

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

Date of meeting: **13 March 2023**

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

Title of report: **Strategic Investment Plan: Communications Plan**

Purpose of report: **To agree the plan for communicating the publication of the final Strategic Investment Plan**

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.**
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1. Overview

1.1 The purpose of this report is to update the Partnership Board on plans to publicise the Strategic Investment Plan (SIP), pending its approval.

2. Publication of the final SIP

2.1 Pending approval by the Partnership Board we will publish the final draft of the SIP on the TfSE website. It will be published both as a designed PDF and as a fully accessible Microsoft Word document.

2.2 The final draft of the SIP will be accompanied by an Integrated Sustainability Appraisal and the full SIP evidence base: a total of 23 documents which includes, the strategic narrative for the SIP, thematic plans on levelling-up, decarbonisation, rail, bus, mass transit and shared mobility, strategic active travel and micromobility and highways; Strategic Programme Outline Cases, options assessments, and evidence base reports for each of the defined geographical areas within the SIP. These will have all been updated to reflect comments received as part of the SIP consultation.

2.3 In addition to the full length versions of the SIP we will also publish a summary version, outlining the basic principles of the investment plan and what it sets out to achieve.

3. Submission to Government

3.1 Following the 13 March 2023 Partnership Board meeting, and pending approval from the board, we will submit the final version of the SIP to the Department for Transport (DfT) and ask that it is given due regard as they make future investment and policy decisions.

3.2 The SIP will be delivered in hard copy, addressed to the Secretary of State for Transport and accompanied by a letter signed by our Chair, Councillor Keith Glazier. A copy of this letter can be found in Appendix 1.

3.3 In addition, we will also send hard copies of the investment plan to relevant government ministers and Partnership Board members.

4. Promoting the Strategic Investment Plan

4.1 A media release will be issued by TfSE following sign off. A copy of this can be found in Appendix 2.

4.2 The final sign off will also be promoted across all TfSE communications channels including, Facebook, Twitter, LinkedIn and through the TfSE website and newsletter.

4.3 We value our constituent authorities' support throughout this process and will provide a template press release, social media post and newsletter content should you wish to join us in celebrating the final sign off of this investment plan by promoting it to your constituents via your own channels. Copies of these materials can be found in Appendix 3.

4.4 In September we plan to host a conference; Connecting the South East: Delivering our bold and ambitious plan. The plan for this event is to once again bring together stakeholders from across the region who have been instrumental to the development of our SIP as well as delivery partners and industry experts crucial to its delivery. It will be a day to inspire innovation as together we embark upon the delivery of the almost 300 interventions that make up this bold and ambitious investment plan.

5. Communicating the Strategic Investment Plan to MPs in the South East region

5.1 Throughout the development of the SIP we have used many methods to communicate with MPs, ensuring they are well briefed on the work that has gone into developing this investment plan. We have gratefully received advice and guidance from members of the Partnership Board, MPs and their officers. As a result, we have developed a suite of factsheets that split the proposed schemes down into 30 geographies / groupings of constituencies. The groupings have been selected to

reflect, where possible, upper tier authority boundaries, coherent presentations of interventions within the SIP, the close proximity of urban constituencies aligning well for grouping, and the interdependency of some rural constituency geographies with urban areas/constituencies. They will be shared with MPs via email, and will be copied to relevant board members, to aid their understanding and their ability to communicate the outputs of the SIP to their constituents. An example of one of these factsheets can be found in Appendix 4.

5.2 While these factsheets have been predominantly designed with MPs in mind we believe they will be a useful resource for a much wider audience and will all be published on the TfSE website and available to download.

6. Conclusions and Recommendations

6.1 We have developed a robust communications approach to present the final Strategic Investment Plan to all partners and to audiences across the region.

6.2 The Partnership Board are recommended to agree the communications materials presented to them in appendices 1, 2, 3 and 4 and also approve the approach to communicating the Strategic Investment Plan.

RUPERT CLUBB

Lead Officer

Transport for the South East

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Department for Transport
Great Minster House
33 Horseferry Road
London
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United Kingdom

13 March 2023

RE: A Strategic Investment Plan for the South East

Dear Secretary of State,

I am writing as Chair of Transport for the South East (TfSE), the sub-national transport body representing the South East region.

Since 2017 Transport for the South East has become a powerful and effective partnership for our region, bringing together local authorities, local enterprise partnerships (LEPs), transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.

As I write to you today, TfSE are at a pivotal point on the journey to creating a modern, integrated and sustainable transport network for the South East region.

At the meeting of our Partnership Board held today, our board members formally signed off our [Strategic Investment Plan](#) (SIP) – the 30-year blueprint for strategic transport investment in the South East.

The SIP is the culmination of five years of technical work and institutional development. It has been produced in partnership with all our stakeholders and subject to public consultation. It truly is a plan produced by the South East, for the South East. There is a robust evidence base that sits behind it including; thematic plans on levelling-up, decarbonisation, rail, bus, mass transit and shared mobility, strategic active travel and micromobility and highways; Strategic Programme Outline Cases, options assessments, and evidence base reports for each of the defined geographical areas within the SIP.

We believe our plan sets out a new era for transport with a focus on putting the user at the heart of what we do. We have a huge opportunity to drive decarbonisation through better connectivity, maximising digital technology and leading on a more joined up approach to planning, particularly between transport and housing.

We aspire to strengthen the **golden thread** from national policies, such as, Bus Back Better, the Transport Decarbonisation Plan the Road Investment Strategy and so on, through our transport strategy and SIP to Local Transport Plans, Bus Service Improvement Plans and Local Cycling and Walking Improvement Plans (LCWIPs). We hope this is evident upon reading our investment plan.

We have established strong relationships with the Department for Transport and believe we are well placed to support in the delivery of the DfT's priorities. In addition to our SIP, this is demonstrated through our recent work to develop an Electric Vehicle Charging Infrastructure Strategy, the provision of Bus Back Better support to our local transport authorities, the local capability funding programme and our work on decarbonisation. Alongside this we are also progressing our plans for a Regional Centre of Excellence in the South East.

Our region is a powerful economic motor for the whole of the UK – adding more than £200 billion a year to the national economy, which is more than Scotland and Wales combined. The area covered by TfSE takes in the six Berkshire authorities, Kent, Medway, Hampshire, the Isle of Wight, Surrey, East Sussex, West Sussex and Brighton & Hove. It has 8.3 million people and more than 350,000 thriving national and international businesses and SMEs. It is the UK's principal international gateway for people and goods - including major airports, ports and rail routes that are of strategic importance to the whole of the UK, not just the South East.

Our partnership board is unanimous on the way forward. We pride ourselves on the strong partnership approach we have developed with your department and other stakeholders and we operate with a set of values that fundamentally recognise that we cannot deliver all that we seek alone. We believe our plan sets a credible and compelling proposition for you to consider.

I enclose a copy of our Strategic Investment Plan and kindly ask that your department give it due consideration when making future policy and investment decisions.

I look forward to working with the department as we begin delivery of our investment plan and to meeting Richard Holden when he visits the region in the near future.

Yours sincerely

Cllr Keith Glazier
Chair, Transport for the South East

Transport body gets green light to proceed with ambitious investment plan

Transport for the South East have received approval from their Partnership Board to progress delivery of their Strategic Investment Plan which includes nearly 300 multi-modal transport interventions to be delivered across the south east over the next 27 years.

The plan sets out a vision for the region, with priorities to decarbonise the transport system, level up left behind communities and facilitate sustainable economic growth in the south east between now and 2050. Included within the ambitious list of interventions is several global policy interventions, designed to address the challenges and opportunities faced not just in the south east but across the whole of the UK. These cover issues such as decarbonisation, public transport fares, new mobility, road user charging, virtual access, and integration between all modes of transport.

This ambitious plan forecasts a total capital cost of over £45 billion over 27 years and interventions that once implemented could generate; 21,000 new jobs, an additional £4 billion growth in GVA each year by 2050, 1.4 mega tonnes less CO2 equivalent emitted, 500,000 more rail trips a day, 1.5 million more trips taken by bus, mass transit and ferry, and take roughly 4 million car trips a day off the south east's roads.

While £45 billion is a significant sum of money, it isn't dissimilar to the levels of historical investment in the south east over a similar time period. Not only does the plan identify the investment needed to transform the economy in the south east, it also recognises the financial constraints faced by the bodies that would traditionally fund these sorts of interventions. Delivering this plan requires significant investment and Transport for the South East welcomes ongoing discussions with government, both local and central and with the private sector as they continue to explore potential funding options.

Councillor Keith Glazier, Chair of Transport for the South East said; *"This evidence based investment is a once in a generation opportunity to set out a sustainable transport network that recognises the importance of major transport corridors across the south east. Corridors that are fundamental to our economy and our communities.*

"This plan is the result of five years of partnership working, it truly is a plan developed by the south east, for the south east.

"Following approval by our Partnership Board we have submitted the plan to the Secretary of State for the Department for Transport with a request for it to be considered as future investment decisions are made.

"We could not be more grateful for the insight, support and challenge shown by our partners, and the Department for Transport in the development of this plan."

Transport for the South East's Partnership Board brings together elected members from local transport authorities and district and borough authorities, representatives of local enterprise partnerships (LEPs), protected landscapes, National Highways, Network Rail, and more.

Throughout the development of the investment plan, Transport for the South East held regular stakeholder meetings to gather evidence and seek input. They also held a 12-week public consultation on the plan in the summer of 2022 asking for comments from anyone who lives, works or travels within the region, receiving over 600 responses.

Prior to approval at the Partnership Board, local transport authorities within the region also had the opportunity to present the investment plan to their own council members to secure sign off.

Transport for the South East's investment plan promises to not only deliver economic benefits to the region but to also make a material contribution towards net zero carbon. It supports a reduction in the need to travel by encouraging integrated planning and a shift to more sustainable modes of travel for both passengers and freight.

It recognises the importance of accessible, affordable, integrated, reliable and attractive public transport, that is fit for purpose and have ensured it is at the core of the Strategic Investment Plan. The transport body promises to work with local authorities and operators to provide better-connected and accessible multi-modal journeys with users easily able to walk, wheel or cycle for the first and last miles of their journeys.

Following approval Transport for the South East's attention now turns to delivery. They will continue to work with partners from across the region to develop a delivery action plan, setting out the current position of each of the nearly 300 proposed multi-modal schemes within the investment plan. The action plan will focus on the next three years, 2023-2026, and detail what the next steps are and confirm the roles and responsibilities of Transport for the South East and its delivery partners required to make this plan a reality.

You can read the plan in full at www.transportforthesoutheast.org.uk

Notes to editors

The £45 billion cost estimate is based on 2020 figures. An updated total cost for each scheme will be explored in more detail and updated as part of business case development.

Strategic Investment Plan - sign off social media / short copy for TfSE partners

Short copy for organisations on the Partnership Board Transport investment plan for the South East gets the green light

Following five years of technical work and stakeholder engagement Transport for the South East's Strategic Investment Plan received final approval from their Partnership Board on 13 March 2023.

The plan sets out a vision for the south east region with priorities to decarbonise the transport system, level up left behind communities and facilitate sustainable economic growth in the south east between now and 2050.

This ambitious plan forecasts a total capital cost of over £45 billion over 27 years and interventions that once implemented could generate; 21,000 new jobs, an additional £4 billion growth in GVA each year by 2050, 1.4 mega tonnes less CO2 equivalent emitted, 500,000 more rail trips a day, 1.5 million more trips taken by bus, mass transit and ferry, and take roughly 4 million car trips a day off the south east's roads.

[Insert quote from your board member]

Councillor Keith Glazier, Chair of Transport for the South East said; *"This evidence based investment is a once in a generation opportunity to set out a sustainable transport network that recognises the importance of major transport corridors across the south east. Corridors that are fundamental to our economy and our communities.*

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The Strategic Investment Plan promises to not only deliver economic benefits to the whole of the south east region but to also make a material contribution



towards net zero carbon. It supports a reduction in the need to travel by encouraging integrated planning and a shift to more sustainable modes of travel for both passengers and freight.

It recognises the importance of accessible, affordable, integrated, reliable and attractive public transport, that is fit for purpose and have ensured it is at the core of the Strategic Investment Plan. The transport body promises to work with local authorities and operators to provide better-connected and accessible multi-modal journeys with users easily able to walk, wheel or cycle for the first and last miles of their journeys.

As a member of the Transport for the South East Partnership Board we have worked closely throughout the development of this investment plan, offering insights into the needs of our local area and our residents and businesses. As Transport for the South East turn their attention to delivery we will continue to work with them to make this plan a reality.

You can read the Strategic Investment Plan in full at www.tfse.org.uk

Facebook and LinkedIn

Following five years of technical work and stakeholder engagement Transport for the South East's ambitious Strategic Investment Plan received final approval from their Partnership Board today. The plan sets out a vision for the region with priorities to decarbonise the transport system, level up left behind communities and facilitate sustainable economic growth in the south east between now and 2050.

Councillor Keith Glazier, Chair of Transport for the South East said; *"This evidence based investment is a once in a generation opportunity to set out a sustainable transport network that recognises the importance of major transport corridors across the south east. Corridors that are fundamental to our economy and our communities.*

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Twitter

The Strategic Investment Plan from @TransportfortheSE received final approval from their Partnership Board today. The plan sets out a vision for the region, to decarbonise the transport system, level up left behind communities and facilitate sustainable economic growth between now and 2050. www.tfse.org.uk

Isle of Wight

Transport for the South East (TfSE) has just submitted its Strategic Investment Plan to government. This plan determines the investment needed to grow the south east's economy and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

Since 2017, TfSE, the sub-national transport body for the south east, has become a powerful and effective partnership for the region, bringing together local transport authorities, local enterprise partnerships, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.







Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

To the right, we have mapped the prioritised schemes for the Isle of Wight and surrounding area, the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Isle of Wight schemes from TfSE's Strategic Investment Plan

In addition to place specific schemes, a number of wider policy interventions have been identified. These include:

-  **Decarbonisation:** faster delivery on net zero carbon, including through the use and adoption of green technologies
-  **Public transport fares:** support for public transport including subsidies for reduced fares
-  **New mobility:** capturing the benefits for new modes of travel, new ways of paying for our travel, and new technologies
-  **Road user charging:** support for a national scheme, and one that local areas can integrate with for additional measures (e.g. Clean Air Zones)
-  **Virtual access:** making best use of technology to reduce the need to travel and help plan better, more sustainable journeys
-  **Better integration:** at stations, hubs and between mode, but also better integration with spatial planning and service delivery

Strategic Investment Plan Factsheets
No. 11 Isle of Wight

Figure 2: Isle of Wight scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
D. Isle of Wight Connections Package				
D1a	Bus Mass Transit - Newport to Yarmouth	Intra- and Inter-urban bus-based mass transit with bus priority measures between Newport and Yarmouth.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1b	Bus Mass Transit - Newport to Ryde	Intra- and Inter-urban bus-based mass transit with bus priority measures between Newport and Ryde.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1c	Bus Mass Transit - Newport to Cowes	Intra- and Inter-urban bus-based mass transit with bus priority measures between Newport and Cowes.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1d	Isle of Wight Railway Service Enhancements	Rail service enhancements on the Island Line increasing operating hours, frequency of service.	Improve frequency / reduce wait times, and service reliability between the island and the mainland.	Medium term (2030s)
D1e	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Ventnor	Extension of the Island Line from Shanklin to Ventnor or the consideration of a mass transit alternative.	Promote increased activity and expand the visitor economy on the Island, contributing to local economic growth.	Medium term (2030s)
D1f	Isle of Wight Railway Extensions or Mass Transit alternative - Shanklin to Newport	A reinstated rail connection between the Island line and the Isle of Wight's largest town, Newport, or a mass transit alternative with priority measures.	Provide new rail journey opportunities for communities situated along the line and provide new connection between Shanklin and Newport.	Medium term (2030s)
D2	Isle of Wight Ferry Service Enhancements	Enhanced existing ferry services to/from the Isle of Wight including Southampton-Cowes and Ryde-Portsmouth.	Improve frequency / reduce wait times and service reliability between the island and the mainland.	Short term (2020s)
D2a	Operating Hours and Frequency Enhancements	Extended 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.	Increase the number of services between the island and the mainland, improving connection and access to morning and late night offers at Southampton and Portsmouth.	Short term (2020s)
D2b	New Summer Route - Ryde to Southampton	Introduction of a new ferry service between Ryde and Southampton during summer months.	Enhance connectivity during summer months, support the tourism sector.	Short term (2020s)
E. Solent Active Travel Package				
E6a	Active Travel Enhancements - Newport to Yarmouth	Active travel enhancements between Newport and Yarmouth.	Encourage the uptake of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)
E6b	Active Travel Enhancements - Newport to Ryde	Active travel enhancements between Newport and Ryde.	Encourage the uptake of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)
E6c	Active Travel Enhancements - Newport to Cowes	Active travel enhancements between Newport and Cowes.	Encourage the uptake of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)

Delivering interventions for the Isle of Wight

Working with our partners we will now begin delivery of the nearly 300 interventions within the Strategic Investment Plan. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in TfSE's Transport Strategy.

By 2050, delivery of the Strategic Investment Plan will achieve for the south east:



21,000 additional new jobs



500,000 more rail trips each weekday



an additional £4 billion in GVA each year by 2050



1.5 million more trips b bus, mass transit and ferry each weekday



1.4 mega tonnes less CO₂ equivalent emitted each year and a pathway to net zero identified



4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improves the quality of life for all residents.

You can find the Strategic Investment Plan, the technical work behind it and our Transport Strategy on the TfSE website - www.tfse.org.uk, along with other constituency factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk or [0300 3309574](tel:03003309574).

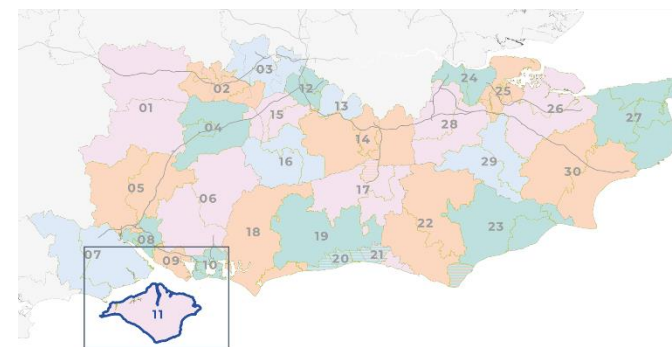


Figure 3: Map of factsheet locations and numbers