementation of their bus service improvement plans (BSIP);

(2) Note the progress with the work to implement the regional electric vehicle infrastructure strategy;

(3) Note the progress with the delivery of TfSE's future mobility strategy;

(4) Note the progress with the delivery of TfSE's freight logistics and gateways strategy;

(5) Note the progress with the joint work on decarbonisation; and

(6) Note the progress with the work to develop a regional active travel strategy.

---

1. Introduction

1.1 The purpose of this report is to provide a progress update on delivery of the TfSE technical work programme.

2. Bus Back Better

2.1 As reported to the Board in March 2023, TfSE has led a joint project with Transport East and England's Economic Heartland, to identify and deliver the support needed to assist local transport authorities (LTAs) with the delivery of their Bus Service Improvement Plans (BSIPs). The support is being provided to all LTAs in these three areas regardless of whether or not they received funding for their BSIPs. The value of the bid was £100,000 per STB area, with a total project value of £300,000.

2.2 The first stage of the work involved questionnaire surveys and a workshop, involving LTA officers and bus operators (grouped by STB area), to identify and prioritise the additional capability support it was felt LTAs needed to deliver their BSIPs. Eleven support packages were identified and delivered, covering topics including the role of demand responsive transport, alternative/low-emission fuels, low cost and quick wins, fares and ticketing, and making a strong case for bus priority improvements.

2.3 Delivery of the support packages commenced in December 2022 and was completed in April 2023. The webinar recordings and guidance documents produced as part of this project will remain available for colleagues' continued use. Evaluation of the recent surveys issued to stakeholders is underway which will be used to identify whether there are further areas of support that LTAs would gain benefit from once the current programme has been completed.

2.4 Bus forums have been established in each of the three STB geographies as part of this work. The most recent forum for the TfSE area was held in April, which was used as an opportunity for LTAs, operators and other interested parties to share guidance and best practice. An opportunity for LTAs to present their progress to date was a useful insight and will feature on future agenda items. The next bus forum will be held in July 2023.

3. Electric Vehicle Charging Infrastructure Strategy

3.1 In March 2023, the Partnership Board approved TfSE's regional electric vehicle charging infrastructure strategy. Following on from the publication of the strategy and accompanying action plan, TfSE has identified a number of tasks to commence delivery of the action plan.

3.2 As part of the commission for developing our electric vehicle charging infrastructure strategy Arcadis developed a web-based application that aims to support local transport authorities with the future rollout of EV charging infrastructure within their respective areas. The 'EVCI Locate' application will help officers identify and prioritise suitable locations to expand EVCI networks through an assessment of a range of different parameters. TfSE will soon begin the process of rolling out this application to local transport authorities by organising a formal launch of the tool with support from Arcadis.

3.3 The EV Infrastructure Forum, which was set up as part of the strategy development and has 70 individual organisations represented, will be relaunched this summer in order to help take forward the implementation of the actions identified within the strategy action plan. This forum has been a successful platform for developing strong working relationships between members and has allowed attendees to share best practice with one another on how potential issues regarding EVCI rollout can be mitigated.

3.4 A further piece of work which aims to commence the development of future forecasts for EV charging infrastructure demand resulting from the electrification of

vehicle fleets across the TfSE area will also be undertaken this year. As well as forecasting demand, this work will also include any data collection exercise that will be needed to supplement existing data on fleet vehicle operations.

3.5 A further update on the progress of the work will be given at the Partnership Board Meeting in October 2023.

4. Future Mobility Strategy

4.1 Further technical work that will be needed to take forward the implementation of the future mobility strategy will be supported by consultants through the forthcoming TfSE call-off contract. TfSE staff will also be managing the implementation of the strategy through:

- Organising and facilitating the meetings of the South East Future Mobility Forum (next meeting in September 2023);
- Setting up and supporting working groups (as and when they are needed);
- Progressing the development of briefs for further study work.

4.2 The last Future Mobility Forum meeting was held on 18 May 2023. The WSP Future Mobility team gave a presentation on their work following “drivers of change” that influence transport as well as other areas such as housing and health. The meeting also featured a workshop session on the development of a Shared Learning Hub for future mobility. A summary of the presentation that was delivered to the working group on Piloting in the South East held on 4 May 2023 was also shared.

4.3 Since the last Board meeting in March 2023, WSP have prepared specifications for the following future mobility-related technical work and studies identified as priority work areas in the future mobility strategy, which will be used to progress implementation of the strategy in the coming months:

- Shared knowledge hub;
- Mode Propensity Tool;
- Future Propulsion strategy.

An update on the progress of the work will be given at the Partnership Board Meeting in October 2023.

5. Freight, Logistics and Gateways Strategy

5.1 As reported to the Partnership Board meeting in March 2023, TfSE have been working with consultants, AECOM, on a small study to quantify the scale of lorry parking and types of driver facilities on the Strategic (SRN) and Major Road Network (MRN) in the TfSE area. This work will identify: the availability of current facilities; current & future lorry parking pinch points; potential future locations for parking and welfare facilities; and possible funding for these future sites. In March and May 2023 AECOM carried out audits at various SRN and MRN sites, including both recognised, operator run sites and informal sites such as laybys. The final technical report has been completed and was made available in June 2023. The report will be shared with our local transport authority partners to inform them of where the current and future pinch points are and we will support them in addressing these going

forward. Potentially, HGV alternative fuel recharging and refuelling sites could also be co-located in the lorry parking areas, and we will also work with our local authority partners to investigate options for this further.

5.2 Our work with Midlands Connect, Cenex and Atkins on producing a mapping tool for current and future alternative recharging and refuelling sites for HGV vehicles along the strategic and major road network, which started in May 2022 was completed in June 2023. The tool will be rolled out to our partner local authorities in the next few months after some initial testing within TfSE. The tool includes electric, hydrogen and biofuel sites, can be accessed by using either a spreadsheet or a web-based map and can be updated by local authorities as and when new sites come into operation. All STBs, except Transport for the North (TfN), have contributed to this work, and they will be providing data over the course of the next couple of months. Once completed this mapping tool will be available for sites across England.

5.3 As reported to the Partnership Board Meeting in March 2023, we are re-establishing a freight forum to take forward the actions identified as part of the Freight, Logistics and Freight Strategy. In April 2023, both England's Economic Heartland and Transport East agreed to join us in the formation of the freight forum across all three regions and the procurement of the further studies. Following consultations with procurement specialists from the accountable body, tenders were received from three suitably qualified consultants in June 2023 to take forward further technical work. A verbal update to announce the name of the successful consultant will be given at the Board meeting. The further work will include two studies and one work programme covering:

- An investigation into the potential for moving freight via coastal shipping and/or inland waterways in the TfSE and Transport East areas to establish whether this is a viable alternative to the transhipment of freight by road. The study will identify what infrastructure is required, and how and where it would need to be provided. If the outcome is positive, then further development work will be carried out.
- A review of the warehousing provision in all three regions to gain a better insight into the impact of current trends in logistics land and property provision and to provide some forecasting of likely future demand in all three areas.
- The preparation of a multi-year work programme of activities to help address the issue of 'freight blindness' in the public sector. As identified as part of the Freight Strategy, the freight industry is poorly understood by the public sector and this work programme will aim to boost the technical knowledge of local authority officers involved in both transport planning and land use planning. Activities could include going out with a driver for the day and/or visiting freight and logistics operations as well as classroom session and webinars on freight related issues.

5.4 The contract for this project will be signed at the beginning of July 2023 with the first meeting with the consultants currently scheduled for the week beginning 10th July 2023. A verbal update on progress with the procurement will be given at the Partnership Board Meeting in October 2023.

6. Decarbonisation

6.1 As was reported to the Board in March 2023 the Government's Transport Decarbonisation Plan (TDP), published in July 2021, places a requirement on local transport authorities to identify how their Local Transport Plans (LTPs) will deliver ambitious, quantifiable carbon reductions in transport to achieve net zero emissions.

6.2 TfSE, Transport East (TE) and England's Economic Heartland (EEH) are working collaboratively to develop a decarbonisation assessment tool. A consortium consisting of WSP, City Science, and Steer have been appointed to undertake the work. Work is underway to identify baseline carbon emissions and trajectories to net zero emissions in each of the LTAs in the three STB areas. Work is also progressing on the development of a carbon assessment tool which LTAs will then be able to use to assess the carbon reduction potential of the proposals to be included in their local transport plans.

6.3 The draft guidance on the development of Local Transport Plans, which will incorporate guidance on how LTAs should assess the carbon reduction impacts of their proposals, is due to be published before the end of July 2023. STBs have been approached to help the DfT deliver regional seminars to launch the guidance. A verbal update on this will be given at the Board meeting on 3 July 2023. The aim is to have the carbon assessment tool ready for use by LTAs once the final version of the guidance is published.

7. Regional Active Travel Strategy

7.1 The procurement process of selecting a consultant to help develop a Regional Active Travel Strategy is now complete. A select list of consultants were invited to submit a tender response in April 2023. We received five responses, which were evaluated by a panel consisting of both internal and external evaluators. The successful consultant was City Science Corporation Limited and they will begin work in June 2023, with the work due to be completed by June 2024.

7.2 The aim of a regional active travel strategy is to make walking, wheeling, and cycling an attractive, accessible, and realistic choice for more journeys undertaken across the TfSE area. It will seek to meet a number of the strategic priorities set out in the transport strategy by reducing carbon emissions through modal shift, delivering liveable communities, achieve better health and safer travel for all, and reduce inequalities through improved access to jobs, health, and leisure activities for those using active travel modes. The strategy will complement the work being undertaken by the local transport authorities through the delivery of their Local Cycling and Walking Infrastructure Plans.

7.3 Stakeholder engagement will be a key part of this work. An important part of this will be engagement with local authorities within the region to understand the opportunities and challenges they face when planning and delivering active travel schemes. An update on the progress of the work will be given at the Partnership Board Meeting in October 2023.

8 Financial considerations

8.1 The Bus Back Better, EV Charging Infrastructure strategy, decarbonisation, and local capability have been funded from the additional in year funding awarded to TfSE in January 2022. The future mobility strategy, freight strategy and EV strategy implementation work, the active travel strategy development and work on the transport strategy refresh are being funded from the DfT grant funding for 2023/24.

9 Conclusions and recommendations

9.1 The Partnership Board is recommended to note the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Board at their meeting in October 2023.

RUPERT CLUBB
Lead Officer
Transport for the South East

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

Agenda Item 15

Report to:	**Partnership Board – Transport for the South East**
Date of meeting:	**3 July 2023**
By:	**Lead Officer, Transport for the South East**
Title of report:	**Communications and Stakeholder Engagement update**
Purpose of report:	**To update the board on communications and stakeholder engagement activity**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.

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1. Introduction

1.1 This paper provides an update on communications and engagement activity undertaken since the last board meeting, including support provided to technical projects, the induction of new political representatives and recent and upcoming events.

2. Recent communications and engagement activity

2.1 The finalised SIP document was formally submitted to Government following the March 2023 Board meeting. Due to the pre-election period, most of the associated communication campaign was delivered within a few days of submission. This included direct communication with each of the region's MPs, a press release and social media coverage. We also published a full suite of area factsheets, showing which interventions affect which geographic area.

2.2 To maintain compliance with GDPR requirements, we undertook a refresh of our stakeholder management system. This involved contacting almost 3,500 individuals and making resulting updates to our system.

2.3 We continue to deliver against the objectives set in the 2023/24 communications and engagement plan, with activity supported by web content and social media coverage.

3. Ongoing stakeholder engagement

3.1 Engagement work is ongoing in relation to our additional work streams, with stakeholder meetings held for the bus back better, electric vehicle charging infrastructure, future mobility and freight and logistics projects. We are working with the

lead consultants for each project to develop and support further engagement opportunities as the projects progress.

3.2 Working with the town and parish council representatives, we now have contacts for all town and parish clerks for East and West Sussex local councils.

3.3 A virtual meeting of the Universities group was held on 27th April 2023. Six students from three universities joined this session and spoke about their perceptions and experiences of the transport network in the South East. We heard from some international students who offered interesting comparisons between their home transport networks and those within England. We were also updated on a recent commuter student survey that has been undertaken by Canterbury University.

3.4 The private sector stakeholder group met on 2nd May 2023 at the Atkins Global offices in London. The group heard a presentation from Transport East and explored topics of shared interest. They discussed what any change of political leadership may mean for transport policy. The group meet again in London on 13th July and the DfT are due to attend.

3.5 We have been supporting the development of the summary version of the SIP, ensuring that it provides a clear, concise and easy to read overview of the main SIP document. We have also supported the creation of the desk top published (DTP) version of the EV strategy and have created a press release to support its launch.

3.6 Work is ongoing ‘behind the scenes’ to ensure that the TfSE website is fully compliant with accessibility requirements. We hope to re-launch the refreshed website in the summer.

3.7 We have been working closely with the consultant team on the creation of the policy position statements, which set out how we will deliver global policy interventions. These will be used primarily as communication documents and will be reported to the Board in Autumn 2023.

3.8 Briefing notes were prepared and shared with those authorities who have new political representatives with responsibility for TfSE work. Face to face or virtual briefings were also offered to new representatives. There were 19 (out of 46) changes of control within our district and borough councils, resulting in 3 (of 5) new district and borough representatives on the Transport Forum. There were 7 (out of 16) changes of control, and 4 ‘stand downs’ within our constituency authorities, resulting in 4 (of 11) board member changes. A further verbal update will be provided at the meeting.

4. Upcoming events and speaker slots

4.1 Previous events/speaker slots

- 18th/19th April 2023 – Interchange Conference (over 1,000 attendees over 2 days)
- 22nd April 2023 – Railfuture annual London & South East regional branch open meeting
- 24th May 2023 – Mark Valleley spoke at the Rail Freight Group Spring meeting
- 25th May 2023 – Mark Valleley spoke at the Logistics UK South East Freight Council meeting
- 5th June 2023 – Joint STB conference at the Vox. Rupert Clubb, Mark Valleley and Sarah Valentine all spoke at this event which was very well attended
- 21st/22nd June 2023 – MOVE Mobility Reimagined conference in London
- 29th June 2023 – Lucy Dixon-Thompson and Mat Jasper spoke at the Sussex Visitor Economy conference

4.2 We have a continually evolving forward plan for events and speaker slots that provide beneficial engagement for TfSE – so far confirmed are:

Future events/speaker slots

- 19th September 2023 – Connecting the South East 2023; TfSE's annual conference, this year being held at the Amex Stadium, Brighton
- 10th October 2023 – Stakeholder Management conference; Lucy Dixon-Thompson speaking
- 18th & 19th October 2023 Highways UK; Rupert speaking on the Funding models for local roads panel

5. Conclusion and recommendations

5.1 In conclusion, we will continue to keep our communications and engagement activities under review following the priorities and objectives outlined in the communication and engagement plan.

5.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Lucy Dixon-Thompson
Tel. No. 07702 632455
Email: lucy.dixon-thompson@eastsussex.gov.uk

Agenda Item 16

Report to:	**Partnership Board –Transport for the South East**
Date of meeting:	**03 July 2023**
By:	**Chair of the Transport Forum**
Title of report:	**Transport Forum Update**
Purpose of report:	**To summarise the Transport Forum meeting of 06 June 2023 and inform the Board of the Transport Forum's recommendations.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

(1) Note the recent meeting of the Transport Forum;

(2) Note and consider the comments from the Forum; and

(3) Note that feedback from the Transport Forum will be given to the Audit and Governance Committee for consideration as part of their review.

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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 06 June 2023 and was attended by 19 members of the Forum.

1.3 To encourage participation, a short, interactive activity was held at the start of the meeting.

2. Transport strategy refresh

2.1 Mark Valleley outlined the work that has begun since the last Forum meeting. Mark explained why the Transport Strategy should be refreshed, the development of a potential engagement approach, how the Transport Forum can support the approach to the review and next steps.

2.2 Forum members discussed the presentation and made the following comments:

- A greater focus on active travel and decarbonisation measures was requested.
- Too much reliance has been given so far on global measures out of TfSE's control.
- Baselines need to be reviewed.
- The Welsh Government are leading the way with a presumption against road building.

- Would be good to look at engaging holistically rather than modally.
- Businesses have a continuing need for better orbital routes.
- Look for quick gains that can have a significant effect at reducing carbon emissions.
- A place-based perspective and not modally.
- Feel there is an echo chamber in the Transport Forum, important to understand what the general public think.
- Country is in a worse financial position than when TfSE started the journey. Important to be honest about availability of public resources in the near term.
- Consultation needs to be improved, was a very long list of questions last time, which is helpful for detailed views from some stakeholders, but for the wider public, it needs to be more accessible.

3. Transport Forum review

3.1 Emily Bailey facilitated this agenda item to encourage all members present to share their thoughts. Lucy Dixon-Thompson outlined the reasons a review is being undertaken, the current membership, attendance and the other thematic stakeholder groups that now exist as part of TfSE's engagement in its work programme.

3.2 The Forum members present were asked four statements to agree/disagree (by holding a red or green item at their computer camera). Attendees were encouraged to share their thoughts on the statements.

3.3 Jasmin Barnicoat then outlined three possible options and Emily encouraged the Forum to discuss the options and share their thoughts. Jasmin then outlined the next steps for this review.

3.4 All feedback from those present has been collated into a summary document which will be shared with the Audit and Governance Committee to inform their review. This information will be contained in the Committee's final report that will be presented to the Partnership Board in October 2023.

4. Technical programme update

4.1 Mark Valleley gave a brief update on all strands of the current technical work programme including the electric vehicle charging strategy, the regional active travel strategy, decarbonisation, future mobility, bus back better and freight.

4.2 The Forum requested a copy of the regional active travel proposal and Mark confirmed a copy of the brief that was issued will be circulated with the minutes.

5. Summary of forum comments for the Board

5.1 Comments on the Transport Strategy refresh can be found at paragraph 2.2 in this document. They have been noted for the development of that work.

5.2 As mentioned in paragraph 3.4, all feedback from those present has been collated into a summary document which will be shared with the Audit and Governance Committee to inform their review of the Transport Forum.

6. Conclusions and recommendations

6.1 It is recommended that the Board note the meeting and comments of the Transport Forum.

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

Contact Officer: Jasmin Barnicoat
Tel. No. 07749 436080
Email: jasmin.barnicoat@eastsussex.gov.uk

Agenda Item 17

Report to:	**Partnership Board - Transport for the South East**
Date of meeting:	**03 July 2023**
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**

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

(1) National Highways –
A27 Worthing and Lancing Improvements scheme;

(2) Office of Rail and Road –
Independent review of Network Rail's stakeholder engagement;

(3) Institution of Civil Engineers –
Does England need a national transport strategy?;

(4) Western Gateway Sub-national Transport Body –
Views on the issues and opportunities that will shape the region's long-term Strategic Transport Plan;

(5) Kent County Council –
North Thanet Link highway improvement scheme;

(6) Department for Transport –
Draft revised national networks national policy statement;

(7) Department for Levelling Up, Housing and Communities –
Technical consultation on the Infrastructure Levy; and

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1. Introduction

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

- **National Highways - A27 Worthing and Lancing Improvements scheme**
- **ORR - Independent review of Network Rail's stakeholder engagement**
- **Institution of Civil Engineers - Does England need a national transport strategy?**
- **Western Gateway Sub-national Transport Body - Views on the issues and opportunities that will shape the region's long-term Strategic Transport Plan**
- **Kent County Council - North Thanet Link highway improvement scheme**
- **Department for Transport - Draft revised national networks national policy statement**

- **Department for Levelling Up, Housing and Communities - Technical consultation on the Infrastructure Levy**

2. National Highways - A27 Worthing and Lancing Improvements scheme

2.1 The only east to west trunk road south of the M25, linking key coastal communities between Portsmouth, Eastbourne and the rest of the regional strategic road network (SRN). This stretch of the A27 already suffers from traffic congestion with journey time delays, road accidents and pollution. Significant development is planned in the area in the future; without improvements, traffic congestion, road accidents and pollution are likely to increase. Proposed improvements could begin in 2025 and be completed by 2027.

2.2 This consultation closed on 19 March 2023 and the officer level response that was submitted is contained in Appendix 1. The consultation response confirmed inclusion within the TfSE SIP as a priority scheme, pleased development work progressing.

2.3 While supporting the need for these improvements, TfSE noted it does not consider it within its remit to comment upon any particular option.

2.4 TfSE made recommendations on avoidance, mitigation of environmental impacts in relation to achievement through this project of biodiversity net gain, noting importance of a high-quality package of measures being developed and delivered as part of the scheme; further recommending consideration of opportunities for inclusion in the design of preferred option in relation to enhanced infrastructure and provision for non-motorised users.

2.5 Reference made to need for long-term solution for the A27 at Worthing as prioritised in the SIP, commenting on need for a package of further interventions that help deliver our vision for a high-quality highway between the areas' two largest conurbations.

3. Office of Rail and Road – Independent review of Network Rail's stakeholder engagement.

3.1 As the independent safety and economic regulator for Britain's railways, the Office of Rail and Road (ORR) were seeking views via a survey in this annual assessment of quality of engagement by Network Rail with its key stakeholders during Control Period 6, 2019 – 2024.

3.2 This consultation closed on 31 March 2023 and the officer level response that was submitted is contained in Appendix 2. TfSE rated them 'Very good' for inclusiveness, effectiveness and transparency of engagement with TfSE over last 12 months. More detailed information was provided, also suggesting a single point of contact to aid communication.

3.4 Due to the recent departure of TfSE Network Rail contacts within TfSE, we were unable to respond to a number of specific questions regarding Control Period 7. We did provide, however, region-specific examples of Network Rail's engagement with TfSE for this period (including a TfSE seat on the Stakeholder Challenge Panel set up by Network Rail).

3.5 TfSE described collaborative, supportive and open engagement with Network Rail on Enhancement Delivery Plans, supporting TfSE in understanding the pipeline of schemes and allowing TfSE to look further ahead with relevant strategic planning teams.

4. Institution of Civil Engineers (ICE) – Does England need a national transport strategy?

4.1 The ICE invited responses to a consultation on strengthening strategic transport planning; noting that an accessible, reliable and low-carbon transport network is essential for the UK to achieve long-term strategic objectives; recognising the key role of transport in delivering net

zero and adapting to climate change, meeting the Sustainable Development Goals and levelling up the economy.

4.2 This consultation closed on 12 May 2023 and the officer level response that was submitted is contained in Appendix 3. The consultation response identified key gaps and challenges within the existing approach to transport planning in England as perceived by TfSE, along with long-term drivers of transport demand in England.

4.3 TfSE also noted a number of well-made observations within ICE's Green Paper, current transport policy and delivery responsibilities across England being fragmented; example provided in regard to responsibilities for transport policy and delivery that sit across a number of different national and regional bodies, as well as statutory bodies and agencies.

4.4 TfSE suggested number of gaps in addition to those identified in the Green Paper, responding to wide range of questions.

4.5 A number of recommendations were made, including that - in line with best practice on policy and strategy development - monitoring, evaluation and reporting on progress be undertaken on continual basis, integrated into mechanisms by which transport strategy delivered; a formal, comprehensive refresh of transport strategy recommended every 5 years.

4.6 Considering other countries' national transport strategies, TfSE commented that the national transport strategy examples set out in the Green Paper serve to demonstrate the merits of a coherent, integrated, outcome-focussed, multimodal approach to transport planning that better serves the needs of people and business using the transport system.

5. Western Gateway Sub-national Transport Body – Views on the issues and opportunities that will shape the region's long-term Strategic Transport Plan.

5.1 Western Gateway invited comments on Issues and Opportunities for its Strategic Transport Plan 2025 – 2050 for the Western Gateway Region.

5.2 This consultation closed on 19 May 2023 and the officer level response that was submitted is contained in Appendix 4. As a neighbouring STB, TfSE is not fully familiar with issues within the Western Gateway region, therefore we were unable to respond fully to certain questions posed that reference and seek to rate issues faced by the Western Gateway region.

5.3 TfSE responded to what appears to be little mention in the paper of economic and social objectives, muting the possibility of providing some strengthened narrative in these areas; recognising that the paper represents the earliest stage of Western Gateway's engagement process.

6. Kent County Council – North Thanet Link highway improvement scheme

6.1 Kent County Council have proposed that without improvements, a number of issues are likely to be made worse by future developments and generate further traffic and travel demand on this particular stretch of road (high volumes of traffic with potential for congestion and road safety concerns that can act as a deterrent to pedestrians and cyclists through an intimidating environment for non-car users).

6.2 This consultation closed on 14 June 2023 and the officer level response that was submitted is contained in Appendix 5. TfSE confirmed its support for delivery of the North Thanet Link Highway Improvement Scheme identified as a priority scheme in TfSE's Strategic Investment Plan (SIP); noting that - as part of a package of improvements in the A28/A299 South East Radial Major Road Network Corridor - it will provide an alternative route to an

already congested A28 corridor. TfSE identified that the scheme continues to meet overarching MRN objectives.

6.4 TfSE recognises that scheme analysis takes account of wider objectives of government transport investment including active travel, improvements to facilitate larger buses and decarbonisation; anticipating that a high-quality package of environmental mitigation measures would be developed and delivered as part of the scheme in accordance with government policy to ensure that every effort be made to avoid and mitigate environmental impacts and ensure that biodiversity net gain is achieved through this project.

7. Department for Transport (DfT) – Draft revised national networks national policy statement

7.1 The DfT sought views on revisions to the national networks national policy statement (NNNPS) that covers the strategic road and rail networks and strategic rail freight interchanges (SRFIs), the current NNPS was designated in 2014.

7.2 The principal purpose of the consultation is to ensure the NNNPS remains fit for purpose in supporting the government's commitments for appropriate development of infrastructure for strategic road, rail and rail freight interchanges; to identify whether the draft revised national policy statement presented is fit for purpose and provides a suitable framework to support decision making for nationally-significant infrastructure road, rail and strategic rail freight interchange projects.

7.3 This consultation closed on 14 June 2023 and the officer level response that was submitted is contained in Appendix 6. TfSE summarised its degrees of agreement to a wide range of statements on the NNNPS, exploring each topic and offering suggestions going forward; noting the lack of reference to Sub-national Transport Body organisations and the vital role they play in advising ministers on priorities across regional areas based on evidence-led study work, highlighting the significant levels of engagement by STBs with both national and local stakeholders.

7.4 Among TfSE suggestions, were the provision of guidance regarding potential increased construction costs of solutions with lower environmental impacts, as well as regarding delivery costs versus wider benefits of more sensitive scheme designs; noting absence currently of Carbon Net Zero Guidance Note.

7.5 Our final comments provided background and a summary of the SIP, pointing to a wide range of benefits in its response to the need for decarbonisation.

8. Department for Levelling Up, Housing and Communities (DLUHC) – Technical consultation on the Infrastructure Levy

8.1 This technical consultation will inform the design of the Infrastructure Levy (itself a reform to the existing system of developer contributions) and of regulations that will set out its operation in detail.

8.2 This consultation closed on 09 June 2023 and the officer level response that was submitted is contained in Appendix 7. TfSE has outlined in its response to the consultation, the implications and opportunities of the proposals for its 16 constituent local transport authorities, making a number of general points; welcoming the government's desire to ensure local authorities receive a fairer share of the money that typically accrues to landowners and developers, commenting on future help to support the provision of much needed infrastructure with examples that include the transport infrastructure connectivity improvements that local communities expect with new developments.

8.3 Also, a need to ensure that a good proportion of the Levy comes directly to county councils/upper tier authorities as key infrastructure providers. However, TfSE have concerns regarding the potential scope of Levy funded infrastructure.

9. Conclusion and recommendations

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

RUPERT CLUBB
Lead Officer
Transport for the South East

Contact Officer: Elan Morgan
Tel. No. 07849 308518
Email: elan.morgan@eastsussex.gov.uk

TRANSPORT FOR THE South East

Emailed to: A27WorthingandLancingImprovements@nationalhighways.co.uk

March 2023

Dear Sirs

TfSE Response to the A27 Worthing and Lancing improvements scheme - Options consultation February - March 2023

Transport for the South East welcomes the opportunity to respond to the A27 Worthing and Lancing improvements scheme consultation.

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

TfSE's transport strategy (2020) set out an ambitious 2050 vision for the area. Through a programme of area studies, we identified multimodal packages of transport interventions needed to deliver the strategy. Underpinned by this credible, evidence based technical programme, we consulted on our draft Strategic Investment Plan (SIP) in the autumn of 2022. When published in spring 2023, the SIP will present a compelling case for future decision making to help create a more productive, healthier, happier, and more sustainable south east.

The SIP is aligned with government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion, improve road safety, level-up left-behind communities and facilitate sustainable economic growth. There is a need for more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations, putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives. Securing the right investment in the SRN is a crucial part in delivering our transport strategy.

The M27/A27 is the key highway that serves longer distance, east-west movements in the Outer Orbital area. Between Southampton and Portsmouth, the road is of Motorway grade standard. However, east of Portsmouth, there are notable gaps (and congestion hotspots) at Chichester, Arundel, Worthing, Lancing and between Lewes and Polegate.

Many local journeys are dependent on the A27 and the A259, which mirrors the A27 along much of the South Coast. Disruption on either road can have knock on effects on the other.

The A27 Worthing improvements scheme was identified by TfSE as a priority scheme for inclusion within the SIP and we are pleased to see development work progressing.

TfSE support the need for improvements to the A27 at Worthing to address daily peak hour congestion, safety and severance issues which affect journey time reliability and constrain development and regeneration. However, we consider that it is not within our remit to comment upon any particular option.

0300 3309474
tfse@eastsussex.gov.uk
transportforthesoutheast.org.uk
Transport for the South East, County Hall,
St. Anne's Crescent, Lewes, BN7 1UE

We consider that in accordance with Government policy every effort must be made to avoid and mitigate environmental impacts and ensure that biodiversity net gain is achieved through this project. We would therefore expect that a high-quality package of environmental mitigation measures is developed and delivered as part of the scheme.

We also consider that any opportunities to provide enhanced infrastructure and provision for non-motorised users should be included in the design of the preferred option. These opportunities should be delivered as part of the scheme rather than being subject to separate funding applications that are not guaranteed to be successful.

We recognise the need for these short-term measures, but TfSE still seek a long-term solution for the A27 at Worthing. Prioritised in the SIP, we maintain the need for a package of further interventions that help deliver our vision for a high-quality highway between the areas' two largest conurbations. The current condition and discontinuous nature of the road means it falls far short of the standard needed to fulfil this role, notably between Chichester and Shoreham and East of Lewes. Improving the A27 corridor remains a priority for TfSE and this requires an end-to-end approach to the improvement of this highway.

This is an officer response. The TfSE Partnership Board meets on 3 July 2023 to consider the draft response and a further iteration of the response may follow.

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,

Rupert Clubb
Lead Officer, Transport for the South East

Assessment of Network Rail Stakeholder Engagement

Word Version of Survey Questions

MJ submitted responses are highlighted Yellow

20 March 2023

Annual Assessment of Network Rail's Stakeholder Engagement – 01 April 2022 to 31 March 2023

The Office of Rail and Road (ORR) is the independent safety and economic regulator for Britain's railways. We hold Network Rail to account against its network licence. Network Rail's network licence contains specific requirements around how it engages with its stakeholders. More information about ORR and what we do can be found here.

We would like to get your views on how Network Rail engages with you, one of its key stakeholders. Please would you take the time to share your experience of Network Rail's stakeholder engagement by taking part in this short survey? This survey is available until 30 April 2023 and covers the period **01 April 2022 to 31 March 2023.**

This survey forms one part of ORR's annual assessment of the quality of Network Rail's Stakeholder Engagement during Control Period 6 (2019 – 2024).

All Network Rail stakeholders aged at least 16 years are eligible to take part. It should take around 10-15 minutes to complete. If you have trouble viewing any part of this survey, you can enable 'accessibility mode' by clicking on the accessibility icon (person inside a circle) at the top right of the screen.

This survey is being run by Opinion Research Services (ORS), an independent research company, on behalf of ORR.

ORR is the data controller for any personal data you share within your survey response. The survey responses will be processed by Opinion Research Services (ORS) in line with data protection regulations. Only anonymous, aggregated data will be shared directly with ORR and you will not be identified in the reported results. Your contact details are held by ORR and have not been shared with ORS.

ORR's privacy notice sets out how it handles personal data including your rights and how to exercise them. ORR's privacy notice is available here. ORS's privacy notice is available here.

Anonymous data will be held securely by ORR until ORR's annual assessment is published in Autumn 2023 and it will then be deleted. Any information from the survey responses which could identify an individual (e.g., an IP address) will be held securely by ORS and will be deleted by the end of July 2023 when the data analysis and evaluation process has been completed.

If you have queries about the survey, please contact Alex Hymer at ORS by email on Alex.Hymer@ors.org.uk or you can contact Lynn Armstrong at ORR by email on lynn.armstrong@orr.gov.uk.

ORS also strictly adheres to the Market Research Society (MRS) Code of Conduct - You can contact the Market Research Society on 0800 975 9596.

Tell Us About You

(B1) Which stakeholder group do you belong to?

Please choose one of the following options.

- Passenger train industry
- Freight industry
- Rail industry supplier (or representative)
- Infrastructure manager
- Passenger representative
- Public sector bodies
- Elected representatives
- Community Rail Partnership
- Local Enterprise Partnership
- Charity
- Heritage body
- Other – please specify

(B2) Which part(s) of Network Rail did you engage with over the last 12 months?

Please select all that apply.

Please note there will be follow-up questions about your engagement with each of the areas you select.

If you wish to reduce the number of questions you are asked/length of time to complete the survey, please only select the areas for which you feel able to answer follow-up questions.

- Eastern
- North West and Central
- Southern
- Wales and Western
- Scotland's Railway
- System Operator (including Freight & National Passenger Operators)
- I engage with Network Rail at a general level
- I did not engage with Network Rail
- Other – please specify

(B3) Which part of Network Rail did you primarily engage with during the last 12 months?

Please select one option.

You will still be able to respond to questions regarding all the parts of Network Rail that you have engaged with:

- Eastern
- North West and Central
- Southern
- Wales and Western
- Scotland's Railway
- System Operator (including Freight & National Passenger Operators)
- I engage with Network Rail at a general level
- Other – please specify

Principles of Stakeholder Engagement – Part 1

As a condition of its licence, ORR require Network Rail to meet the following four principles of stakeholder engagement:

- Inclusive
- Well-governed
- Effective
- Transparent

We define the principle of being ***Inclusive*** as engagement which seeks to involve all relevant stakeholders in a fair and proportionate manner, including by adopting different approaches to reflect stakeholders' different capabilities and interests.

(B4) In your opinion, how would you rate Network Rail's engagement with you regarding the principle of being *Inclusive*?

Please rate the following part(s) of Network Rail that you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very Poor
- Don't know

We define the principle of being ***Effective*** as engagement which supports delivery of a safer, more efficient and better used rail network, including by ensuring that stakeholders' views are duly taken into account.

(B5) In your opinion, how would you rate Network Rail's engagement with you regarding the principle of being *Effective*?

Please rate the following part(s) of Network Rail that you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very Poor
- Don't know

We define the principle of being ***Well-governed*** as engagement which is underpinned by effective processes and governance arrangements that encourage meaningful engagement.

(B6) In your opinion, how would you rate Network Rail's engagement with you regarding the principle of being *Well-governed*?

Please rate the following part(s) of Network Rail that you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very Poor
- Don't know

We define the principle of being ***Transparent*** as sufficient information is made available to enable effective engagement with stakeholders.

(B7) In your opinion, how would you rate Network Rail's engagement with you regarding the principle of being *Transparent*?

Please rate the following part(s) of Network Rail that you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very Poor
- Don't know

Please share any further comments on Network Rail's engagement with you regarding the principles of **Inclusive, Effective, Well-governed,** and/or **Transparent** stakeholder engagement in the box below.

(B8) Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here
TfSE has met with members of Network Rail's strategy teams from Southern on a regular basis to keep each other informed on relevant developments.

Annual Business Planning

Network Rail's annual business planning includes activities such as setting priorities and planning activities to operate, maintain and renew the railway - regardless of the time frame.

(B9) Did Network Rail engage with you about its annual business planning during the last12 months.

- Yes
- No
- Don't Know

[Only ask if B9 = Yes]

(B10) How would you rate Network Rail's engagement with you about its annual business planning?

Please rate the following part(s) of Network Rail that you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very poor
- Don't know

[Only ask if B9 = Yes]

(B11) Please include any further comments on annual business planning engagement in the box below. If possible, please give examples, any relevant details such as how you engaged and any suggestions on how engagement with Network Rail in this area could be improved.

Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here
Network Rail have included TfSE as a stakeholder on schemes and projects in the South East. Including us in Working groups, strategic studies, Workshops and design solution optioneering consultation/stakeholder input.
Network Rail have a seat on the TfSE board this is sometimes delegated and occasionally no attendance at board meetings at all.
A single point of contact would be useful to help direct communications from our stakeholder and comms team.

Control Period 7 (CP7) Strategic Business Planning

ORR launched Periodic Review 23 (PR23) in summer 2021. PR23 will set the funding and outputs that Network Rail must deliver in Control Period 7 (CP7) from 2024 – 2029. As part of the process, Network Rail created Control Period 7 (CP7) Strategic Business Plans which should reflect stakeholder priorities.

(B12) Did Network Rail engage with you in relation to its Control Period 7 (CP7) Strategic Business Planning during the last 12 months?.

- Yes
- No
- Don't Know

[Only ask if B12 = yes]

(B13) Did Network Rail provide sufficient information to you to inform your engagement?

Please answer for the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't Know

[Only ask if B12= yes]

(B14) Did Network Rail provide you with sufficient and timely opportunities to contribute your views in the stakeholder engagement process?

Please answer for all the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't know

[Only ask if B12 = yes]

(B15) Did Network Rail inform you how this engagement was subsequently used in the development of its Control Period 7 (CP7) Strategic Business Plan?

Please answer for the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't Know

[Only ask if B12 = Yes]

(B16) How would you rate Network Rail's engagement with you on its Control Period 7 (CP7) Strategic Business Planning?

Please rate the following parts(s) of Network Rail you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very poor
- Don't know

[Only ask if B12 = Yes]

(B17) Please include any further comments on Control Period 7 (CP7) Strategic Business Plan engagement in the box below.

If possible, please give examples, any relevant details such as how Network Rail engaged with you, and any suggestions on how engagement with Network Rail in this area could be improved.

Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here

Due to the departure of the Network Rail contacts within TfSE over the last 6 months I can't answer some of these questions. I know that TfSE were engaged in the CP7 Process including some input into the CP7 plans from NR Wales & Western (particularly on improvements at stations).
TfSE had more input into Network Rail Southern's CP7 plans. Including a seat on the Stakeholder Challenge Panel set up by Network Rail

Enhancement Delivery Plan Engagement

Enhancements Delivery Plans set out the enhancement commitments that Network Rail has made to Department of Transport and Transport Scotland. 'Enhancements' refer to the development of new infrastructure, for example, the construction and completion of Crossrail in August 2022 which delivered a new integrated railway route through central London.

An aim of these plans is to provide visibility on infrastructure commitments and their status to stakeholders.

The Enhancements Delivery Plan for England and Wales can be accessed here.
The Enhancements Delivery Plan for Scotland can be accessed here.

(B18) Did the following part(s) of Network Rail engage with you on the planning and delivery of railway enhancements during the last 12 months.

- Yes
- No
- Don't know

(B19) Which of the following best describes your knowledge of the Enhancements Delivery Plan(s)?

- Know very well (STRONG)
- Know a fair amount about (GOOD)
- Know just a little (LITTLE)
- Heard of but know nothing about (SOME AWARENESS)
- Never heard of (UNAWARE)

[Only ask if B19=
- Know very well
- Know a fair amount
- Know just a little]

(B20) In your opinion, does the Enhancements Delivery Plan(s), in its current format, provide you with the information you require to plan your business?

- Fully
- Partially
- Not at all

[Only ask if B20 =
- Partially
- Not at all]

(B21) You said that the Enhancements Delivery Plan(s) does not fully provide you with the information you require to plan your business. Have you discussed this with Network Rail?

- Yes
- No

[Only ask if B21 = Yes]

(B22) Did Network Rail provide you with any additional information on enhancement schemes?

- Yes
- No

[Only ask if B21 = Yes]

(B23) If there were any other outcomes from discussing information required to plan your business, with Network Rail, please provide details below.

Text box included here.
TfSE need to understand the pipeline of schemes and look further ahead which we do collaboratively with Network Rail Strategic planning teams

(B24) Considering all the sources of information you have on Network Rail's enhancements, in your opinion, would you say that you have the information you need to plan your business?

- Yes
- No
- Don't know

Text Box Included Here

[Only ask if B24 = No]

(B25) What further information do you require from Network Rail to plan your business?

Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here

Scorecard Engagement

Network Rail scorecards capture key outputs that each route and the System Operator plan to deliver across a range of activity including financial and train performance. Network Rail's regions engage with their stakeholders to understand their priorities and determine the measures and targets to be included on scorecards for the coming year.

(B26) Did Network Rail engage with you in relation to scorecards during the last 12 months?

- Yes
- No
- Don't know

[Only ask if B26 = yes]

(B27) Did Network Rail provide sufficient information to you to inform your engagement?

Please answer for the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't Know

[Only ask if B26 = yes]

(B28) Did Network Rail provide you with sufficient opportunity to contribute your views on scorecards as part of the engagement process?

Please answer for the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't Know

[Only ask if B26 = yes]

(B29) Did Network Rail inform you how this engagement was used in the development of its scorecards?

Please answer for the following part(s) of Network Rail you engaged with.

- Yes
- No
- Don't Know

[Only ask if B26 = yes]

(B30) How would you rate Network Rail's engagement in the development of its scorecards.

Please rate the following part(s) of Network Rail you engaged with.

- Very good
- Good
- Neither good nor poor
- Poor
- Very poor
- Don't know

[Only ask if B26 = yes]

(B31) Please use this space to provide any other information you would like to give on how Network Rail engaged with you around its business performance.

Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here

Summary

(B32) Overall, how would you rate the quality of Network Rail's engagement with you during the last 12 months?

- Very good
- Good
- Neither good nor poor
- Poor
- Very poor
- Don't know

(B33) During the last 12 months, in your opinion has the quality of Network Rail's engagement with you:

- Improved
- Somewhat improved
- Stayed the same
- Somewhat declined
- Declined
- Don't know

(B34) Finally, based on your experience and reflecting on your responses across the survey, please share any areas of good practice or areas for improvement around Network Rail's engagement with you during the last 12 months?

Please specify, if appropriate, which part of Network Rail you refer to in your feedback in the box below.

Text Box Included Here

With limited time in post and previous lead contacts for Network Rail having left TfSE I have not had chance to feedback on some of the areas in full. The engagement I have had with Network Rail has been very collaborative, supportive and open. This has been almost entirely with the Wessex Strategic planning group so far.

Institution of Civil Engineers Green Paper: Does England need a national transport strategy?

Draft Response from Transport for the South East

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to respond to the Institution of Civil Engineers' (ICE) Green Paper on *Does England need a national transport strategy?*

1.2 TfSE is a sub-national transport body (STB) for the South East of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a 30-year transport strategy in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) DfT to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.

1.3 Our principal decision-making body, the Partnership Board, brings together representatives from our 16 constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

1.4 Our Strategic Investment Plan (SIP) for South East England provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives.

1.5 TfSE welcome the contribution to this debate that the Green Paper provides, particularly as it terms 'the need for a clear focus on outcomes, combined with robust evidence and a holistic view of the entire transport network.' We trust that our response to the questions posed below provide value to the ICE.

2. (Question 1). What are the key gaps and challenges within the existing approach to transport planning in England? What are the long-term drivers of transport demand in England?

2.1 A number of the observations made within the Green Paper are well-made. The current transport policy and delivery responsibilities across England are fragmented. In the TfSE area, for example, responsibilities for transport policy and delivery sit across a number of different national and regional bodies, as well as statutory bodies and agencies. This includes, but is not limited to:

- The Department for Transport, for nationally-significant transport priorities and funding of schemes and initiatives;
- National Highways, for the management and enhancement of the strategic road network;
- Network Rail, for the management and enhancement of local and strategic rail infrastructure;
- STBs, with responsibility for producing regional transport strategies;
- County councils, with their powers as local transport authorities (LTA) and local highway authorities (LHA);
- District councils, with their powers as local planning authorities, and some limited transport powers (e.g. taxi licencing);
- Unitary authorities, with the combined responsibilities of county councils and district councils;
- National parks authorities, with the planning powers associated with a local planning authority;
- Public transport operators, with the responsibility for operating public transport services either commercially or under contract.

2.2 Throughout the work of our partnership we have observed a number of gaps in addition to those identified in the Green Paper. These include the following:

- **Lack of a clear, multi-modal strategic direction aligned with funding and powers.** A significant learning experience from the development of our transport strategy is that at local, regional, and national level, there is a lack of a clear, multi-modal strategic direction for transport within England. The policy environment is characterised by siloed policy making, as ably articulated in the Green Paper, with little in the way of strategic co-ordination. STBs have attempted to overcome this issue through the development of their transport strategies and investment plans . For instance, TfSE has taken a multimodal approach to develop the proposals in its Strategic Investment Plan. This has included a series of Area Studies, work on freight, and work on future mobility. Although it needs to be emphasised that where there are issues that are modally-specific (e.g. capacity on the railway network), a modally-specific approach can add value.
- **Challenges on strategic co-ordination of priorities within and between regional areas**. TfSE understands from its collaborative work with other STBs, that the specific priorities of each region are different, even if the overall outcomes and objectives contained within transport strategies may be somewhat similar.

  Strategic regional transport planning has a chequered history in England. Even within the TfSE region, there are a variety of sub-regional approaches to policy making. A notable example being that of the Solent region, where through Solent Transport there have been a variety of successes in sub-regional policy making, including securing funding for a Future Transport Zone.

  This is equally the case for strategic planning between regional areas. There is currently no duty for regional areas to co-operate on strategic transport and planning matters, similar in the manner to which Local Planning Authorities have a statutory duty to co-operate. Regardless of

this, many STBs do collaborate on a number of thematic areas, including work on decarbonisation, freight, rural transport, electric vehicle charging infrastructure and lately on the the establishment of a series of regional centres of excellence.

- **Lack of co-ordination between strategic planning and the ability to deliver necessary changes.** The delivery of strategic planning and priorities requires close partnership working between a variety of partners to enact significant changes. TfSE has successfully developed and adopted a number of thematic strategies and action plans through its Partnership Board, who have successfully worked together through consensus on securing the best possible deal for transport in the South East. This focus has been key in securing the progress that TfSE has to date. But this process has also showed how different priorities and understanding of issues can cause problems in delivery.

  A notable recent example is that of decarbonisation. The STBs are working together to understand the decarbonisation potential of a variety of types of transport schemes and the data and approaches needed to understand this. However, even where there is consensus that decarbonisation should be achieved, this can be interpreted differently in different locations. For instance, within a larger urban area decarbonising transport can be understood to mean encouraging the use of active travel, whereas in another area the focus could be on encouraging the uptake of electric vehicles.

3. <u>(Question 2). Should a new national transport strategy be developed for England or the UK as a whole?</u>

- *How would an overarching strategy strengthen decision-making, help meet the UK's long term objectives, improve infrastructure delivery and better the lives of the public?*
- *What specific issues and challenges should it address?*
- *How should a national transport strategy address connectivity between the UK's nations?*
- *How would a strategy for England be integrated with those of Scotland, Wales and Northern Ireland?*

3.1 TfSE would welcome the creation of a transport strategy for England. In common with Scotland's and Wales's national transport strategies this should not identify specific projects or interventions but provide a framework for making decisions to enable infrastructure interventions directly linked to the wider national outcomes being sought. This national strategy would provide the framework for the regional transport strategies and investment plans developed by STBs which would identify the interventions needed to address the specific challenges and opportunities in their areas.

3.2 The transport strategies and investment plans that have already been delivered by the STBs demonstrate the merits of a regional approach to transport planning. They have enabled the development coherent multi-modal transport strategies that serve the needs of the people business and places within their areas.

3.3 TfSE's Strategic Investment Plan is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to:

- understand the current and future challenges and opportunities in the south east;
- identify stakeholder priorities for their respective areas of interest;
- evaluate the impacts of a wide range of plausible scenarios on the south east's economy, society, and environment;
- develop multi-modal, crossboundary interventions;

- assess the impact of proposed interventions on transport and socio-economic outcomes; and
- prioritise the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

3.4 The STBs transport strategies and investment plans provide the 'golden thread' between national policy priorities and local transport plans developed by their constituent LTAs to ensure individual community needs are well understood and that projects at every scale complement each other, avoiding waste and duplication of effort.

3.5 There are a number of transport policy objectives and issues that are likely to be at the forefront of an English national transport strategy. A significant focus of policy making is on decarbonisation and issues of equality and fairness. We anticipate that it will be the role of the national transport strategy to articulate the meaning of these issues in a transport policy context to establish a common baseline of understanding of them across the regions of the UK. Additionally, it is likely that the economy will be a key policy priority. The strategic goals established for the TfSE transport strategy articulate some of the detail behind these policy areas:

Environmental	**Social**	**Economic**
• Reducing carbon emission to net zero by 2050, at the latest. • Reducing the impact of, and the need to, travel. • Protecting our natural, built and historic environments. • Improving biodiversity. • Minimising resource and energy consumption.	• Promoting active travel and healthier lifestyles. • Improving air quality. • An affordable, accessible transport network that's simpler to use. • A more integrated transport network where it is easier to plan and pay for door-to-door journeys. • A safer transport network	• Improving connectivity between major economic hubs, ports and airports. • More reliable journeys. • A more resilient network. • Better integrated land use and transport planning. • A digitally smart transport network.

3.6 TfSE has no strong views on how this national strategy could be integrated with those of Scotland, Wales, and Northern Ireland. We would recommend, however, that this strategy carefully considers requirements for international connections by passengers and freight, and their importance to the English economy. This is especially the case for the TfSE area, which contains a number of major international gateways including Gatwick and Southampton Airports, as well as the major freight and passenger ports of Dover and Southampton.

4. <u>(Question 3). What role should different stakeholders play in delivering better transport outcomes in England (e.g. central government, subnational transport bodies, the National Infrastructure Commission)?</u>

4.1 TfSE is clear about the role that STBs should play in delivering better transport outcomes for regions in England. There are a number of benefits that STBs bring:

- Delivering local democratic accountability and speaking with one voice on behalf of their constituent authorities on transport investment requirements of their the regions;
- Developing regional evidence bases ensures that the differing needs and opportunities within each region are reflected in their transport strategies

- enabling Government to deepen the use of a programme approach in confirming the allocation of funds
- strengthening the linkage between plans prepared by LTAs and those developed/delivered by national infrastructure bodies such as Network Rail and National Highways;

4.2 In order so that such benefits are fully realised, and regional transport strategies are delivered effectively, it is important that further consideration is given to providing STBs the powers and duties as set out in the Cities and Local Devolution Act at the appropriate time. Currently, the only such STB is Transport for the North. . In July 2020 TfSE made an application to become a statutory body. Statutory status would provide us with the powers and responsibilities that will be needed to deliver our transport strategy and strategic investment plan. In outline, this would result in the following powers being bestowed upon TfSE;

- Become a statutory partner in road and rail investment decisions;
- Improve bus services for passengers and provide improved alternatives to car travel;
- Coordinate the delivery of region-wide integrated smart ticketing;
- Have role in the development and implementation of transport investment schemes;

Although the Government decided not to progress with our initial request for statutory status, our board and our partners remain clear that getting the right tools from government will be critical to delivering the south east's transport investment priorities. So, we will continue to work with government and the other STBs to identify the best time to put forward our case.

4.3 Should a national transport strategy be established providing a policy framework for regional multimodal transport strategies produced by statutory STBs, then these would provide the primary mechanism for identifying transport investment priorities across the country. This presents an opportunity to drive further efficiency in the system by allowing Network Rail and National Highways to focus on maintaining an effective and safe network with the strategic investment planning work undertaken by STBs. Under this proposal LTAs would continue to produce local transport plans setting out how the needs of local communities were to be met.

5. **(Question 5). What timeframe should a strategy cover and how often should it be reviewed?**

5.1 In determining the timeframe for any such strategy, any organisation responsible for developing and delivering the strategy needs to consider a number of factors. There are no 'hard and fast' rules for what constitutes an ideal length for a transport strategy. Notwithstanding that, we would recommend that the following be considered when setting a timescale for a national transport strategy:

- A sufficiently long time frame to address the challenges that the country faces with the urgency needed and achieve the desired outcomes of the transport strategy, reflecting periods of planning, construction, operation, and payback for transport investment.
- Established statutory guidance on transport infrastructure and service investment, including timescales to be considered for projects of varying scales.
- Known or estimated timescales by which transport-related issues are expected to become acute or urgent, for example carbon emissions.

5.2 We would recommend that, in line with best practice on policy and strategy development, that monitoring, evaluation, and reporting on progress be undertaken on a continual basis. This should also

be integrated into the mechanisms by which the transport strategy is delivered. A formal, comprehensive refresh of the transport strategy should be undertaken every 5 years.

6. (Question 5). How can a strategy be made resilient to political change?

6.1 A necessary pre-condition of a strategy being resilient to political change is ensuring that it is based on a strong evidence base. Ensuring that the evidence base is sound and robust and using that to set clear vision and objectives means that it is easier to gain consensus on the current situation with regards to transport over a particular area. This makes the task of setting a clear vision and objectives that political stakeholders can sign up to much easier, and forms a good basis by which political leadership can be engaged in the strategy development process.

6.2 All of the STBs across England have extensive experience in engaging with political and other local stakeholders. Especially in the development of transport strategies that set a vision, objectives, and priorities for a region that have a significant degree of political support. This is often based on strong partnership working between the constituent authorities, often developed in the development of a transport strategy for the region. This is translating from the development of strategy into delivery plans for these regions.

6.3 Another necessity to securing ongoing political engagement is commitment to long term funding of projects. This gives a greater degree of certainty to STBs and local authorities that schemes that are in delivery plans – some of which may be suggested by political leaders – will be delivered. Short term funding arrangements make the delivery of transport schemes more prone to changes in political leadership, and increases the uncertainty that delivery plans and strategies will be successfully delivered. This makes the task of political engagement and securing ongoing political support for strategies more challenging.

6.4 Finally, ongoing political engagement is essential to securing ongoing support for transport strategies and their associated delivery plans. Cross-party consensus, on a National Transport Strategy is vitaland there must be early engagement with other stakeholders and delivery partners. In this context, STBs can play an important role in gaining regional and local agreement on national transport policy objectives.

7. (Question 6). How can existing data be best used to improve transport outcomes – and what data gaps exist?

7.1 Transport for the South East has identified a number of issues concerning data that are relevant to policy making more generally, as well as specific data gaps in specific thematic areas such as freight. It is our experience that, for many areas of transport, England and the UK is not lacking in data in terms of activity however data is often not openly available. Data is available on almost all aspects of transport operations – from amount of freight through major ports to reliability on trains. The challenge is linking such data to wider impacts in a way that supports decision making.

7.2 A notable challenge in policy making is the sharing of data between partners. In many areas there can be found good quality open data, such as National Highways Traffic Flow Data, but some data is more difficult to share for reasons of commercial confidentiality and data protection. There are means of navigating such issues, and many authorities publish good quality transport data openly, but this is far from standard practice.

7.3 To tackle the challenge of linking this data to wider impacts and outcomes in a manner that supports decision making, what is essential is that monitoring and evaluation is shared openly and in an accessible manner. This could be through a repository that supports business case development. This could be enabled by a national transport strategy (and potentially enable it) through the Department for Transport putting out a call for post-scheme monitoring and evaluation reports for different types of schemes, to publish openly.

7.4 A unique challenge is the validity of the Census 2021 Travel to Work statistics. The Travel to Work statistics are often considered as a key transport statistic for planning purposes. However, this data was collected during COVID-19, and its reliability is open to question. However, data from the 2011 Census is now 12 years old, and has similar such issues. Before applying Travel to Work data to a national transport strategy, guidance on the applicability of this data is urgently needed.

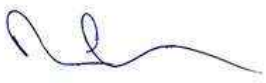
8. (Question 7). What existing mechanisms and approaches could be used to achieve the desired integration if it proves impossible to get an integrated transport strategy off the ground?

8.1 Transport for the South East's preferred option would be the development of a national transport strategy for England. However, should this not be possible to achieve, our recommended approach would be to consider making all Sub-National Transport bodies statutory bodies. This would enable such bodies to influence government decisions on transport issues, as well as giving the tools necessary to deliver against their respective transport strategies.

8.2 Associated with this, however, could be an expectation placed upon STBs to co-operate on strategic matters of common interest. STBs already undertake such activities through joint working on various thematic areas such as freight, rural mobility, decarbonisation, electric vehicle charging infrastructure and the establishment of Centres for Excellence. Placing a more formal duty on STBs for similar such activities could assist in integrating policy making and best practice across England.

9. (Question 8). What lessons can be learnt from other countries with national transport strategies?

9.1 The examples of the national transport strategies set out in the Green Paper serve to demonstrate the merits of a coherent, integrated outcome focussed, multimodal approach to transport planning that better serves the needs of the people and business using the transport system .



Rupert Clubb
Lead officer, Transport for the South East

Thank you for inviting Transport for the South East (TfSE) to comment on your Issues and Opportunities for the Strategic Transport Plan 2025 – 2050 document, for the Western Gateway Region.

TfSE is a sub-national transport body that brings together 16 local transport authorities, five LEPs, 46 district and borough authorities, protected landscapes and other stakeholders to speak with one voice on the infrastructure priorities for the area, focusing on the best ways of introducing innovation in our transport network.

The South East is a powerful motor for national prosperity, covering six local authorities which include 8.3 million residents and more than 300,000 businesses. It adds more than £200 billion a year to the UK economy, through the two largest UK airports, many of its busiest motorways, a string of major ports and crucial links to London, the rest of Britain and to Europe. Our aim is to transform the South East to a world leading region for sustainable economic growth, improving the lives of residents, businesses and visitors to our area. We have developed a Transport Strategy and a Strategic Investment Plan for the region.

Taking the specific questions you have asked in turn;

Do you agree we have identified the key issues our region is facing? Are there any other issues that you think need to be addressed?

As a neighbouring STB, TfSE are not as familiar with the issues in the Western Gateway region. As such it is difficult for us to answer this question with authority.

TfSE are members of the M4 to Dorset coast steering group and sit within 3 of the 4 proposed strategic transport corridors. The Solent Ports sit adjacent to the Western Gateway area and within the Midlands to South Coast corridor. With potential expansion of Southampton improving connectivity with the Midlands and the west of England would be of benefit.

TfSE share many of the common issues and sub issues that you outline in the paper, including those around:

- Decarbonisation
- Rural journeys & connectivity
- Freight (and other vehicle) emissions
- Road congestion
- Seaports & airports
- Levelling up & deprivation

Please rank the issues in order of what you consider to be the priority in our region

It is not possible for us to answer this question as we are not located in your region. However, our recent public consultation on our Strategic Investment Plan showed that the priorities for TfSE stakeholders (in no particular order) are:

- Decarbonisation & the environment; including achieving net zero and reducing the reliance on private cars
- Public transport; including calls for reduced fares, improved connectivity between modes and improvements to network and reliability
- Active travel; including calls to prioritise active travel over other modes and improvements to active travel infrastructure

- Connectivity; including improvements to orbital and east-west connectivity and between coastal communities
- Rural transport; including requests for improved connectivity within and between rural communities

Do you agree we have identified the right range of opportunities? Are there other opportunities you think we should consider? Please rank the opportunities in order of your preferred priority.

It would not be appropriate for TfSE to comment on the opportunities in a different area as we do not have adequate local knowledge. However the list of national and local opportunities you provide align with those that have been identified by TfSE in our own region and Strategic Investment Plan.

Please let us know any other views you have on the issues and opportunities we have outlined

There is little mention of economic (improving productivity and attracting investment) and social (improving the health, safety and wellbeing for everyone) objectives in your paper and it may be worth providing some strengthened narrative in these areas.

We recognise that this paper represents the earliest stage of your engagement process and look forward to being involved further as your plans progress.

TRANSPORT FOR THE South East

Emailed to: norththanetlink@kent.gov.uk

May 2023

Dear Sirs

TfSE Response to the North Thanet Link Highway Improvement Scheme Consultation May – June 2023

Transport for the South East welcomes the opportunity to respond to the North Thanet Link Highway Improvement Scheme Consultation.

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

TfSE's transport strategy (2020) set out an ambitious 2050 vision for the area. Through a programme of area studies, we identified multimodal packages of transport interventions needed to deliver the strategy. Underpinned by this credible, evidence based technical programme, we consulted on our draft Strategic Investment Plan (SIP) in the autumn of 2022. Published in spring 2023, the SIP presents a compelling case for future decision making to help create a more productive, healthier, happier, and more sustainable south east.

The SIP is aligned with government priorities to rapidly decarbonise the transport system, improve public health outcomes, reduce congestion, improve road safety, level-up left-behind communities and facilitate sustainable economic growth. There is a need for more joined up planning, particularly between transport and housing, to help build more sustainable communities and enable more efficient business operations, putting the strategic transport infrastructure in place that enables communities to thrive and live happier, healthier, more active lives. Securing the right investment in the MRN is a crucial part in delivering our transport strategy.

TfSE supports delivery of the North Thanet Link Highway Improvement Scheme.
Identified as a priority scheme in the SIP. Part of a package of improvements in the A28/A299 (Faversham – Ramsgate) South East Radial Major Road Network Corridor.
It will provide an alternative route to the already congested A28 corridor. The existing A28 through Birchington and Westgate-on-Sea is heavily constrained. It also suffers from congestion and air-quality issues.
The scheme also supports delivery of four local plan sites providing 5600 new houses.
Supports the economic growth of Thanet. Will also provide additional walking and cycling routes.

The scheme continues to meet the overarching MRN objectives which are:

- Reducing congestion
- Supporting economic growth and rebalancing
- Supporting housing delivery
- Supporting all road users

Scheme analysis has taken into account the wider objectives of Government transport investment including:

- Active travel
- Improvements to facilitate larger buses.
- Decarbonisation

We consider that in accordance with Government policy every effort must be made to avoid and mitigate environmental impacts and ensure that biodiversity net gain is achieved through this project. We would therefore expect that a high-quality package of environmental mitigation measures is developed and delivered as part of the scheme.

This is an officer response. The TfSE Partnership Board meets on 3 July 2023 to consider the draft response and a further iteration of the response may follow.

Please do not hesitate to contact me if you would like to discuss any element of this response.

Yours sincerely,

The national networks national policy statement: 2023 draft

Personal details

Q1. Your (used for contact purposes only):
name? Mat Jasper **email?** mat.jasper@eastsussex.gov.uk

Q2. Are you responding:
on behalf of an organisation?

Organisation details

Q3. Your organisations name is?
Transport for the South East

NNNPS process

Q4. In your view does the draft NNNPS provide suitable information to those engaged in the process of submitting, examining and determining applications for development consent for nationally significant infrastructure projects on the:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
strategic road network?			X			
strategic rail network?			X			
strategic rail freight interchanges?		X				

Explain why, referring to specific sections of the NNNPS in your response.
The NPS is a very important document, setting out the national policy context for the development and delivery of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks. TfSE is pleased to have the opportunity to comment on the draft NPS, given the important role that sub-national transport bodies play in working with local and national partners to shape regional investment priorities, which includes both national and local networks.
The TfSE transport strategy (published in July 2020) was developed based on a 'decide and provide' approach to transport provision. The transport strategy utilised future demand modelling to understand how and where the transport network might experience future strain. However, instead of simply identifying capacity enhancements for those parts of the network, the transport strategy sets out how potential congestion could be alleviated through multi-modal, cross network interventions, investing in public transport alternatives, developing integrated land use planning policies, adopting emerging transport technologies, and demand management policies.

We were therefore pleased that the draft NPS document references the importance of sustainable development and supports DfT's commitment to move away from predict and provide towards a vision-led approach. However, the remainder of the document does not appear to align with a decide and provide approach.

Firstly, it presents national networks as being separate from local networks, despite most trips on national road and rail networks starting and/or finishing on local networks and often in urban areas. National networks (particularly urban motorways) are often perceived as part of the local road network by local communities, so policies across both networks need to be carefully integrated, and the wider impacts of investment in strategic networks on local networks must be carefully understood.

Secondly, the draft NPS doesn't acknowledge the inherent relationship between strategic road and rail networks and how, for example, investment in passenger and freight rail capacity and connectivity could have congestion and emissions benefits on the strategic road network. Separating road, rail, and freight as they are in the draft NPS implies policies and investment decisions for each network are also made separately, rather than taking a more integrated approach to the system as a whole.
The NPS provides broadly useful context for development consent applications, but the suitability and practical use of its information for those engaged in the process of submitting, examining and determining such applications is limited. The information is broad and contextual, and as such it will be possible to frame both support for and objections to applications on the basis of the same ele-ments of the policy.
The information on demand is out of date and potentially provides a misleading picture of the need for and benefits of strategic investment particularly in rail.
There is little demonstration that 'decide and provide', is the intended approach. The information about both need for and policy in relation to rail emphasises the needs of existing rail users. It is limited on the need for and drivers and benefits of a shift to rail from other modes. Road investment appears to be based around growth of population leading to more road capacity need. There is no consideration of demand management, road user charging or other viable means to reduce capacity requirement and support travel choices.

The document does not provide any practical guidance on how alternatives to major road and rail capacity enhancements could be explored and funded. In providing choice for example, it might be more appropriate to invest in public transport, active travel and demand management measures on the surrounding networks, as an alternative to a road capacity enhancement scheme in an urban area, but the way that scheme assessments and investment decisions are currently made does not support meaningful exploration of such alternative or hybrid packages. The NPS guidance could help to address these challenges by providing clear guidance on how integrated solutions could be assessed, developed and delivered, particularly in the context of forthcoming DfT LTP guidance and the expected emphasis on a vision-led approach to local network planning.

The draft NPS makes multiple mention of mode shift (primarily in relation to rail freight) but does not follow that through with clear guidance on the potential for modal shift as an alternative or complementary component to major capacity enhancements. It does not set any clear aspirations to reduce demand for road travel through a decide-and-provide approach. The Committee on Climate Change's 6th Carbon Budget assumes, under its balanced Net Zero Pathway scenario, that 5-7% of car journeys could be

Q4. In your view does the draft NNNPS provide suitable information to those engaged in the process of submitting, examining and determining applications for development consent for nationally significant infrastructure projects on the:

shifted to walking and cycling by 2030 and 9-14% by 2050. It is also assumed that 9-12% of car trips can be switched to public transport by 2030 (17-24% by 2040). The dataset which sits behind the Sixth Carbon Budget shows that, during the 2020s, a very significant proportion of required CO2 emissions abatement is assumed to come from demand reduction (over 36% for 2021-25 and nearly 27% for 2026-30). It would be helpful for the NPS to reference these challenges. Much of this has the potential to be achieved by widening the choice for users.

There is also no mention of PAS 2080 carbon management standards which emphasise the importance of managing carbon impacts as early as possible in a strategy or scheme's development as possible to minimise both embodied and operational carbon emissions.

The NPS gives guidance and direction in line with legislation and government targets regarding the negative effects that new NSIP infrastructure may have and that they require consideration. What is not covered is the methodology or levels of acceptability other than that this detail is set out in the TAG. There are several mentions of accepting adverse effects if schemes are imperative for reasons of overriding public interest but not what qualifies a scheme as such. There is a risk that the NPS may not improve the effectiveness of delivery as the same objections and challenges will be levelled at schemes as currently under the existing NPS. If the NPS were to quantify levels of acceptability and methods of measure this would assist applicants. Not only in terms of what is of public interest but how to measure adverse effects and what levels are acceptable/desirable/required.

The NPS sets out the need and requirements for SRFI's to a much greater degree than road and rail. By their nature it is possible to be more specific. Chapter 4 sets out the requirements for minimum number of trains and their length that an SRFI should be able to handle. The infrastructure and type of location that would be more likely suitable as it did in the 2014 release.

Developing national networks

Q5. Does the draft NNNPS adequately set out:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
the need for developing national networks?			X			
our policy for addressing the need for the development of national networks?			X			

Provide comments on improvements referring to specific sections of the NNNPS in your response.
the need for developing national networks.

The statement of need is aligned with government policy and broadly fits with TfSE's understanding of the need for transport infrastructure:
• performance,
• economic growth,
• resilience,
• environment
• and safety.
The NPS sets out a case that there is a compelling need at a strategic level for the development of the national networks, both as individual networks and "as a fully integrated system". The overarching emphasis in the statement of need, is that demand is expected to continue to grow in future decades and that the need to provide a reliable and resilient network (for both roads and rail) is likely to override most negative impacts (including carbon emissions). It therefore appears to be an assumption that additional capacity will be necessary for national networks to fulfil their objectives.

It would be helpful if the NPS gave much more nuanced guidance to scheme promotors on how to assess need in specific locations (rather than simply setting out a more generic need for investment at a national level), and how they should work with partners to explore a wider range of options to tackle a specific issue on a particular part of the network; taking into account the full range of positive and negative impacts of investment decisions, particularly where major capacity enhancements are being considered.

The draft NPS underplays the potential for new SRN capacity to induce demand for travel (it states in paragraph 3.3 that "Evidence that development on the network leads to induced demand is limited"). However, the WSP/Rand report that this paragraph refers to, whilst acknowledging that the evidence base is not definitive, in fact states that: "Induced demand continues to occur and may be significant in some situations. The evidence reviewed in this study supports the findings of the SACTRA (1994) report that induced traffic does exist, though its size and significance is likely to vary in different circumstances". The report goes onto highlight that "induced demand is likely to be higher for capacity improvements in urban areas or on highly congested routes" and that "the evidence on the existence of induced demand means that it needs to be properly accounted for in the appraisal of capacity improvements to the Strategic Road Network." Hence, the NPS should reference this evidence more accurately and give much clearer guidance on the situations where induced demand is likely to be a particularly high risk and how this should be dealt with through the exploration of a wider range of options to tackle capacity issues on the network. This would reinforce the opportunity in urban areas to explore opportunities for demand management and mode shift as an alternative to capacity enhancement schemes on strategic networks.

The NPS does not address the issues of siloed funding of transport infrastructure and how this undermines the ability to do truly integrated transport planning. The importance of modal shift and behavioural change that will be required to achieve net zero are omitted other than in 3.31 where it is stated "Equally interventions could include measures to reallocate road space to systems for journeys addressing traffic growth via a vision-led approach to that plans for modal shift." Planning should include these types of intervention as part of the solution to the need for improvement rather than as a "bolt on" to road schemes. Greater benefit may be found through consideration of options to reduce traffic through mode shift rather than add capacity/reduce congestion with an element of active travel mode shift enablement built in.

NPS rightly references the importance of transport investment in supporting economic growth and the government's levelling up agenda; and it is critical that investment in the national networks is well aligned with local plans for delivering new houses and jobs. The NPS could be more explicit about the ways in which investment in national networks can "unlock sites for housing and employment growth made accessible by sustainable transport and the regenerative impact major infrastructure can play in driving urban renewal, increasing density, as well as creating new places and communities" (para 3.8). Whilst investment in new rail infrastructure (such as delivery of new stations or line extensions) can support a "transit-oriented" development approach new development. It's less obvious how investment in the SRN will deliver urban renewal and density. This needs to be more carefully articulated and made explicit in how different network investment decisions might support sustainable new development.

The data and commentary on rail demand risks failing to set out the need for development of the rail

network and may even undermine the perception of that need. The recovery of rail demand has moved on considerably from the position in October 2021 and the data to June 2022.

Our understanding of the industry's latest position is that overall journeys are approaching pre-Pandemic levels, with commuting journeys and journeys within London – two key drivers of capacity requirements – at or near 2019 levels. Leisure travel by rail is already in excess of 2019 levels. It should be emphasised that growth in leisure travel is in addition to the return of commuting demand.
The pattern of rail travel is also now relatively well understood and stable, with Tuesday-Thursday journeys close to 2019, Mondays and Fridays lower but still approaching pre-Pandemic levels, and weekends and bank holidays significantly higher than pre-Pandemic. This is all despite the disruptive impacts on passenger demand of industrial action over the past year.
It is therefore likely that, as the industry expects, overall rail demand and growth rates will return to pre-Pandemic levels within relatively few years. This is particularly relevant given the timescales involved in developing and approving significant rail schemes.

The draft NPS rightly recognises that the rail network has been and continues to be congested, however this can be reinforced. In addition to the rightful focus on capacity, frequency and speed shortfalls in the midlands and north, the extent of crowding on trains and in stations in the south east has historically been acute. This has often meant that rail investment in the south east was 'running to catch up' with demand and crowding. Furthermore, post-pandemic passengers' needs are likely to reflect different perceptions of and behaviour in response to crowding. The NPS should not be able to be interpreted in a way that suggests the medium and long-term need to decide on and provide for rail development in the south east has been materially reduced by a temporary reduction in demand.

Drivers of need for the development of the rail network should also include the demand likely to be created by modal shift away from private cars, and not only consider pre- and post-Covid levels of capacity. Development of the network to enable modal shift will also need to include improving access to and interchange with rail, and increasing its reliability, as well as providing capacity.

The need for development to support the growth of rail freight is well expressed and something we strongly support, recognising that a positive policy and planning environment will be needed to actively support the development of rail freight.

Policy for addressing the need for the development of national networks.

The NPS sets out a range of measures at 3.42 that can be employed to make best use of all road capacity and to reduce demand on the SRN, including:

• enabling more active travel and public transport,
• locating and designing new developments to reduce car dependency,
• use of technology to better manage use of the network,
• and ensuring that the network is well maintained,

but then goes on to conclude that "the competing demands for road space will remain or even increase with diversification in the type and number of users, the vehicle they use, or where alternative sustainable modes are prioritised", and therefore concludes that in-vestment in capacity enhancements is inevitable, stating in para 3.46 that: "The government's wider policy is to bring forward improvements and enhancements to the existing SRN where necessary to address the needs set out earlier. Enhancements to the existing national road network will include, but are not limited to:

• New and improved junctions and slip roads
• Improvements to trunk roads, in particular, dualling of single carriageway strategic trunk roads and additional lanes on existing dual carriageways
• Measures to enhance capacity of the motorway network".

The challenges on the current SRN are well known, evidenced and understood, and we would support improvements or enhancements where this is the case. Roads are important corridors and will continue to be so. Our SIP identifies a number of targeted integrated interventions to deliver better connections for freight, private and mass transit vehicles, and de-conflict local and longer distance traffic. We can already envisage a low carbon future for road use with improvements to the SRN helping to facilitate transport choice.
The policy to improve the connectivity, capacity and reliability of the railway network in order to realise the benefits of rail is very welcome. In the context of this policy, we note that the Rail Network Enhancements Pipeline (RNEP), to which NPS refers, has not been updated since autumn 2019. For NPS to be seen to be addressing the need, it would benefit from a commitment to regular, such as annual, updates to the RNEP.

In order to demonstrate that the need for transport choices is addressed, NPS should also highlight the potential for developments that improve access to and interchange with rail, including station developments as well as 'new rail links'.

Q5. Does the draft NNNPS adequately set out:
We recognise the need, as NPS states, for choices to be made in the context of the need for financial sustainability. In this context, we would welcome a more explicit and specific confirmation in NPS that a ‘decide and provide’ approach is to be taken to meeting the need for development.

General policies and considerations

Q6. In your view, is there any information missing from the "General Principles and considerations" chapter?
Yes

Information missing from General Principles and considerations

Q7. Provide comments on missing information, referring to specific sections of the NNNPS in your response.
The role of Sub-National Transport Bodies (STBs) is not mentioned in the document. STBs play a vital role in advising ministers on priorities across regional areas based on extensive evidence-led study work, and significant engagement with national and local stakeholders. By overlooking the role of STBs, NPS is missing an important element of expertise, evidence and an important opportunity to better integrate priorities across both local and national networks, within the context of a coherent regional transport strategy. the NPS should specifically refer to the evidence produced by STBs which considers integration of modes, has regard to land use and will facilitate growth and a journey towards net zero.

Supporting freight facilities

Q9. Does the NNNPS support development of:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
freight facilities on the strategic road network, including lorry parking facilities?		X				
freight interchange infrastructure that encourages modal shift from road to rail?		X				

Explain why, referring to specific sections of the NNNPS in your response.
The NPS supports freight facilities and recognises the need for improvement of facilities including lorry parking. The NPS is also strong regarding consideration of SRFI's and interchange infrastructure required to encourage modal shift from road to rail.

There is a shortage of suitable lorry parking across the South East, for warehousing / storage and for driver rest facilities, partly caused by placing higher value on other land uses. Increased demand for home deliveries has increased the need for capacious and resilient supply chains, including suitably located warehousing and storage facilities, driver welfare facilities, and vehicle depots. TfSE published our Freight Logistics and Gateways Strategy in May 2022 which identifies that increasing provision of lorry parking and driver rest facilities can be explored through adopting different funding and operational models, including local authorities working with the private sector to deliver commercially viable sites.

Specific sections of the NNNPS that support these views include:

2.2-2.4 sets out the importance of domestic freight in achieving our economic goals domestically and internationally and the need to consider freight transport holistically integrating seamless modal inter-changes through improvements to infrastructure with multi-modal impacts. This section highlights the importance of identifying the infrastructure needed to support an integrated network that facilitates modal shift, prioritises decarbonisation and improves air quality outcomes, and supports the continuous improvement of the economic efficiency and reliability of end-to-end freight journeys with greater resilience built into the system.

5.280 states that applicants "should recognise the importance of providing adequate lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. The applicant may increase the project's scope to avoid impacts on the surrounding transport infrastructure and improve network resilience."

The Drivers of need for strategic rail freight interchanges section contains significant support for freight interchange infrastructure that encourages modal shift from road to rail. The revised NPS seeks to ensure that SRFIs are appropriately located, and that the operational rail connection elements are brought forwards in a timely manner to enable this to take place.

Strategic Rail Freight Interchanges (SRFIs)

Q10. In your view, are the changes to the SRFI section useful for the NNNPS?

Agree

Strategic Rail Freight Interchanges (SRFIs) reasoning

Q11. Explain why, referring to specific sections of the NNNPS in your response.

The updated NPS appears to have moved away from a position of providing SRFI's based on forecast need to a need for change to support government objectives through provision of SRFIs. This is an improvement and aligns with other policies.

Environmental ambitions

Q12. Does, in your view, the NNNPS adequately address:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
carbon considerations in the development of national networks?				X		
wider environmental targets in the development of national networks?				X		

Explain why, referring to specific sections in your response.
The draft NPS does reference carbon considerations throughout the document, as you would expect given that transport is currently the largest contributor to UK domestic greenhouse gas emissions, and the scale of the challenge to achieve net zero transport emissions by 2050. However, there is a lack of clarity in the document about how trade-offs should be made between the carbon impacts of any national network enhancements and any wider public interest in improving the performance and wider economic contribution of those networks.

DfT's Transport Decarbonisation Plan (TDP) and the Climate Change Committee's (CCC's) 6th Carbon Budget are both referenced, but the main emphasis is on the importance of a rapid transition to a zero-emission vehicle fleet rather than any reduction in overall travel demand or modal shift. .

The document mentions progress to-date in decarbonising transport and at paragraph 2.21 says: "Government's Transport Decarbonisation Plan demonstrates how we will deliver transport's contribution to emissions reduction in line with net zero, much of which has already been delivered or is in progress". Further evidence supporting this would be a welcome addition to the policy.

The references to the importance of climate change resilience and adaptation in paras 3.34-3.37 and 3.67-3.69 are welcomed and further detail on how this will be achieved in practice would also be welcomed.

In chapter five there is reference to how greenhouse gas emissions should be assessed and mitigated in new national network developments, including a whole life carbon assessment. This is welcomed and may be helpful to reference the PAS 2080.

Generic impacts

Q13. In your view, is there any information missing from the Generic Impacts chapter (chapter 5)?

Yes

Missing information for Generic impacts

Q14. Provide comments on missing information, referring to specific sections of the NNNPS in your response.
There should be guidance regarding the potential higher construction costs of designing solutions with lower environmental impacts (although these are often offset by lower long-term operational and whole life costs). The NPS could usefully provide more guidance on how to weigh up delivery cost considerations against wider environment, social and economic benefits of a more sensitive scheme design. There is no mention of Carbon Net Zero Guidance Note (publishing.service.gov.uk) There are multiple ways that those designing and executing procurements in public infrastructure and construction projects can drive decarbonisation through their approach. This could be by signing up to an environmental or carbon standard for built assets (such as PAS 2080, EN15643, PAS 2035, and BREEAM), through ensuring that they maximise the application of existing procurement policy to do so (such as the National Procurement Policy Statement, PPN 06/21 and the Social Value Model), or by setting ambitious reduction targets at project level for carbon and material use (as HS2, for example, have done).

Appraisal of sustainability (AoS)

Q16. Do you agree or disagree with the findings of the AoS?
Don't know

Habitats regulation assessment (HRA)

Q18. Do you agree or disagree with the findings of the HRA?
Don't know

Public Sector Equality Duty

Q20. Do you think the NNNPS could further support the aims of the PSED, particularly relating to the characteristics protected by the Equality Act 2010?
Don't know

Final comments

Q22. Any other comments?

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

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

TfSE supports the need for intervention, following on from the strategy TfSE have published a Strategic Investment Plan (SIP) in March 2023 to help both government and LTA's prioritise investment in our region and make the transition to a net zero network. The packages detailed in the SIP address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider regional and national policy context. It provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades.

The SIP represents the culmination of five years of technical work, stakeholder engagement, and institutional development. It is underpinned by a credible, evidence-based technical programme that has enabled TfSE and our partners to: understand the current and future challenges and opportunities in the South East.

• identify stakeholder priorities for their respective areas of interest.
• evaluate the impacts of a wide range of plausible scenarios on the South East's economy, society, and environment.
• develop multi-modal, cross-boundary interventions.
• assess the impact of proposed interventions on transport and socio-economic outcomes; and
• prioritise the interventions that best address the South East's most pressing challenges and unlock the South East's most promising opportunities.

Strategies should consider journeys and networks holistically to improve transport outcomes. Separating modes into silos for strategic development regardless of collaboration makes alignment and planning for people and their needs difficult.

The packages outlined in the SIP are a step-change from "predict and provide" capacity enhancements of the past. Aligned with our vision and supporting not only strategic movement of vehicles but our places and communities. They have been refined to minimise increases in carbon emissions and impact on the wider environment but there is a need for further mitigation as these packages and interventions develop. Road packages must be complimented by other interventions.
• To promote demand management and digital technology.
• To reduce the number of trips.
• To accelerate the decarbonisation of road vehicles,
• To promote sustainable travel.

The need for decarbonisation is strongly reflected within the TfSE Transport Strategy Vision, which states: "By 2050, the South East of England will be a leading global region for net zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high quality, reliable, safe and accessible transport network will offer seamless door to door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life." To support this vision, it is important to recognise that:
• Decarbonisation of the transport system is not happening fast enough.
• The South East's transport systems need to adapt to a new normal- i.e., post pandemic, post Brexit environment.
• There is a need to "level up" left behind communities.
• There is a need for sustainable regeneration and growth.

RESPONSE TO THE TECHNICAL CONSULTATION ON THE INFRASTRUCTURE LEVY

TfSE welcomes the opportunity to comment on the technical consultation on the Infrastructure Levy. Transport for the South East has agreed the following response at officer level. A copy of this response will be presented to the July meeting of the TfSE Partnership Board on 3 July for endorsement, which means that a further iteration of it may follow.

Introductory comments

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, 46 district and borough authorities and a range of wider stakeholders from the worlds of transport, business and the environment.

This unrivalled partnership of civic and business leaders is best placed to understand the potential for economic growth in our area. By speaking with one voice on our region's transport priorities, we're able to make a strong case to government for the investment the south east needs.

In reviewing the technical aspects of the Infrastructure Levy (IL), TfSE has outlined below the implications and opportunities of the proposals for our 16 constituent local transport authorities.

General points

TfSE welcome the government's desire to ensure that local authorities receive a fairer share of the money that typically accrues to landowners and developers. We hope that this will help to support the provision of much needed infrastructure such as affordable housing, schools, GP surgeries, green spaces as well as the transport infrastructure that will deliver the connectivity improvements that local communities expect with new development. We would like to ensure that a good proportion of the Levy comes directly to county councils/upper tier authorities as key infrastructure providers.

It is acknowledged that as part of the proposals the intention is to build upon and replace the Infrastructure Delivery Plans that currently support the production local plans and draw upon key documents like the Local Transport Plan (LTP) or Local Cycling and Walking Infrastructure Plan (LCWIPs).

However, we have concerns regarding the potential scope of Levy funded infrastructure. The focus of Local Transport Plans will be the need to provide the transport user with options to support a shift in mode choice to meet the transport decarbonisation challenge, address air quality issues, tackle congestion and promote active travel. The consultation document for the new Infrastructure Levy fund suggests that although multi-modal infrastructure and public transport provision is desirable it is not integral to development. This would undermine the crucial need to provide users with choicest and represents a conflict between government ambitions and guidance. Responsibility of developers and local planning authorities must have

0300 3309474
tfse@eastsussex.gov.uk
transportforthesoutheast.org.uk
Transport for the South East, County Hall,
St. Anne's Crescent, Lewes, BN7 1UE

due regard to the IL to deliver sustainable places that will provide the necessary major investment in active and passenger travel infrastructure. The ambitions for the Levy fund do not align with Transport for the South East's recently published Strategic Investment Plan (SIP). This makes the case for improvements to existing infrastructure and encouraging behaviour change, to achieve modal shift and choice.

We are pleased to see that as part of the new IL, the "*Levy funded infrastructure will be used to deliver infrastructure that is required because of planned growth that will have a cumulative impact on an area and creates the need for new infrastructure to mitigate its impact*". This will include enhancements to public transport routes, strategic walking, wheeling or cycling routes, or new and enhanced movement corridors. This aligns with the TfSE's SIP in advocating that local transport authorities and planning authorities adopt a more integrated and collaborative approach when it comes to delivering new infrastructure, to alleviate congestion on local roads.

One of the main selling points of the Community Infrastructure Levy (CIL) was that it would deliver a simplified system with a greatly reduced role for S106 agreements. However, it would appear that neither of these objectives will be delivered via the new IL. There are concerns that one complex system is being replaced with another, as it will potentially require higher levels of resourcing to monitor, process, and enforce the Levy at later stages of development. However, we do welcome the proposed system being mandatory and non-negotiable as, in theory, developers will have to take full account of the Levy when agreeing price for land and will therefore reduce the risk of them overpaying or negotiating the contributions through viability assessments.

It is TfSE's view that Local Transport Authorities should be able to have a genuine influence on Levy priorities, as well as the distribution of monies to fund those projects. This is to ensure that these proposals do not exacerbate the gap in infrastructure requirements and funding that the councils are currently experiencing. It is critical that there is a statutory requirement for Local Transport Authorities to be consulted and input into spending plans to ensure receipt of an agreed share of contributions. TfSE advocates the need for the development of Infrastructure Delivery Strategy as part of the IL process. A robust evidence base that is agreed between the Local Transport Authorities and the Local Planning Authority to validate the necessity of infrastructure and then sets out what infrastructure is necessary will be invaluable when setting out funding.

TfSE are unable to support a proposal that would further direct funds away from the delivery of key infrastructure when considering the flexibility of the use of levy funding. The proposal suggests that funds would be directed away from the delivery of key infrastructure requirements such as highways and would therefore put delivery at risk. The SIP which is a blueprint for investment up until 2050, requires authorities to be able to progress schemes in line with agreed priorities, and have dependencies on local authorities' LTP delivery and government targets, such as net zero.

Response to specific questions

Question 6: Are there other non-infrastructure items not mentioned in this document that this element of the Levy funds could be spent on?

Yes. There are several activities relating to transport infrastructure which are integral to its delivery, for instance sub-regional transport modelling, strategy development, and feasibility and design work. In addition, the use of the Levy to supplement integral multi-modal infrastructure such as e-bike/e-scooter schemes and car clubs is supported. The Levy would also be well placed to fund road safety and behaviour/education schemes including school crossing patrols, and also freight management and zero emission delivery schemes. There may also be items that cannot be foreseen at this time such as technologies relating to energy provision, digital connectivity and electric vehicles.

Any funding towards a greater number of non-infrastructure matters would not stretch the funding available across services and would not be to the detriment of the delivery of key infrastructure.

General comments from TfSE that are not covered by consultation questions.

It is reassuring that the consultation makes clear that Local Planning Authorities will be able to continue to use S278 and S38 agreements for highways matters. With pressures to deliver homes, transport is always highlighted as a key issue as part of the development management process, it is often contentious and a concern for both residents and visitors, they will want some certainty about the process and for transport infrastructure to be delivered. The proposals, as drafted, reduce authorities' ability to secure transportation infrastructure in accordance with their own priorities.

Rupert Clubb
Lead officer, Transport for the South East

0300 3309474
tfse@eastsussex.gov.uk
transportforthesoutheast.org.uk
Transport for the South East, County Hall,
St. Anne's Crescent, Lewes, BN7 1UE